



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### Central Area Planning Commission

**Date:** January 22, 2019  
**Time:** After 4:30 P.M.  
**Place:** 200 North Spring Street, Room 1070  
Los Angeles, CA 90012

**Public Hearing:** January 9, 2018  
**Appeal Status:** Further Appealable  
**Expiration Date:** January 22, 2019  
**Multiple Approval:** Yes

**Case No.:** ZA-2015-2355-TDR-ZV-MCUP-SPR-1A  
**CEQA No.:** ENV-2015-2356-EIR  
**Incidental Cases:** NA  
**Related Cases:** ZA-2015-2355-TDR-ZV-MCUP-SPR  
**Council No.:** 14-Huizar  
**Plan Area:** Central City  
**Specific Plan:** None  
**Certified NC:** Downtown Los Angeles  
**GPLU:** Regional Center  
Commercial  
**Zone:** C5-4D  
**Applicant:** Lizard in Los Angeles, LLC  
**Representative:** Matt Dzurec, Armbruster  
Goldsmith & Delvac, LLP

**PROJECT LOCATION:** 631, 633, and 635 South Spring Street

**PROPOSED PROJECT:** The Project would construct a high-rise hotel building with 105,841 square feet of floor area, which includes: 170 hotel rooms; a 6,980 square-foot restaurant; a 3,340 square-foot roof bar/lounge; a 1,450 square-foot gym; 1,250 square feet of office space; 2,740 square feet of gallery bar/event space; and a 1,540 square-foot conference/screening room. A total of 4,720 square feet of outdoor hotel amenity space would include: a 1,320 square-foot roof bar; a 2,280 square-foot pool deck; and 1,120 square feet associated with reception and guestroom outdoor terraces. In addition, 3,650 square feet of balconies would be included for the hotel guest rooms. The Project would be up to 28 stories (plus three subterranean levels), reaching a maximum height of 342 feet. In addition, 71 vehicle parking spaces would be provided on-site utilizing a car elevator in subterranean Levels 2 and 3.

**REQUESTED ACTION:** An appeal of the entire decision of the Zoning Administrator on the following actions:

1. Pursuant to Sections 21082.1(c) and 21081.6 of the Public Resources Code, the Advisory Agency has reviewed and considered the information contained in the Environmental Impact Report prepared for this project, which includes the Draft EIR, No. ENV-2015-2536-EIR (SCH No. 2015101003), dated January 5, 2017, the Final EIR, dated November 9, 2017, and the Errata dated December 2017 (Spring Street Hotel EIR), as well as the whole of the administrative record, and

**CERTIFICATION** of the following:

- a. The Spring Street Hotel EIR has been completed in compliance with the California Environmental Quality Act (CEQA);

- b. The Spring Street Hotel EIR was presented to the Zoning Administrator as a decision-making body of the lead agency; and
- c. The Spring Street Hotel EIR reflects the independent judgment and analysis of the lead agency.

**ADOPTION** all of the following:

- a. The related and prepared Spring Street Hotel Environmental Findings;
  - b. The Statement of Overriding Considerations;
  - c. The Mitigation Monitoring Program prepared for the Spring Street Hotel EIR.
2. Pursuant to Los Angeles Municipal Code Section 14.5.7, **approval** of a Transfer of Floor Area of less than 50,000 square feet to permit an increase of 49,999 square feet of floor area for a total of 105,841 square feet in lieu of 55,842 square feet;
  3. Pursuant to Los Angeles Municipal Code Section 12.27, **approval** of a Zone Variance from LAMC Section 12,21-A,16(e)(2) to permit the required short-term bicycle parking to be located inside the Project building in lieu of the required location outdoors;
  4. Pursuant to Los Angeles Municipal Code Section 12.24-W,1, **approval** of a Master Conditional Use Permit authorizing the on-site sale, dispensing and consumption of a full line of alcoholic beverages within the hotel and restaurant in the C5-4D Zone; and
  5. Pursuant to Los Angeles Municipal Code Section 16.05, **approval** of a Site Plan Review for the construction of a maximum of 170 hotel guest rooms.

**RECOMMENDED ACTIONS:**

1. **Deny** the appeal.
2. **Find** that the City Planning Commission has reviewed and considered the information contained in the Environmental Impact Report No. ENV-2015-2536-EIR (SCH No. 2015101003), prepared for this project, which includes the dated January 5, 2017, the Final EIR, dated November 9, 2017, and the Errata dated December 2017 (Spring Street Hotel EIR), as well as the whole of the administrative record.

**CERTIFY** the following:

- a. The Spring Street Hotel EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- b. The Spring Street Hotel EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
- c. The Spring Street Hotel EIR reflects the independent judgment and analysis of the lead agency.

**ADOPT** the following:

- a. The related and prepared Spring Street Hotel Environmental Findings, dated May 7, 2018;
  - b. The Statement of Overriding Considerations contained in Environmental Findings; and
  - c. The Mitigation Monitoring Program prepared for the Spring Street Hotel EIR (Exhibit C).
3. **Sustain** the decision of the Zoning Administrator in approving Vesting Case No. ZA-2015-2355-TDR-ZV-MCUP-SPR-1A and grant the applicant's request to withdraw the Zone Variance request; and

4. **Adopt** the Zoning Administrator's Conditions of Approval and Findings.

VINCENT P. BERTONI, AICP  
Director of Planning



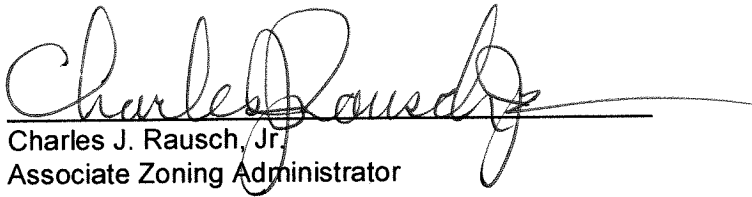
---

Heather Bleemers, Senior City Planner



---

Adam Villani, City Planner  
Telephone: (213) 847-3688



---

Charles J. Rausch, Jr.  
Associate Zoning Administrator

## TABLE OF CONTENTS

<b>Appeal Analysis .....</b>	<b>A-1</b>
------------------------------	------------

### **Exhibits:**

- A – Appeal Application
- B – ZA-2015-2355-TDR-ZV-MCUP-SPR Decision Letter
- C – Mitigation Monitoring Plan
- D – Historic Memorandum
- E – Applicant Request to Withdraw the Zone Variance

Environmental Impact Report (EIR) link:

<https://planning.lacity.org/eir/SpringStHotel/SpringStHotelCoverPg.html>



## APPEAL REPORT

### **BACKGROUND**

The project site consists of a narrow lot approximately 9,307 square feet in area along South Spring Street between 6<sup>th</sup> Street and 7<sup>th</sup> Street in Downtown Los Angeles. The project site is flat, and is developed with a surface parking lot and a small, single-story commercial building occupied by a restaurant (approximately 600 square feet of floor area).

The land uses within the general vicinity of the project site are characterized by a mix of high-intensity commercial, mixed-use, entertainment (i.e., Palace Theater) and residential uses, which vary in architectural style (e.g., Neoclassical, Art Deco) from the first half of 20<sup>th</sup> century. The project site is located within the National Register Spring Street Financial Historic District. Many of the historical resources have been adaptively reused into mixed-use residential buildings. The area immediately surrounding the project site is relatively flat and is developed with commercial and mixed-use residential high-rise buildings along Spring Street, with ground floor retail establishments such as cafes and restaurants. Specifically, residential high-rises are located to the north (i.e., the Neoclassical-designed adaptive reuse, Premiere Towers) and to the south (i.e., Spring Tower Lofts, also a Neoclassical-designed adaptive reuse), while the Art Deco MALDEF National Headquarters building is located to the east across Spring Street. An alleyway borders the project site to the west. The Palace Theater is located on the other side of the alley, facing Broadway.

The project includes the demolition of the existing building and surface parking lot and construction of a 28-story (342 feet tall) hotel building with 170 hotel guest rooms and a total of 105,841 square feet of floor area. In addition to the hotel guest rooms, the Project includes a restaurant located on the ground floor and first basement level with approximately 6,980 square feet of interior floor area and 230 square feet of exterior square footage (sidewalk eating area, not floor area). The Project includes a hotel fitness center on the 3<sup>rd</sup> level, a cinema screening room with fixed seating and a gallery bar and event space on the 4<sup>th</sup> level, hotel reception area and outdoor terrace on the 6<sup>th</sup> level, hotel bar and lounge with indoor and outdoor space on the 25<sup>th</sup> level, additional outdoor terrace bar and lounge seating on the 26<sup>th</sup> and 27<sup>th</sup> levels, and hotel spa and lounge areas also on the 27<sup>th</sup> level. Hotel guest rooms are located on the 5<sup>th</sup> through 24<sup>th</sup> levels. Elevator machine and mechanical equipment rooms would be located on the 28<sup>th</sup> level.

The applicant submitted a request, dated December 22, 2018, to withdraw the associated Zone Variance that was granted to allow long- and short-term bicycle parking to be located inside the Project building in lieu of the required location outdoors given that the project will include the utilization of an Attended Bicycle Parking Service as permitted by LAMC 12.21 A.16.E.2(vii).

South Spring Street, adjoining the project site to the east, is designated a Modified Avenue II in the Mobility Plan 2035, dedicated to a 52-foot width at the project's street frontage and is improved with sidewalks, curbs and gutters.

### **Related Off-Site Cases:**

Case No. ZA-2018-906-CUB-CUX-ZV-CDO – On August 30, 2018, the Associate Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a new restaurant as part of a 7<sup>th</sup> floor addition and rooftop bar/lounge on the 8<sup>th</sup> floor high rooftop bar with rooftop dining expansion and outdoor roof within an existing building located at 612 South Broadway.

Case No. ZA-2018-4678-CUB – A case was filed for a Conditional Use Permit to allow the sale and dispensing of beer and wine for on-site consumption in conjunction with two existing restaurants in one tenant space with a proposed mezzanine bar area located at 541 South Spring Street. No hearing has been scheduled for this case.

Case No. ZA-2018-428-CUB – On June 4, 2018, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of beer and wine for on-site consumption, in conjunction with a 2,189-square-foot restaurant and a 160-square-foot outdoor on-site patio, with hours of operation from 6:00 a.m. to 2:00 a.m. daily, at 541 South Spring Street, #112-113.

Case No. ZA-2018-4119-CUB – A case was filed for a Conditional Use Permit to allow the sale and dispensing of beer and wine for on-site consumption in conjunction with a new restaurant, located at 615 South Spring Street. No hearing has been scheduled for this case.

Case No. ZA-2016-1681-CUB – On November 29, 2016, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of beer and wine for on-site consumption in conjunction with a proposed restaurant in the [Q]C5-4D-CDO-SN and C5-4D Zones, with hours of operation from 6:00 a.m. to 2:00 a.m. daily, at 541 South Spring Street, #124-126.

Case No. ZA-2015-633-ZV-CUB – On September 19, 2016, the Associate Zoning Administrator approved a Conditional Use to allow a full line of alcoholic beverages in conjunction with a proposed approximately 5,000-square-foot bar/lounge.

Case No. DIR-2015-2630-TDR-SPR – On March 8, 2016, the Director of Planning approved a Transfer of Floor Area of less than 50,000 square feet to permit an increase in floor area of 49,999 square feet and Site Plan Review for the construction of a 24-story mixed-use project, consisting of up to 308 residential dwelling units, and approximately 7,202 square feet of ground floor commercial space in the C2-4D Zone at 730-732 South Spring Street.

Case No. DIR-2014-4189-TDR-SPR – on September 2, 2015, the Director of Planning approved a Transfer of Floor Area of less than 50,000 square feet and Site Plan Review for the construction of a 24-story mixed-use project with a maximum of 244 feet in height, consisting of up to 320 residential dwelling units and approximately 8,900 square feet of ground floor commercial space in the C5-4D Zone at 737-751 South Spring Street.

Case No. ZA-2013-1068-MCUP – On May 22, 2014, the Associate Zoning Administrator approved a Master Conditional Use Permit for on-site sale of alcoholic beverages in a total of 7 establishments, including 5 restaurants, 1 bakery, and 1 bar at 541 South Spring Street and 546-550 South Broadway.

Case No. ZA-2013-854-ZV-TDR-SPR – On May 1, 2014, the Associate Zoning Administrator approved a Zone Variance from Section 12.21 -A,5 to allow 126 standard parking stalls and 18 compact spaces in lieu of the required 144 standard stalls for the residential use; a Transfer of Floor Area of less than 50,000 square feet to permit an increase of 48,138 square feet of floor area for a total of 162,768 square feet in lieu of 114,630 square feet; and a Site Plan Review to allow the development of mixed-use project with 159 dwelling units and 23,000 square feet of ground floor commercial space.

Case No. ZA-2012-2519-MCUP – On August 6, 2013, the Associate Zoning Administrator approved a Conditional Use to permit the on-site sale and consumption of a full-line of alcoholic beverages (type 47 license) in conjunction with the remodel of a 62,833 square-foot historical theater, including ancillary theater space, for a maximum building occupancy of 2,916 or a

maximum 1653 seats, which includes live entertainment and public dancing confined to a 581 square-foot dance floor.

Case No. ZA-2012-2511-MCUP – On August 6, 2013, the Associate Zoning Administrator approved a Conditional Use to permit the on-site sale and consumption of a full-line of alcoholic beverages (type 48 license) in conjunction with the remodel of a 103,884 square-foot historical theater, including ancillary theater space, for a maximum occupancy of 6,684 or a maximum 3,562 seats, which includes public dancing and live entertainment.

Case No. ZA-2012-2509-MCUP-CUX – On August 6, 2013, the Associate Zoning Administrator approved a Conditional Use to permit the on-site sale and consumption of a full line of alcoholic beverages (type 47 license) in conjunction with the remodel of a historic theater, including ancillary theater space, for a maximum theatre space occupancy, including separate tenant spaces of 3,650 or a maximum seating capacity of 2,944 seats, which includes public dancing and live entertainment.

Case No. ZA-2001-2474-CUB-CUX-ZV – On October 17, 2001, the Associate Zoning Administrator approved a Conditional Use to allow the sale of alcoholic beverages and public dancing in conjunction with the operation of a nightclub with live entertainment and variance for reduced parking.

#### Ordinance:

Ordinance No. 164,307, effective January 30, 1989, amended the zoning map for the Project Site (Subarea 1535). Specifically, Height District 4D imposes a “D” Limitation which states that the “total floor area contained in all buildings on a lot shall not exceed six (6) times the buildable area of lot” with several exceptions including projects “approved pursuant to any procedure to regulate transfers of floor area as may be adopted by the City Council.”

#### Community Plan:

The project site is located in the Central City Community Plan Area, the City Center Redevelopment Project Area, and is located in the C5-4D Zone (Commercial - Height District 4D). The “D” limitation set forth in Ordinance No. 164,307 (effective January 30, 1989) restricts the maximum floor area ratio (FAR) permitted to 6:1, except in cases with a transfer of floor area procedure adopted by the City Council. LAMC Section 14.5.7 allows for a Transfer of Floor Area of less than 50,000 square feet of floor area. The Community Plan designates the project site for Regional Center Commercial land uses with the corresponding zones of CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3, and RAS4.

#### Community Plan Update:

The City of Los Angeles Department of City Planning is currently updating the Central City Community Plan in conjunction with the Central City North Community Plan, whose areas together make up Downtown Los Angeles (sometimes known as DTLA), in a combined planning process referred to as the DTLA 2040 Plan. The Project Site is currently designated as Regional Center Commercial by the existing adopted Community Plan. Under the DTLA 2040 Plan, the Project Site would be designated as part of the Traditional Core, which would allow a maximum FAR of 13:1 and general uses that include mixed-use community, multi-family residential, and entertainment. The Los Angeles Department of City Planning is partnering with the Downtown community to update Downtown’s Central City and Central City North Community Plans, as part of DTLA 2040. The DTLA 2040 Plan process began in 2014, and a public scoping meeting was held in February 2017 to collect comments from agencies and the public. Following a period of

environmental analysis and review, the Central City Community Plan is expected to begin the adoption process in 2019.

### **Case No. ZA-2015-2355-TDR-ZV-MCUP-SPR-1A and Appeal**

On May 7, 2018, the Zoning Administrator certified the Spring Street EIR (ENV-2015-2356-EIR) and approved Case No. ZA-2015-2355-TDR-ZV-MCUP-SPR and granted (1) a Transfer of Floor Area of less than 50,000 square feet to permit an increase of 49,999 square feet of floor area for a total of 105,841 square feet in lieu of 55,842 square feet; (2) a Master Conditional Use Permit authorizing the on-site sale, dispensing and consumption of a full line of alcoholic beverages within the hotel and restaurant; and (3) Site Plan Review for the construction of 170 hotel guest rooms. Note that the Zoning Administrator also granted a Zone Variance to permit the required short-term bicycle parking to be located inside the Project building in lieu of the required location outdoors; however, the Applicant has formally withdrawn the Zone Variance request and the Project would comply with location standards for the short-term bicycle parking set forth in the Zoning Code.

The determination was appealed by Antonio Mendoza on behalf of UNITE HERE Local 11 ("Appellant"). In their justification for the appeal, the Appellant claim that the Project's Environmental Impact Report (EIR) as certified by the Zoning Administrator fails to adequately analyze various issues related to historic resources, land use, noise vibration, alternatives, and statement of overriding consideration adopted for the Project in compliance with the California Environmental Quality Act (CEQA). In addition, the Appellant asserts the Zoning Administrator erred and abused its discretion when approving the Project. The appeal is attached herein for reference.

### **APPEAL POINTS/STAFF RESPONSES**

#### **Appeal Statement 1**

The Appeal asserts that the EIR analysis is flawed and the Project creates a significant impact to historic resources because the scale of the Project is incompatible with the Spring Street Financial District and Broadway Theater and Commercial District, is not consistent with the City's Historic Downtown Los Angeles Design Guidelines and is not consistent the Secretary of the Interior Guidelines.

#### **Staff Response 1**

The Historical Resources Assessment and Environmental Impact Analysis Report prepared by ESA, dated July 2016 analyzed the Project's potential environmental impacts on historical resources in compliance with the correct CEQA significance thresholds. The report can be found in Appendix C of the Draft EIR and is summarized in Draft EIR Section IV.C (Cultural Resources). In addition, a supplemental memorandum, dated December 20, 2018 was prepared and is attached to this staff report that responds to the assertions raised in the Appeal with respect to historic resources and compliance with CEQA.

The Appeal references various citations from the Historic Downtown Los Angeles Guidelines and Secretary of Interior Standards to suggest the Project creates a significant impact. The 2018 ESA Memo clarified that the Appellant cites incorrect significance thresholds. Contrary to the Appellant's comments, the EIR properly evaluated the Project's impacts on historic resources using the correct methodology and thresholds.

The Appeal suggests that non-conformance with the Secretary of the Interior Guidelines would result in a substantial adverse change (i.e. significant impact) to a historical resource, and

erroneously cites the Secretary of the Interior's Standards for the Treatment of Historic Properties as the significance threshold. As set forth in Draft EIR Appendix IV.D-3, the Planning Department confirmed that the Standards are screening criteria but not the thresholds of significance. According to Planning Department's explanation of the L.A. CEQA Thresholds Guide, failure to strictly comply with the Standards may not result in significant impacts to a historical resource if the project does not result in material impairment.

The Standards are simply the guidance used to determine the appropriate treatment methods that should be used for preserving, rehabilitating, restoring and reconstructing historic buildings, and are not intended to guide the design of new buildings in historic districts. As there are no historic resources on Project site, there are two Standards that apply to new construction which are used to evaluate compatibility of the Project to the Financial District and the Broadway District.

Specifically, the Standards for Rehabilitation, Standards 9 and 10 apply to new construction adjacent to historical resources, and, as such, are applicable to the Project, which would construct a new hotel building on a non-contributing parking lot in the Spring Street Financial District.

A detailed review of the Project's conformance with the Standards is provided in the Draft EIR in Appendix D, pages 68-71, which concludes that the Project does not fully conform to Standard 9 due to its scale and the irregular massing of the tower, but that the design of the street wall up to an elevation of 150 feet would be fully compatible with the Financial District. The tower would be set back from the street wall to reduce its visibility within the district. Therefore, the Project would be in keeping with the intent of Standard 9, which is to minimize the impact of the new construction on the existing historic resources (i.e. a historic district). As noted above, failure to strictly comply with the Standards may not result in a significant impact if there is not a material impairment of the significance of the two historic districts. The Project would not destroy any historic buildings in the Financial District or Broadway District, and would not destroy historic materials, features, and spatial relationships that characterize it and it would not materially impair the significance of either of those historic districts.

In addition, compliance with the Historic Downtown Los Angeles Guidelines is not a historic resources significance threshold under CEQA. Compliance with the Historic Downtown Los Angeles Guidelines was evaluated in Section IV.G (Land Use and Planning) of the Draft EIR to determine if the Project could have a significant land use and planning impact if it were to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. As demonstrated in the ESA Report (pages 52-54) and in Table IV.G-12 of the Draft EIR (Consistency with Applicable Standards and Guidelines of the Historic Downtown Los Angeles Design Guidelines), the Project substantially conforms with the Historic Downtown Los Angeles Guidelines related to new construction.

As discussed in detail in the Draft EIR on pages IV.C-33 through IV.C-46 and in Appendix D, pages 54-64, under CEQA's significance thresholds, the proposed Project would not demolish, destroy, relocate or alter a historical resource, nor would it reduce the integrity or significance of important resources on the Project Site or in the vicinity. There are no historical resources on the Project Site that would be demolished. The EIR concluded that Project would not materially impair any Financial District or Broadway District contributors and would not detract from their eligibility as contributors or adversely affect the eligibility of the Financial District or the Broadway District which would remain listed as a National Register historic district. Therefore, impacts to historical resources would be less than significant. Moreover, in contrast to the ESA Report, the Appeal provides no substantial evidence or expert testimony to support their claims.

### **Appeal Statement 2**

The Appellant claims that the EIR should have included mitigation measures that address the incompatibility of the Project with the Historic Downtown Los Angeles Design Guidelines.

**Staff Response 2**

As demonstrated in the EIR and in the 2018 ESA Memo, since the Project would have a less than significant impact to historical resources, no mitigation measures are necessary or required for historical resources. Furthermore, the Project would be constructed on a non-contributing parking lot and occupy vertical air space and would not physically impact any contributing historic resources in the district or its surrounding setting such as the Broadway Theater District. Therefore, the Project would not have an adverse material change on the character-defining features of the Financial District or its setting. The consideration of the integrity of the two National Register historic districts is required by CEQA in order to determine whether the Project would materially impair the significance of the districts. Contrary to the Appellant's assertions and failure to provide evidence to the contrary, the EIR appropriately concluded that the Project's would not destroy, demolish, alter, relocate or otherwise physically change any existing character-defining features of the historic district.

**Appeal Statement 3**

The Appeal asserts that the Project should have restored the height of a building that previously occupied the Project Site and is therefore inconsistent with the Secretary of the Interior Guidelines.

**Staff Response 3**

In 1909, the Project Site was improved with a six-story brick building known as the Los Angeles Realty Board Building which was demolished in 1937. The Project Site has been a parking lot since at least 1939 and is currently improved with a one-story restaurant added in 1967. The Project Site is not a contributor to the Financial District, and the restaurant is listed as a "non-conforming intrusion" on the Spring Street Financial District Department of Parks and Recreation ("DPR") Form. The State CEQA Guidelines, the L.A. CEQA Thresholds Guide, the Historic Downtown Los Angeles Design Guidelines, nor the Los Angeles Municipal Code require construction of a new building of the same height of a previously demolished building over 80 years ago. The zoning for the Project is C4-4D. Height District 4D regulates maximum floor area but does not establish a height limit.

Repair, restoration or reconstruction of damaged or missing features is discussed under the Secretary of the Interior Guidelines in reference to the treatment of existing historic buildings, not new construction. Under the Secretary of Interior guidelines, which compliance with is not a threshold under CEQA as discussed above, new related construction must be compatible yet differentiated from the adjacent historical resources. The Project is creating a 150-foot street wall of compatible design, scale, size, massing, design and materials with the historic Financial District and adding a tower above that will be set back from the street wall to reduce its visibility within the district in order to ensure compatibility with the historic district. Further, strict compliance with the Standards is not required under CEQA.

**Appeal Statement 4**

The Appeal claims that EIR land use analysis improperly analyzed the land use compatibility of the Project based on a comparison to inappropriate projects located elsewhere in downtown.

**Staff Response 4**

The Appeal mixes and matches references in the Project's EIR with analyses of the Project's potential impacts in accordance with adopted CEQA thresholds and the findings in the determination letter to support the Zoning Administrator's determination in granting the Project's entitlements.

With respect to CEQA and the Project's evaluation of Land Use and Planning impacts, the EIR correctly used the appropriate thresholds and determined that the Project would (1) not physically divided an established community (Draft EIR Section IV.G Page 17), (2) the Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, (3) the Project is consistent with the adopted land use/density designation in the LAMC, Central City Community Plan, City Center Redevelopment plan, and (4) the Project is consistent with the General Plan or adopted environmental goals contained in other plans (Draft EIR Section, Tables IV.G-1-G12).

### **Appeal Statement 5**

The Appeal claims that the Zoning Administrator's approval of the Transfer of Floor Area (TFAR) and legal finding under the Los Angeles Municipal Code (Zoning Code) that "The Project is proper in relation to the adjacent uses or the development of community" improperly cited high rise towers of similar scale and FAR in Downtown that were not located specifically located within National Register Spring Street Financial District or the Broadway Theater and Commercial District.

### **Staff Response 5**

The decision maker has the broad authority to determine that the Project is either proper in relation to the adjacent uses or to the development of the community. The Zoning Code does not define specific geographic parameters to consider whether the Project is proper nor what defines "community".

The Zoning Administrator here appropriately determined the Project's hotel and commercial uses are consistent with the uses specifically located on Spring Street and with other hotel developments located nearby that includes the Ace Hotel, Stillwell Hotel, Stay on Main Hotel, the Proper Hotel, and the Freehand Hotel all of which are located in the nearby vicinity of the Project Site. The Zoning Administrator's uses the Downtown Design Guide which provides the Project's should "Respect historically significant districts and buildings, including massing and scale, and neighborhood context, while at the same time, encouraging innovative architectural design that expresses the identity of contemporary urban Los Angeles." Consistent with the Downtown Design Guide, the Zoning Administrator found that the Project fits into the context of the Spring Street Historic District as the lower part of the Project is built to a height of 150 feet consistent with Spring Street's historic buildings and the Downtown Design Guide provision that requires a minimum street wall height of 150 feet in the Historic Districts. In addition, the Zoning Administrator cites to the Downtown Design Guide which provide that "Generally, buildings over 150' tall (the historic datum for Downtown) should not be historicized. They are contemporary interventions in the skyline and should appear as such." The tower portion of the Project meets this guideline as the tower above 150 feet is stepped back 15 feet from the Project's Spring Street street-wall and "utilizes a contemporary architectural design."

In addition, the Zoning Administrator determined that the Project's height continues the pattern of development in Downtown (community) and noted that the Project's size is consistent with two recently constructed 24-story towers located one-block from the Project Site on Spring between 7<sup>th</sup> and 8<sup>th</sup> Streets, the Gas Company tower (located 1,675 feet from the Project Site) and other nearby towers. Moreover, the Zoning Administrator found that the hotel would help to support demand for the Los Angeles Convention Center which is only 1.5 miles away from the Project

Site within the same Downtown Community. A hotel does not need to be immediately proximate to the Convention Center in order to help serve the growing demand of the Convention Center. Therefore, the Zoning Administrator provided substantial evidence that the Project is proper in relation to the adjacent uses and the development of the community.

#### **Appeal Statement 6**

The Appeal asserts that the EIR should have evaluated cumulative shadow impacts that could affect the integrity of historic districts.

#### **Staff Response 6**

Shadow impacts on historical resources is not required pursuant to the State CEQA Guidelines or the *L.A. CEQA Thresholds Guide*. The EIR evaluated the Project's shade and shadow impacts for informational purposes only and determined that shade and shadow impacts would not result in a substantial adverse change in the significance of an historical resource by demolition, relocation, conversion, rehabilitation, or alteration. Furthermore, shadow impacts by the Project would not reduce the integrity or significance of historical resources which would be materially unimpaired. Pursuant to Public Resources Code section 21099(d)(1) and the City's Zoning Information File No. 2452 (found in Draft EIR Appendix L), the shade and shadow impacts shall not be considered a significant impact on the environment as a matter of law.

#### **Appeal Statement 7**

The Appellant claims that the EIR should have analyzed the cumulative impacts effects of potential similar sized development on other vacant parking lots that would occur if the Project is approved.

#### **Staff Response 7**

The comment claims, without any evidence, that the approval of the Project will set a precedent for development of similar sized projects on other surface parking lots on the 600 block of the Spring Street Financial District and within the broader the historic downtown district and that the EIR must include a cumulative analysis of similar development on parking lots identified in the Appeal letter.

Section 15130 of the State CEQA Guidelines requires that an EIR consider the environmental effects of a proposed project individually as well as cumulatively. Cumulative impacts can be characterized as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State CEQA Guidelines Section 15355).

The environmental setting (i.e. baseline) is established at the time of commencement of the environmental analysis; here it was the Notice of Preparation (NOP) of the EIR. (See CEQA Guidelines section 15125(a). Once a baseline condition for environmental review is established, the EIR considers the potential environmental effects of a project, as well as "cumulative impacts", compared against that baseline. Here, related projects were established at the time of the NOP. CEQA does not require the updating of the related projects once the baseline (i.e. the NOP) is established.

All proposed, recently approved, under construction, and reasonably foreseeable projects that could produce a related cumulative impact on the environment when considered in combination with the proposed Project at the time of the NOP are evaluated throughout Section IV (Environmental Impact Analysis) in the Draft EIR. In coordination with the City of Los Angeles Department of Transportation and the City of Los Angeles Department of City Planning, a list of



131 related projects was developed. These related projects are listed in Table III-1 (List of Related Projects) of the Draft EIR and are shown in Figure III-1 (Related Projects Map) of the Draft EIR. None of the parking lots identified in the Appeal letter proposed development at the time the CEQA baseline (i.e., the NOP) was established.

In addition, pursuant to CEQA Guidelines section 15145, CEQA does not require the analysis of speculative development and impacts. A recent Court of Appeal decision in the City of Los Angeles (Citizens Coalition Los Angeles v. City of Los Angeles, 26 Cal.App.5th 561 (2018)) sets forth criteria, based upon prior case law, that can be used to determine whether a consequence of a project is reasonably foreseeable (and therefore must be analyzed as part of the project). These criteria specify that a consequence is reasonably foreseeable when:

- The agency has already committed itself to undertake the consequence;
- The project under review presupposes the occurrence of that consequence—that is, when the consequence is a “necessary” and essential component of the project itself;
- The consequence is itself under environmental review;
- The agency subjectively “intends” or “anticipates” the consequence, and the project under review is meant to be the “first step” toward that consequence; or
- If the project under review creates an incentive that is *all but certain* to result in the consequence (emphasis added).

None of these criteria would apply to the suggestion in the comment that the Project could result in future development of sites other than the Project site in the manner suggested. Conversely, a consequence is not reasonably foreseeable:

- When it is entirely independent of the project under consideration;
- Simply because the project under consideration makes that consequence a *possibility*—even when the public agency is subjectively aware of that possibility (emphasis original); or
- Merely because the project creates an incentive for that consequence to come to pass (*unless, as noted above, that incentive makes the consequence all but certain*) (emphasis added).

In these situations, CEQA does not exempt the consequence from environmental review; it merely sets time frame for that review when the development is reasonably foreseeable. At the appropriate time, CEQA would be required in the future for proposed development on vacant parking lots identified in the Appeal letter. None of the related projects evaluated in the Draft EIR, consisting of proposed, recently approved, under construction, and reasonably foreseeable projects, were located within the 600 block of the Financial District (Draft EIR, Figure III-1), as identified in the comment.

The commenter provides no substantial evidence of proposed development on other vacant parking lots identified in the Appeal letter, including the submission of land use or building permit applications or other evidence that such development is proposed or contemplated on other similar situated lots, at the time of the Project NOP.

### **Appeal Statement 8**

The Appellant asserts, without providing any substantial evidence, that the significant noise and vibrations impacts of the Project as identified could be better mitigated by proceeding with Alternative 2.

### **Staff Response 8**

The noise threshold of significance under the City’s CEQA thresholds used to assess construction noise impacts is based on the noise levels generated by the construction activity on its peak day

(refer to Draft EIR, page IV.H-18). This threshold conservatively does not take into account the duration of the impact (i.e., it identifies an impact if any exceedance of this threshold occurs, even for one day). Under Alternative 2 – the alternative that addresses significant and unavoidable construction noise impacts directly – while construction noise and vibration impacts would last for a shorter duration due to the reduced square footage and excavation depth of the Reduced Project Alternative, it would still result in the same less-than-significant impact from construction vibration as under the Project and there are no feasible mitigation measures that would reduce the significant impact.

### **Appeal Statement 9**

The letter asserts that EIR did not identify the methodology for identifying the noise sensitive receptors in the vicinity of the Project.

### **Staff Response 9**

The Draft EIR (page IV.H-7) clearly identifies land uses that are considered noise-sensitive, including “residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks” as per the *L.A. CEQA Thresholds Guide*. The ten specific sensitive receptors that could potentially be affected by construction and operation of the Project are listed in the Draft EIR on pages IV.H-7 and IV.H-8. The Draft EIR (at page IV.H-14) sets forth the City adopted noise impact methodology which was carried out with respect to the identified noise sensitive receptors. Contrary to the suggestion in the comment, the fact these receptors have a direct line of sight to the Project site indicates that they could be affected by Project activities as line of sight is a key criterion for identification of noise sensitive receptors, and for this reason these receptors were analyzed for potential noise impacts from the Project. Although the Project would not have significant operational noise impacts, there would be significant and unavoidable construction noise impacts as determined in the Draft EIR page IV.H-30, even after all feasible mitigation is adopted.

### **Appeal Statement 10**

The letter asserts that some of the noise mitigation measures included in the EIR do not include performance measures that are enforceable.

### **Staff Response 10**

The measures cited in the comment, Project Design Feature NOI-2 and Mitigation Measure NOI-5, include performance measures that are enforceable. Project Design Feature NOI-2 is based upon the requirements of Sections 112.01, 115.02, and 116.01 of the City’s Noise Ordinance, which set numeric limits on the level of amplified sound increase permitted at the property line of any property in the City. Mitigation Measure NOI-5 provides for a noise barrier limits noise increases at surrounding properties to 10 dBA, which is a function of the design of the noise barrier that can be verified prior to commencement of construction. The comment suggests further construction noise mitigation measures, including “alternative construction methods” that are not specified in the comment. The Project’s construction program already includes maximum employment of noise control devices to minimize noise from construction equipment (Mitigation Measure NOI-4). Further, the suggestion that the construction period be extended to reduce daily noise generation is directly contradicted by the suggestion in the Kracov letter below that the construction period be reduced to minimize the duration of the impact. Regardless, the threshold of significance utilized by the City to assess construction noise impacts is based on the noise levels generated (Draft EIR, page IV.H-18). This threshold conservatively does not take into account the duration of the impact (i.e., it identifies an impact if any exceedance of this threshold occurs, even for one day).

**Appeal Statement 11**

The Appeal claims that EIR alternatives analysis is flawed because the Alternatives analyzed did not contain underground parking like the Project.

**Staff Response 11**

The comment misunderstands the alternatives that were defined and analyzed in the Draft EIR. The single basement level associated with Alternatives 2, 3 and 4, which is cited in the comment, refers to the same 2,940 square foot space located on Lower Level 1 (used as gallery/bar space in the Project), and shown in Figure II-10 in the Draft EIR. The Reduced Project Alternative (Alternative 2) would include the on-site parking requirement of 30 spaces that would be accommodated in a similar, but reduced in depth, subterranean parking structure compared to the Project. Analysis of this alternative evaluates the effects of reducing the height of the Project building and reducing the excavation depth. Alternatives 3 and 4 would have substantially higher parking requirements (140 spaces and 120 spaces, respectively, compared to 63 for the Project), which could not feasibly be accommodated in a subterranean configuration. Accordingly, these two alternatives include above ground parking and their analysis evaluates the effects of alternate uses of the Project Site. CEQA does not require the evaluation of all possible alternatives. As stated in Section 15126.6(a) of the State CEQA Guidelines, “an EIR need not consider every conceivable alternative to a Project” and the range of alternatives should “avoid or substantially lessen any of the significant effects of the Project.” The alternatives analysis provided in the Draft EIR includes sufficient information to allow the decision makers to consider combinations of reduced height and alternate use in addition to the alternatives that are specifically identified and analyzed in the Draft EIR.

**Appeal Statement 12**

The Appeal asserts that the City did not provide substantial evidence to support the Statement of Overriding Considerations.

**Staff Response 12**

The Appellant claims that the Project cannot make the finding in CEQA Section 21081(a)(3) and that the City should require payment of prevailing construction workers which will ensure the Project’s provides “employment opportunities for highly training workers” in order to make the findings.

Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decisions of the public agency allow the occurrence of significant impacts identified in the Final EIR that are not substantially lessened or avoided, the lead agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations is not limited to economic benefits and employment and CEQA requires a decision maker to balance the economic, social, aesthetic and environmental benefits of a Project against its unavoidable impacts. The City made cited seven specifies seven benefits of the Project that outweigh the Project’s significant and unavoidable impacts. Under CEQA, any of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the significant unavoidable impacts of the project and justify the approval.

**Appeal Statement 13**

The Appeal asserts that the EIR did not address the loss of undeveloped land for affordable housing, particularly since the Project site is located within the Greater Downtown Housing Incentive Area.

### **Staff Response 13**

Neither the Central City Community Plan, within which the Project Site is located, nor the City's Planning and Zoning Code specifies any parcel, developed or undeveloped, for affordable housing development. The City has established several programs and various land use policies to promote and incentivize the production of the affordable housing units within certain residential development projects that utilizes a State Density Bonus, the City's Transit Orientated Communities Guidelines, the FAR's bonuses in the Greater Downtown Housing Incentive Area, or residential projects that seek a Zone Change and/or General Plan Amendment.

As required by CEQA, the EIR analyzed the potential environmental impacts of the Project which proposes the demolition of a surface parking lot and walk up restaurant (no residential units) and development of a hotel and ancillary uses and retail. The Project Site does not contain existing affordable housing that would be removed and the proposed hotel and retail use are a permitted use under the zoning for the Project Site. As demonstrated in the EIR, the Project would be consistent with the land use policies of the General Plan, the Central City Community Plan, and the zoning requirements applicable to the Project Site (Draft EIR, pages IV.G-26 and IV.G-29, respectively).

### **Appeal Statement 14**

The Appeal asserts that the EIR should have provided an analysis of Vehicle Miles Travelled (VMT) for the Project in accordance with State guidance.

### **Staff Response 14**

As noted in the Final EIR (page III-18), neither the Governor's Office of Planning and Research (OPR) nor the City of Los Angeles had adopted updated CEQA guidelines for VMT analysis at the time of preparing the Final EIR (November 2017), so a VMT analysis was not required at that time. Draft guidelines regarding VMT analysis had been promulgated by the Governor's Office of Planning and Research on January 20, 2016. However, these guidelines were not officially adopted as of the time the Final EIR was promulgated. Since then, a proposed guideline for implementing VMT analysis was transmitted from OPR to the California Natural Resources Agency as part of the State's official rulemaking procedure. As of December 2018, this guideline has not been officially adopted. Even so, if adopted as proposed, it would not take effect until January 2020. Similarly, as of the present (December 2018), the City of Los Angeles has not officially adopted methodologies or thresholds for evaluating transportation impacts based on VMT. Accordingly, inclusion of a VMT analysis for the Project is not feasible as of December 2018 nor required, much less as of the January 2018 submission of the UNITE HERE letter.

### **Appeal Statement 15**

The letter asserts that that traffic analysis provided for the Project in the EIR is invalid since it assumed that the Project would be completed in 2019.

### **Staff Response 15**

The Final EIR (pages III-44 through III-46) included an additional traffic analysis that examined the potential traffic impacts of the Project in the event that the commencement of construction where to occur later than originally anticipated. An additional analysis was performed that

evaluated Project opening in 2020, which showed no appreciable differences from the opening year 2019 analysis. Specifically, while the intersection volume/capacity ratios would be slightly higher, the intersection levels of service would not change, there would be no additional significant impacts, and the one significant impact identified in the Traffic Study would continue to be mitigated. Commenter provides no substantial evidence to the contrary.

## **CONCLUSION**

In conclusion, the Appellant has failed to demonstrate how the Zoning Administrator erred in approving the Spring Street Hotel project, as they have not provided substantial evidence to dispute the findings of the entitlements or the EIR. The EIR is comprehensive and has been completed in full compliance with CEQA. As demonstrated by the responses to the appeal points, there are no new impacts or substantial increases in previously identified impacts that would result from the comments raised herein. As such, in accordance with CEQA Guidelines Section 15088.5, no substantial evidence or details to support the conclusory statements regarding the need for additional mitigation measures, or the supposed inadequacy of the findings have been provided to demonstrate that there are new impacts or substantial increases in previously identified impacts, or that recirculation of the Draft EIR is warranted. The Zoning Administrator correctly made findings of approval consistent with the City Charter, the General Plan, the Los Angeles Municipal Code, and the provisions of CEQA. Therefore, in consideration of all the facts, Planning staff recommends that the appeal be denied, the decision of the Zoning Administrator be sustained and that the EIR be certified.

ZA-2015-2355-TDR-ZV-MCUP-SPR-1A

EXHIBIT A

Appeal Application and Justification

# ORIGINAL



## APPLICATIONS:

### APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

#### 1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

☒ Area Planning Commission      City Planning Commission      ☐ City Council      ☐ Director of Planning

Regarding Case Number: ZA-2015-2355-TDR-ZV-MCUP-SPF 'R

Project Address: 631, 633 and 635 South Spring Street

Final Date to Appeal: May 23 2018

Type of Appeal:      ☐ Appeal by Applicant/Owner  
                                 ☒ Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved  
                                 ☐ Appeal from a determination made by the Department of Building and Safety

#### 2. APPELLANT INFORMATION

Appellant's name (print): Antonio Mendoza

Company: \_\_\_\_\_

Mailing Address: 725 S Spring Street #14

City: Los Angeles      State: CA      Zip: 90014

Telephone: (213) 804-8105      E-mail: antonio.mendoza@yahoo.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☒ Self      ☒ Other: On behalf of self and UNITE HERE Local 11

- Is the appeal being filed to support the original applicant's position?      ☐ Yes      ☒ No

#### 3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Gideon Kracov

Company: Law Office of Gideon Kracov

Mailing Address: 801 S. Grand Ave., 11th Floor

City: Los Angeles      State: CA      Zip: 90017

Telephone: (213) 629-2071      E-mail: gk@gideonlaw.net (cc: jordan@gideonlaw.net)

#### 4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed?

☒ Entire

☐ Part

Are specific conditions of approval being appealed?

☐ Yes

☒ No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

#### 5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: \_\_\_\_\_

Date: \_\_\_\_\_

5-23-18

#### 6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
  - Appeal Application (form CP-7769)
  - Justification/Reason for Appeal
  - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
  - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: \$89.00	Reviewed & Accepted by (DSC Planner): Dana Lynn Dominguez	Date: 5/23/2018
Receipt No: 0104894195	Deemed Complete by (Project Planner):	Date:
<input checked="" type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)



**GIDEON KRACOV**

Attorney at Law

801 South Grand Avenue  
11th Floor  
Los Angeles, California 90017

(213) 629-2071  
Fax: (213) 623-7755

gk@gideonlaw.net  
www.gidconlaw.net

May 23, 2018

**VIA HAND DELIVERY**

Department of City Planning, City of Los Angeles  
c/o City Planning Commission  
201 N. Figueroa St., 4<sup>th</sup> Floor  
Los Angeles, CA 90012

**Re: Appeal Justification for Spring Street Hotel Project (631-635 S. Spring Street);  
ZA-2015-2355-TDR-ZV-MCUP-SPR, ENV-2015-2356-EIR;  
ZA Approval Made Effective by May 7, 2018 Letter of Determination**

Dear Honorable City Planning Commissioners:

On behalf of UNITE! HERE Local 11 ("Local 11") and Antonio Mendoza (collectively "Appellants"), this Office appeals (the "Appeal") the City of Los Angeles ("City") Zoning Administrator's approval of the above-referenced hotel development ("Project") proposed by Lizard in Los Angeles, LLC ("Applicant"), located at 361-635 S. Spring Street ("Site"). Under the Los Angeles Municipal Code ("LAMC" or "Code") and the California Environmental Quality Act ("CEQA"), Pub. Res. Code § 21000 *et seq.*, this Appeal challenges both the Project's various land use approvals ("Entitlements") and its environmental impact report ("EIR")<sup>1</sup> (collectively "Project Approvals"). The letter of determination dated May 7, 2018 ("LOD") identifies May 23, 2017 as the last day to file an appeal.

Mr. Mendoza is an interested person adversely impacted by the Project. He lives on S. Spring St. approximately ½ mile from the Site and frequents the immediately adjacent area almost daily. As such, he will be impacted by the Project if the City approves this Project without adequately analyzing and fully mitigating all environmental impacts. Furthermore, during the Project approval process, Local 11 submitted comments regarding the adequacy of the Project's EIR. It is well-established that any party, as Appellants here, who participates in the administrative process can assert all factual and legal issues raised by anyone.

Here, substantial evidence demonstrates flaws in the Project's land use findings and environmental analysis. Because of this, the Project conflicts with the LAMC and CEQA, and the Zoning Administrator ("ZA") erred and abused its discretion when approving the Project based on the record before it. Thus, Appellants respectfully urge that the City Planning Commission ("CPC") reverse the ZA's decision and deny the requested Project Approvals until a CEQA-compliant EIR is prepared, and all feasible mitigation is implemented.

---

<sup>1</sup> Inclusive of the draft EIR ("DEIR"), final EIR ("FEIR"), Errata, associated appendices ("APP-XX"), and all other related documents available at <https://planning.lacity.org/eir/SpringStHotel/SpringStHotelCoverPg.html>.



## I. REASONS FOR THIS APPEAL

Appellants challenge this Project chiefly on two grounds: (1) the EIR fails to properly assess environmental impacts, and (2) the ZA could not make the necessary findings to grant the discretionary Entitlements. As discussed below, the EIR fails to adequately assess various impacts including but not limited to historic resources, land use, noise/vibration, the alternatives analysis, and the overriding considerations of this Project. For these reasons, Appellants request that CPC reverse the ZA's action and require preparation of a CEQA-complaint EIR.

## II. AGENCY ERRED & ABUSED ITS DISCRETION

When granting the Project Approvals, the ZA: (A) erred in relying on an inadequate EIR and (B) abused its discretion by failing to make the necessary findings supported by substantial evidence. During the Project approval process, community stakeholders raised specific environmental concerns regarding the EIR, which was not adequately addressed by the Applicant and ZA. *See* FEIR, pp. III:1-86. By this reference, this Appeal incorporates in their entirety these letters as fully discussed therein.

## III. SPECIFIC POINTS AT ISSUE

### A. HISTORICAL RESOURCE IMPACTS ARE NOT PROPERLY DISCLOSED AND ANALYZED

Under the City's CEQA Threshold Guide ("LA CEQA Guidelines"),<sup>2</sup> a project's impact is significant if it would result in a substantial adverse change in the significance of a historical resources, such as not conforming to the Secretary of the Interior's Standards and Guidelines ("SoI Guidelines"),<sup>3</sup> reducing the integrity or significance of important resources on the site or vicinity, changing the context from a historic district, being incompatible in mass and scale, or indirectly reducing the viability of a district or group of historic resources. *See* LA CEQA Guidelines, pp. D.3:3-5. Here, the Project EIR's analysis is fundamentally flawed (as discussed below), which masks significant impacts.

1. ***The Scale of The Project's Tower Is Incompatible with The Context of The Affected Historic Districts and Does Not Conform with SoI Guidelines.*** As proposed, the Project introduces a 28-story, 342-foot tall building into the National Register-listed historic Spring Street Financial District ("Financial District"), directly abutting the Broadway Theater and Commercial District ("Broadway District"). *See* DEIR, APP-D, p. 5; LOD, p. 2. The Historic Downtown Los Angeles Design Guidelines ("Historic Design Guidelines")<sup>4</sup> recognize that these districts have "general uniformity of building heights" at 150 feet, and "look essentially as they did in the 1920s and 30s." Historic Design Guidelines, pp. 19-20, 22. Because these districts face imminent threat from "alterations that overwhelm the scale and design of older buildings" (*id.* at 21), new infill construction must be "compatible" with historic buildings and surrounding neighborhood, taking into consideration of the "difference in character" of the major streets and historic districts, while responding to the "existing building context within a block ...." *Id.* at 8, 11, 131; *see also* p. 129 (new infill development should not destroy the "spatial relationships that characterize a building or historic district" and should be compatible with the historic "scale and proportions, and massing to protect the integrity of the property and the environment."). This is echoed in the SoI Guidelines, which recognize that new construction "in

<sup>2</sup> <http://planning.lacity.org/Documents/MajorProjects/CEQAThresholdsGuide.pdf>.

<sup>3</sup> <https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>.

<sup>4</sup> <https://planning.lacity.org/urbandesign/resources/docs/historicdtla/hi/historicdtla.pdf>.

extreme contrast" to historic buildings is not compatible and, rather, "should be appropriately scaled and located far enough away from the historic building to maintain its character and that of the site and setting." SoI Guidelines, p. 26. As demonstrated below, the Project proposes the exact type of new construction disfavored under the applicable guidelines.

### Proposed Project



(DEIR, APP-D, pp. 61, 70)

### Not Recommended Under Historic Design Guidelines



#### *Approach One: Not Recommended*

*This approach does not take into consideration the common building heights, fenestration pattern, or storefront openings common to the adjacent historic structures. As such, this building design does not fit with the character of the block and is Not Recommended.*

(Historic Design Guidelines, pp. 135-136)

*This historic bank building is engulfed by a high-rise addition. This type of treatment should be avoided.*

### Not Recommended Under Sol Guidelines

*Removing or substantially changing those building and landscape features in the setting which are important in defining the historic character so that, as a result, the character is diminished ... Removing or relocating buildings or landscape features, thereby destroying the historic relationship between buildings and the landscape in the setting ... Using a substitute material for the replacement that does not convey the same appearance of the surviving building or landscape feature in the setting or that is physically or ecologically incompatible ... Altering restoration-period building and landscape features in the setting ....*

(Sol Guidelines, pp. 66-68, 143-146, 214-216)

**2. Failure to Restore The Realty Board Building Height Is Inconsistent With The City And Sol Guidelines.** Here, it is documented that the Site was home to the six-story Realty Board Building from 1909 to 1937, which coincides with the Financial District's relevant historical context. *See* DEIR, APP-D, pp. 5, 21, 25; *see also* pp. 30-31 (images to the right). Under the Sol Guidelines, infill development should be not only consistent with "existing pattern of development" and avoid "visually incompatible" size and scale (*see* pp. 26, 142-143), but also re-establish era-appropriate features when appropriately document. *See e.g.*, p. 214 (recommending restoration of landscape features, important views, and reestablishing relationship between buildings that existed during the restoration period of significance); p. 216 (replacing entire restoration-period buildings or landscape features when based on historic documentation); p. 238 (reconstruct features in a historic district/setting when based on documentary/physical evidence and recreate the historic spatial relationship between buildings and landscape features in the setting). This is embraced under the City's Historic Design Guidelines. *See e.g.*, pp. 8 and 48 (reconstruction of storefronts and missing entrances when there is adequate historic documentation and where the design responds to the building's historic character); p. 67 (reconstruction of missing entrances when adequately documented and documentation and compatible with historic character of building); p. 103 (reconstruction of missing masonry when documented). Hence, a Project consistent with the applicable guidelines would maintain the 150-foot building height and reestablish the era-appropriate form akin to the former Realty Board Building.



*Realty Board Building (far right) c. 1921.*



*Realty Board Building (far right) c. 1920s*

(DEIR, APP-D, pp. 30-31)

///





**3. The EIR Fails to Analyze Cumulative Shadow Impacts That Reduce the Integrity of The Districts' Setting.** The Project as proposed will generate substantial shadows on both the Financial District and the Broadway District. See DEIR, pp. IV.A:20-26; LOD, p. 66. No analysis is given to the cumulative impacts caused by the related projects within and adjacent to the historic districts (DEIR, APP-D, pp. 64-65), which could engulf historic properties and significantly reduce the integrity of these districts. For example, as demonstrated below, the combined shadows of the Project and just one related project (Project 116, 24-story mixed-use development)<sup>5</sup> shows substantial shadows along Broadway and Spring Streets during the Summer and Winter Solstice.

#### Summer Solstice Shadows



(DEIR, Figure IV.A-4)



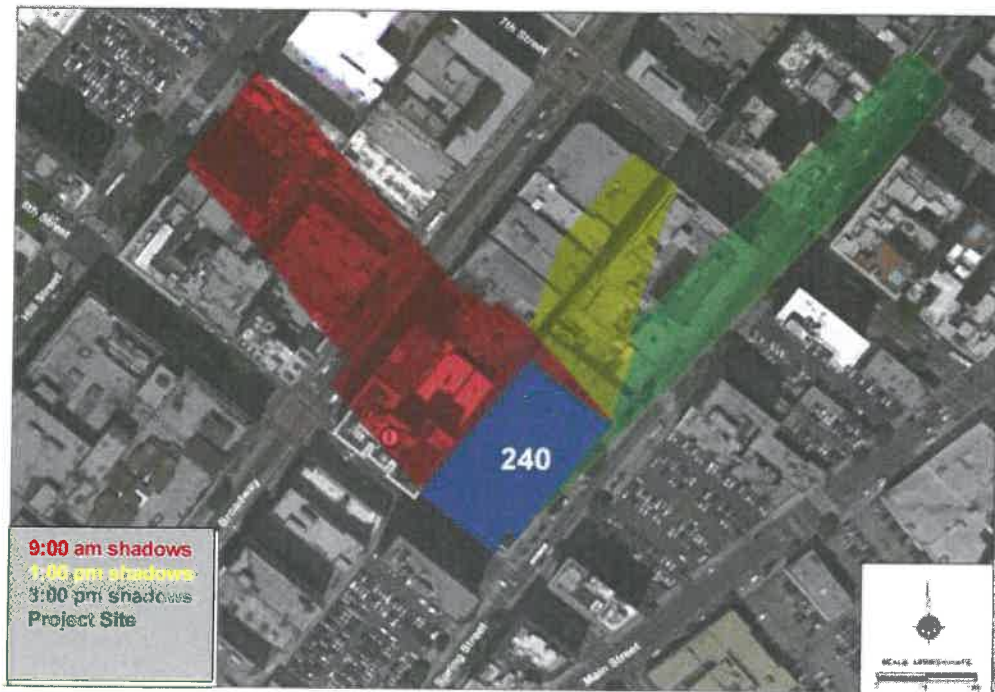
(ENV-2014-4190-MND, Figures III-8, III-12, III-13)

<sup>5</sup> See 8th & Spring Project (737 S. Spring Street) DCP Case No. ENV-2014-4190-MND, available at <http://cityplanning.lacity.org/staff/rpt/mnd/ENV-2014-4190.pdf>.

Winter Solstice Shadows

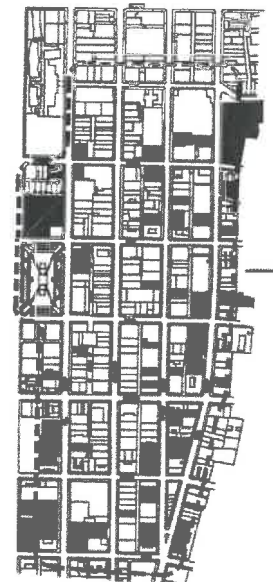


(DEIR, Figure IV.A-5)



(ENV-2014-4190-MND, Figures III-1, III-5, III-7)

**4. The EIR Fails to Analyze Cumulative Impacts of Similar Massive Development on Vacant Parking Lots That Will Likely Occur If The Project Is Approved.** The Historic Design Guidelines encourage infill development on existing surface parking lots. See Historic Design Guidelines, pp. 11. At its adoption, the Historic Design Guidelines identified 20 open parking lots within the historic downtown area (*id.* at 130), four of which are located on the 600 block of the Financial District that is currently undeveloped (DEIR, APP-D, p. 22). If approved, the Project will set a precedent for 300-plus foot development that will be cited by future developers seeking to develop these lots with enormous buildings that will continue to overwhelm historic buildings in these districts. This is almost a certainty given the Applicant here cites to previous projects that are much taller. See e.g., DEIR, APP-D, pp. 64-65, 70-71; LOD, p. 42. Hence, it is reasonable to expect that the remaining undeveloped parking lots within the historic districts will be developed in a similar fashion to the proposed Project. As such, the EIR must be recirculated to include a cumulative analysis of similar development on identified parking lots (see image to the right) to assess the reduced integrity of the districts' setting and loss of visibility of historic resources contained therein.



(Historic Design Guidelines, p. 134)

**5. The EIR Fails to Consider Feasible Mitigation Measures.** Admittedly, the Project's tower amounts to an "adverse material change" in the character of the Financial District setting, but the EIR claims it is less than significant because the districts would remain on the National Register. DEIR, APP-D, p. 6. This ignores the fact that the National Register is only "an honorary list" that affords "little protection against inappropriate alterations at the local level[.]" including changes to the overall urban fabric of these districts. Historic Design Guidelines, p. 20. Here, the above-mentioned inconsistencies with applicable guidelines amount to a significant impact under the LA CEQA Guidelines, which requires all feasible mitigation. In the absence of a recirculated EIR that addresses the issues raised herein, the tower-setback is merely a developer-driven project-feature that leaves off feasible mitigation, such as a reduced building height that protects the districts' integrity.

## **B. LAND USE INCONSISTENCY IS NOT ACCURATELY ANALYZED**

To rationalize the above-mentioned inconsistencies with the Historic Design Guidelines restrictions on height and massing—resulting in the Project's 11.37 floor-area-ratio ("FAR") (LOD, p. 35)—the EIR cites distant high-rise towers with similar intense FARs (e.g., Wilshire Grand Tower, U.S. Bank Tower, Aon Center, Two California Plaza, Gas Company Tower, etc.) and cites how the Project will help meet the hotel demand generated by the Convention Center and Staples Arena more than 1.5 miles away. See e.g., DEIR, pp. IV.G:7, 26, 28; FEIR, pp. III:60, IV:2. This is echoed by the ZA when expanding the relevant vicinity to capture the "broader Downtown Los Angeles." See LOD, pp. 31, 44, 64-65. However, none of these cited developments are within the Financial or Broadway Districts, nor is this Project Site immediately adjacent to the Convention Center and Staples Arena that warrants such intense FAR of hotel uses.<sup>6</sup> To conflate the Project Site as comparable to these other development

<sup>6</sup> See e.g., Fig & Pico Conference Center Hotels, DCP Case No. CPC-2016-4219 (9.5:1 FAR), available at <http://planning.lacity.org/PdisCaseInfo/Home/GetDocument/NTFlOTFmMzUtOThjNi00ZGRiLWJmZQtYjE3OTkwOTU3ODAz0>; Luxe City Hotel, DCP Case No. CPC-2015-1158 (8.03:1 FAR), available at



locations ignores the meaningful difference between these disparate areas, such as immediate proximity to Metro Rail stations and the concentration of the most intense development in the Financial Core District and Convention Center.

#### **C. NOISE/VIBRATION IMPACTS CAN BE BETTER MITIGATED**

The FEIR identifies construction noise and vibration impacts as significant but claims they are unavoidable absent a no project alternative. *See e.g.*, FEIR, III:65, III:68; III:74; *see also* LOD, pp. 37, 57, 151-157. However, Alternative 2 would have a shorter construction period and, therefore, more appropriately mitigate this significant impact. DEIR, p. VI:17. Notwithstanding the same intensity of these impacts, the EIR fails to explain with substantial evidence why a reduction of the overall duration of this human annoyance should not be considered meaningful mitigation. DEIR, p. VI:23; *see also* LOD, p. 161. For the sensitive receptors in the immediate vicinity, such as residents and patrons of the adjacent parklets (LOD, p. 72), the reduction in the overall duration of these impacts is meaningful.

#### **D. ALTERNATIVES ANALYSIS IS FLAWED**

Alternatives 2, 3, and 4 only include a single basement level (DEIR, pp. VI:13, VI:25, VI:37), rather than including all parking on subterranean levels in a manner consistent with the City's above-grade parking advisory,<sup>7</sup> nor incorporates non-parking uses in subterranean levels like the Project (LOD, p. 41). This exacerbates the need for project alternatives to be taller than necessary and, thus, artificially leads to impacts too similar to the proposed Project—especially as they relate to historic and land use impacts on the historic districts. For example, Alternative 3 and 4 would include seven to eight additional stories to accommodate above-ground parking. DEIR, p. VI:25, VI:37. No explanation is given why parking for the various alternatives is not provided entirely underground, like the proposed Project. This arbitrarily inflates impacts and distorts the informed decision-making process demanded under CEQA. The City may not approve a project with significant environmental impacts when environmentally superior alternatives and feasible mitigation measures can substantially lessen or avoid such impacts. *See* Pub. Res. Code § 21002; *see also* CEQA Guidelines (Cal. Code Regs.) § 15092(b)(2).

#### **E. STATEMENT OF OVERRIDING CONSIDERATIONS**

When approving a project that will have significant environmental impacts not fully mitigated, the City must adopt a "statement of overriding considerations" ("SOC") finding that the project's benefits outweigh its environmental harm, "such as the need to create new jobs, provide housing, generate taxes and the like." *Concerned Citizens of S. Central LA v. Los Angeles Unif. Sch. Dist.* (1994) 24 Cal.App.4<sup>th</sup> 826, 847. The SOC must fully inform and disclose the specific benefits expected to outweigh environmental impacts, supported by substantial evidence. *Sierra Club v. Contra Costa County* (1992) 10 Cal.App.4<sup>th</sup> 1212, 1223. Key among the findings that the City must make is that:

/ / /

---

<http://planning.lacity.org/PdisCaseInfo/Home/GetDocument/M2RmZDc1NTgtMzFIYi00NDI4LTlhMTUtODhiYTIwNzU4YWJ50>.

<sup>7</sup> [https://planning.lacity.org/documents/policy/cpc\\_policies/CPC\\_AN\\_GradeParking.pdf](https://planning.lacity.org/documents/policy/cpc_policies/CPC_AN_GradeParking.pdf).



Specific economic, legal, social, technological, or other considerations, including the provision of **employment opportunities for highly trained workers**, make infeasible the mitigation measures or alternatives identified in the environmental impact report... [and that those] benefits of the project outweigh the significant effects on the environment.

(Pub. Res. Code § 21081(a)(3) and (b), emphasis added)

Here, the ZA makes a meagre attempt to determine whether new jobs created by the Project, in either the construction phase or the operational phase, will be for highly trained workers, and what the likely salary and wage ranges of these jobs will be. See LOD, p. 171. Without this information, the City lacks substantial evidence to make any SOC.

The City should require payment of prevailing wages for all construction phase workers and living wages for all operational phase workers. Such a requirement will ensure that the Project provides “employment opportunities for highly trained workers” in accordance with the mandates of CEQA. Without such requirements, the Project may actually depress wage rates and fail to provide high-quality job opportunities.

In short, the City cannot find that the economic benefits of the Project outweigh the environmental costs if it does not know what the economic benefits will be. A revised EIR is required to provide this information. This issue of job quality is critically important to Appellants.

#### F. THE REQUIRED LAND USE FINDINGS CANNOT BE MADE

1. **CRA/LA Signoff is Missing.** The Site is subject to Zoning Information 2385 (“ZI NO. 2385”),<sup>8</sup> which provides that no building permits for residential or mixed-use building (including apartment hotels) shall be issued unless the Los Angeles Community Redevelopment Agency (“CRA/LA”) determines a project complies with design guidelines. ZI NO. 2385, p. 1. This is echoed under the Code regarding the transfer-of-development-rights (“TFAR”). See LAMC § 14.5.2 (recognizing “maximum coordination between the Community Redevelopment Agency and the City” when approving TFAR). Where is CRA/LA’s signoff?

2. **The Project Is Inconsistent with Applicable Land Use Plans.** As discussed above, the Project’s EIR ignores discrepancies with the Historic Design Guidelines and the Sol Guidelines. Similarly, this historically-insensitive Project design conflicts with the Downtown Design Guidelines.<sup>9</sup> See e.g., p. 2 (“Projects in the Historic Downtown must comply with the [Historic Design Guidelines] ... [w]here there is a conflict, the [Historic Design Guidelines] shall take precedence.”); p. 7 (“Respect historically significant districts and buildings, including massing and scale, and neighborhood context”). These inconsistencies defeat the mandatory land use findings discussed below.

///

---

<sup>8</sup> <http://zimas.lacity.org/documents/zoneinfo/ZI2385.pdf>

<sup>9</sup> <https://planning.lacity.org/Urbanization/DwntwnDesign/TableC.pdf>



**3. The Entitlements Are Discretionary, Not By-Right.** The CEQA, land use and other concerns raised herein must be adequately addressed in order to make the required City Zoning Code, Community Plan, and Redevelopment Plan findings. Absent compliance with the issues addressed herein, the ZA could not make the necessary findings and therefore should have rejected Applicant's requested discretionary Entitlements. *See e.g., LAMC § 12.24.E* (conditional use permit findings must show "that 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; and ... substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan."); § 14.5.7 (findings for TFAR of less than 50,000 square feet include "the Project is proper in relation to the adjacent uses or the development of the community; ... will not be materially detrimental to the character of development in the immediate neighborhoods; ... incorporates feasible mitigation measures, monitoring measures when necessary or alternatives identified in the environmental review which would substantially lessen the significant environmental effects of the Project, and any additional findings as may be required by CEQA."); § 16.05.F (site plan review findings must show "the project consists of an arrangement of buildings and structures (including height, bulk and setbacks) ... that is or will be compatible with existing and future development on adjacent properties and neighboring properties ... any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.").

#### IV. CONCLUSION

Appellants respectfully request that CPC reverse the ZA's actions and withhold all Project Approvals until a CEQA-compliant EIR is recirculated, and all feasible mitigation measures are incorporated.

Appellants reserve the right to supplement these comments at future hearings and proceedings for this Project. *See Galante Vineyards v. Monterey Peninsula Water Management Dist.* (1997) 60 Cal.App.4<sup>th</sup> 1109, 1120 (CEQA litigation not limited only to claims made during EIR comment period).

Finally, on behalf of Appellants, this Office requests, to the extent not already on the notice list, all notices of CEQA actions, Appeal hearing and any approvals, Project CEQA determinations, or public hearings to be held on the Project under state or local law requiring local agencies to mail such notices to any person who has filed a written request for them. *See Pub. Res. Code §§ 21080.4, 21083.9, 21092, 21092.2, 21108, 21167(f) and Gov. Code § 65092.* Please send notice by electronic and regular mail to: Gideon Kracov, Esq., 801 S. Grand Avenue, 11th Fl., Los Angeles, CA 90017, [gk@gideonlaw.net](mailto:gk@gideonlaw.net) (cc: [jordan@gideonlaw.net](mailto:jordan@gideonlaw.net)).

Sincerely,



Gideon Kracov  
Attorney for Appellants



ZA-2015-2355-TDR-ZV-MCUP-SPR-1A

EXHIBIT B

Letter of Determination (Original Project)

**ASSOCIATE ZONING ADMINISTRATORS**

JACK CHIANG  
HENRY CHU  
THEODORE L. IRVING  
ALETA D. JAMES  
FRANKLIN N. QUON  
FERNANDO TOVAR  
DAVID S. WEINTRAUB  
MAYA E. ZAITZEVSKY

**CITY OF LOS ANGELES**  
CALIFORNIA



ERIC GARCETTI  
MAYOR

**DEPARTMENT OF  
CITY PLANNING**

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>

May 7, 2018

Jack Deng (A)(O)  
Lizard in Los Angeles, LLC  
14 Wall Street Suite 2000  
New York, NY 10005

Matt Dzurec (R)  
Armbruster Goldsmith & Delvac, LLP  
12100 Wilshire Boulevard Suite 1600  
Los Angeles, CA 90025

CASE NO. ZA-2015-2355(TDR)  
(ZV)(MCUP)(SPR)  
TRANSFER OF FLOOR AREA, ZONE  
VARIANCE, MASTER CONDITIONAL  
USE, SITE PLAN REVIEW  
631, 633 and 635 South Spring Street  
Central City Planning Area  
Zone : C5-4D  
D.M. : 127-5A211  
C.D. : 14  
CEQA : ENV-2015-2356-EIR  
(SCH No. 2015101003)  
Legal Description: Lot 1, Tract No. 523

The Zoning Administrator has reviewed and considered the information contained in the Environmental Impact Report prepared for this project, which includes the Draft EIR, No. ENV-2015-2356-EIR (SCH No. 2015101003) dated January 5, 2017, the Final EIR, dated November 9, 2017, and the Errata dated December 2017(Spring Street Hotel EIR) as well as the whole of the administrative record.

**CERTIFY the following:**

- a. The Spring Street Hotel EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
- b. The Spring Street Hotel EIR was presented to the Zoning Administrator as a decision-making body of the lead agency; and
- c. The Spring Street Hotel EIR reflects the independent judgment and analysis of the lead agency.

**ADOPT all of the following:**

- a. The related and prepared Spring Street Hotel Environmental Findings;
- b. The Statement of Overriding Considerations;
- c. The Mitigation Monitoring Program prepared for the Spring Street Hotel EIR.

Pursuant to Los Angeles Municipal Code Section 14.5.7, I hereby APPROVE:

a Transfer of Floor Area of less than 50,000 square feet to permit an increase of 49,999 square feet of floor area for a total of 105,841 square feet in lieu of 55,842 square feet;

Pursuant to Los Angeles Municipal Code Section 12.27, I hereby APPROVE:

a Zone Variance from LAMC Section 12,21-A,16(e)(2) to permit the required short-term bicycle parking to be located inside the Project building in lieu of the required location outdoors;

Pursuant to Los Angeles Municipal Code Section 12.24-W,1, I hereby APPROVE:

a Master Conditional Use Permit authorizing the on-site sale, dispensing and consumption of a full line of alcoholic beverages within the hotel and restaurant in the C5-4D Zone;

Pursuant to Los Angeles Municipal Code Section 16.05, I hereby APPROVE:

Site Plan Review for the construction of a maximum of 170 hotel guest rooms;

upon the following additional terms and conditions:

1. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.
2. The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked "Exhibit A," except as may be revised as a result of this action.
3. 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 Zoning Administrator to impose additional corrective Conditions, if, in the Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
4. Approved herein is the construction of a 28-story hotel building with 105,841 square feet of total floor area, comprised of 170 hotel guest rooms with a restaurant located on the ground level and first basement level with approximately 6,980 square feet of interior floor area and 230 square feet of exterior square footage (sidewalk eating area, not floor area). A maximum height of 342 feet along Spring Street. Parking for a total of 71 cars shall be provided.
5. Development of the site shall not exceed a Floor Area Ratio (FAR) of 11.37:1 and a total floor area of 105,841 square feet inclusive of existing floor area rights.

**Transfer of Floor Area Conditions**

6. Public Benefit Payment: The applicant shall provide a Public Benefit payment consistent with LAMC Section 14.5.9 in the amount of \$1,540,028 to the Transfer of Floor Area Public Benefit Payment Trust Fund (Public Benefit Payment Trust Fund). The applicant shall pay the required Public Benefit Payment, in cash to the Public Benefit Trust Fund, pursuant to the terms of Transfer of Floor Area Rights Ordinance 181,574, Article 4.5 of the LAMC. The Transfer Payment and Public Benefit Payment shall be pro-rated to the amount of TFAR being acquired in the event the maximum amount of TFAR approved is not required.

The Public Benefit Payment shall be paid on or before the earlier to occur of:

- a) The issuance of the building permit for the Project; or
  - b) Twenty four months after the final approval of the Transfer and the expiration any appeals or appeal period; should the Applicant not make the required payments within the specified time, the subject approval shall expire, unless extended by the Director of Planning in writing.
7. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator shall have the right to require the petitioner(s) to file for a plan approval application together with the associated fees, to hold a public hearing to review the petitioner's compliance with and the effectiveness of the conditions of the grant. The petitioner(s) shall submit a summary and supporting documentation of how compliance with each condition of the grant has been attained.
8. Downtown Design Guide. The project as depicted on "Exhibit A" shall comply with the following Downtown Design Guidelines:
- a) Sidewalks and Setbacks.
    - i. All building projections over the required sidewalk easement shall be above a 40-foot height and below a depth of five feet to accommodate street trees. Projections which are permitted in the public right-of-way by the Municipal Code, such as signs, canopies, and awnings, are permitted over the required easement, subject to same conditions.
    - ii. The project shall provide a minimum six-foot continuous path of travel.
    - iii. Directly adjacent to curbside parking, the project shall provide an 18-inch wide convenience strip with a walkable surface next to the 6-inch curb. Walkable surfaces include, but are not limited to, decomposed granite, permeable pavers, and plants that can withstand pedestrian traffic. If no curbside parking or loading is provided, the convenience strip is not required. The convenience strip is not required to wrap

around parkways or tree wells, but must be provided through driveways and should end at the edge of the “detectable warning dome” mat in the ADA ramp area.

- iv. Any outdoor dining area along any portion of the paved sidewalk shall maintain a minimum six-foot wide continuous path of travel on the remainder of the sidewalk.

b) Ground Floor Treatment.

- i. On retail streets, ground floor space with a linear frontage equal to at least 75% of street frontage shall be designed to accommodate retail, professional office, or live work uses.
- ii. The primary entrance to each street level tenant space that has its frontage along a public street shall be provided from that street.
- iii. Wall openings including windows and doors shall compromise at least 75% of a building’s street level facade.
- iv. The project shall provide clear glass for all wall openings along Spring Street. Dark tinted, reflective or opaque glazing is not permitted for any required wall opening along street level facades.
- v. The project’s electrical transformers, mechanical equipment and other equipment shall not be located along the project’s ground floor along Spring Street.

c) Parking and Access.

- i. No parking shall be visible on the ground floor of building facades along Spring Street.
- ii. A minimum of 18 long term and 17 short term bicycle parking spaces shall be provided. Note: As of May 9, 2018, the Bicycle Ordinance eliminates the need for the variance on the location of short-term bicycle parking.

d) Massing and Street Wall. The project shall incorporate different building materials and elements as shown on the Elevation Drawings in “Exhibit A.”

e) Architectural Detail. The project shall provide sustainable materials, using durable materials on the ground floor façade, and shall not include stucco.

f) Streetscape Improvements.

- i. The developer shall plant street trees in conjunction with the project. In-lieu fees are not permitted.

- ii. The developer shall install street lights to the satisfaction of the Bureau of Street Lighting.
- iii. The applicant shall execute a Maintenance Agreement with the City by which the developer or Lead Public Agency agrees to maintain the streetscape improvements and accepts liability for them.
- g) Signage. A master sign plan for the entire project shall be submitted to planning staff of the Department of City Planning Major Projects Section for final clearance. The master sign plan shall identify all sign types that can be viewed from the street, sidewalk, or public right-of-way.

### **Site Development**

9. Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped "Exhibit A" and dated December 6, 2017, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

Prior to the issuance of a building permit, plans shall be submitted to the Major Projects staff for signature and inclusion in the case file that shall incorporate the following design elements:

- a) Provide a minimum 6-foot continuous path of travel at all sidewalks.
  - b) All rooftop equipment shall be fully screened from view of any abutting properties and from adjacent surface streets.
10. **Floor Area.** The total floor area for the project shall not exceed 105,841 square feet.
11. **Floor Area Ratio.** The floor area ratio (FAR) for the project shall not exceed 11.37:1.
12. **Hotel Density.** The project shall be limited to a maximum of 170 guest rooms.
13. **Site Plan Review.** The project is granted a Site Plan Review determination for a project that creates an increase of 50 or more hotel guest rooms.
14. **Hotel Parking.** Vehicular parking for hotel uses shall be provided in compliance with LAMC Section 12.21-A,4. Car elevators and stackers shall be permitted in the parking areas, as shown in "Exhibit A." Valet parking shall be permitted.
15. **Commercial Parking.** Vehicular parking for restaurant uses, roof bar/lounge, screening room and gallery room shall be provided in compliance with LAMC Section 12.21-A,4.



16. **Bicycle Parking.** Bicycle parking spaces shall be provided in compliance with LAMC Section 12.21–A,16.
17. 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.
18. 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 Department of City Planning's Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
19. **Maintenance.** The subject property, including associated parking facilities, sidewalks, shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.
20. **Community Relations.** A 24-hour "hot-line" phone number for the receipt of construction-related complaints from the community shall be provided to immediate neighbors and the local neighborhood association, if any. The applicant shall be required to respond within 24-hours to any complaints received on this hotline.
21. **Posting of Construction Activities.** The adjacent residents shall be given regular notification of major construction activities and their duration. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number for inquiring about the construction process and to register complaints.
22. The applicant shall provide a valet service on Spring Street.
23. Prior to the issuance of the building permit, evidence must be submitted to the Department of City Planning, Major Projects Section that the alley gates along 6<sup>th</sup> Street and 7<sup>th</sup> Street between South Spring Street and South Broadway have been removed.
24. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (including the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, auguring, backfilling, blasting, stripping topsoil or a similar activity), 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:
  - 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.

- 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.
  - 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.
  - 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.
  - 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.
  - 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.
  - 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.
  - 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.
25. Construction fencing and k-rails shall only extend into the public right-of-way on Spring Street, between 6<sup>th</sup> Street and 7<sup>th</sup> Street.
26. Hours of construction activity shall be limited to 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.
27. **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 Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

**Conditional Use – Alcohol Sales**

28. Approved herein is the sale and dispensing of a full line of alcoholic beverages for on-site consumption within the hotel, including restaurant and rooftop bar.
29. No sale of alcohol for off-site consumption is permitted by this determination. A separate Conditional Use request would be required for off-site sales of alcohol.
30. **Plan Approval.** The property owner or individual operator shall file a Plan Approval pursuant to Section 12.24-M of the Los Angeles Municipal Code in order to implement and utilize the Conditional Use Permit authorized for each alcohol sales area. Eight Plan Approvals are needed for this project. The Plan Approval application shall be accompanied by the payment of appropriate fees and must be accepted as complete by the Department of City Planning. Mailing labels shall be provided by the applicant for all abutting owners, for the Council Office, the Neighborhood Council and for the Los Angeles Police Department. A public hearing shall be conducted unless a hearing waiver is approved by the Chief Zoning Administrator. The purpose of the Plan Approval procedure is to review each proposed venue in greater detail and tailor specific conditions for each premise including but not limited to hours of operation, seating capacity, size, security, the length of a term grant and/or any requirement for a subsequent Approval of Plans application to evaluate compliance and effectiveness of the conditions of approval. Conditions herein shall be incorporated into each Plan Approval unless in the opinion of the decision-maker the applicant has justified otherwise. (Future operators may request beer and wine sales in lieu of a full line of alcoholic beverages when they file their Plan Approval.) Plan Approvals may not be limited to just the conditions of this Master Conditional Use Permit. Additional conditions may be warranted depending on the proposed plans for each venue.
31. **Employee Training.** Within six months of the effective date of the any subsequent plan approvals, all employees involved with the sale of alcoholic beverages shall enroll in the Los Angeles Police Department “Standardized training for Alcohol Retailers” (STAR). Upon completion of such training, the applicant shall request the Police Department to issue a letter identifying which employees completed the training. The applicant shall transmit a copy of the letter from the Police Department to the Department of City Planning’s Development Services Center as evidence of compliance. In the event there is no change in the licensee, within one year of such change, this training program shall be required for all new staff.
32. Parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the parking requirements has been requested or granted herein.
33. The approved conditions of the Conditional Use Permit, the ABC license, the Business Permit, Insurance information and a valid emergency contact phone number (not a message device) shall be retained on the premises at all times and produced immediately upon the request of the Police Department, a State Department of Alcoholic Beverage Control investigator or the Department of City Planning. The manager and all employees shall be knowledgeable about these

## Conditions.

34. The property owner or the property management company shall be responsible for maintaining free of litter, the area adjacent to the property including the sidewalk areas.
35. The operator shall be responsible for mitigating the potential negative impacts of its operation on surrounding uses, especially residential uses, including noise derived from patrons exiting and crowd control during entry and exiting.
36. Security cameras shall be maintained on the premises and a one-month video library that covers all common areas of the premises, high-risk areas, the patios and entrances and exits.
37. The operators shall discourage and prevent loitering on both premises or on property adjacent to the premises.
38. A minimum of four licensed security guards shall be located on-site 24 hours per day.
39. Security personnel shall be licensed consistent with State law and Los Angeles Police Commission standards and maintain an active American Red Cross first-aid card. The security personnel shall be dressed in such a manner as to be readily identifiable to patrons and law enforcement personnel.
40. The operator shall maintain a security log of events, incidents and evictions. This log shall be maintained in the office on the premises at all times and shall be immediately produced upon request of any Los Angeles Police Officer.
41. There shall be no live entertainment, karaoke, disc jockey, pool table, or coin operated or video game machines permitted on the premises. Extra noise insulation shall be placed within the ceilings of the establishments to maintain existing ambient internal noise levels.
42. There shall be no adult entertainment, topless dancing or nude dancing pursuant to LAMC Section 12.70.
43. Amplified recorded-music shall not be audible beyond the area under the control of the applicant. Noise from any amplified music shall not be heard above the ambient noise levels on either Spring Street, 6<sup>th</sup> Street, or 7<sup>th</sup> Street.
44. No after-hours use of the establishments is permitted. This includes but is not limited to private or promotional events, excluding any activities which are issued film permits by the City.
45. In the event that any of the on-site premises are used for a private party or special event, the applicant shall maintain operational control of the venue. No outside promoters shall control the door or revenue for any event. Furthermore, the applicant or representative of the applicant shall be present at all special events.

46. No employee or agent shall be permitted to accept money or any other thing of value from a customer for the purpose of sitting with or otherwise spending time with customers while in the premises, nor shall the licensee(s) provide, permit or make available, either gratuitously or for compensation, male or female patrons who act as escorts, companions or guests of any of the customers. No employee or agent shall solicit or accept any alcoholic or non-alcoholic beverage from any customer while in the premises.
47. No obstructions shall be attached, fastened or connected to the partitions or ceiling to separate the booths/dining areas within the interior space of the licensed premises. The applicant shall not maintain or construct any type of enclosed room intended for use by patrons or customers for any purpose, except for the restrooms.
48. The applicant/operator shall identify a contact person and provide a 24-hour "hot line" telephone number for any inquiries or complaints from the community regarding the subject facility. Prior to the utilization of this grant, the phone number shall be posted on the site so that is readily visible to any interested party. The hot line shall be:
  - posted at the entry, and the cashier or customer service desk,
  - provided to the immediate neighbors, schools and the Neighborhood Council,
  - responded to within 24-hours of any complaints/inquiries received on this hot line, and
  - the applicant shall document and maintain a log of complaints received, the date and time received and the disposition of the response. The log shall be made available for review by the Los Angeles Police Department and the Department of City Planning upon request.
49. The applicant shall comply with 6404.5(b) of the Labor Code, which prohibits smoking within any place of employment. The applicant shall not possess ashtrays or other receptacles used for the purpose of collecting trash or cigarettes/cigar butts within the interior of the subject establishments.
50. No pay phone may be maintained on the exterior of the premises.
51. Any outdoor dining area in the public right-of-way shall obtain a revocable permit from the Bureau of Engineering.
52. All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions and any conditions of a subsequent Plan Approval prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.
53. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting

in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Condition Compliance Unit shall have the right to require the petitioner(s) to file for a plan approval application together with the associated fees, to hold a public hearing to review the petitioner's compliance with and the effectiveness of the conditions of the grant. The petitioner(s) shall submit a summary and supporting documentation of how compliance with each condition of the grant has been attained.

54. A copy of this grant and all Conditions and/or any subsequent appeal of this grant and resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Condition Compliance Unit for alcohol permits and the Development Services Center for building plans and the Department of Building and Safety for purposes of having a building permit issued.
55. Within 30 days of the effective date of any Plan Approval 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 Condition Compliance Unit for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center for attachment to the subject case file.
56. Should there be a change in the ownership and/or the operator of a premises serving alcohol, the business owner or operator shall provide the prospective new 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 Condition Compliance Unit 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 Condition Compliance Unit 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.
57. The Condition Compliance Unit reserves the right to require that the new owner or operator of a premises serving alcohol 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 Zoning Administrator may modify, add or delete conditions, and if warranted, reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.

58. **MViP – Monitoring, Verification and Inspection Program.** 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 a Plan Approval subject to 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 Zoning Administrator.
59. **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 Zoning Administrator 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 Zoning Administrator has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution.

The Zoning Administrator 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 Zoning Administrator 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 Zoning Administrator.

- No alcoholic beverages shall be consumed on any property adjacent to the licensed premises under the control of the applicant.
- 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.
- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.
- There shall be no advertising of any alcoholic beverages visible from the exterior of the premises from the food and beverage areas within the museum, promoting or indicating the availability of alcoholic beverages.

- Alcohol sales and dispensing for on-site consumption shall only be served by employees.
- Signs shall be posted in a prominent location stating that California State Law prohibits the sale of alcoholic beverages to persons under 21 years of age. "No loitering or Public Drinking" signs shall be posted outside the subject facility.
- The venue operator, owner and the venue personnel shall at all times maintain a policy of not serving to obviously intoxicated patrons and shall take preventative measures to help avert intoxication-related problems.
- No person under the age of 21 years shall sell or deliver alcoholic beverages.
- The sale of distilled spirits by the bottle for same day or future consumption is prohibited.
- There shall not be a requirement to purchase a minimum number of drinks.
- There shall be no portable self-service bar(s) at either location. A wait person or bartender shall conduct all alcoholic beverage service, which may be from a portable bar.

### **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS**

60. The Applicant shall do all of the following:

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



indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

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

For purposes of this condition, the following definitions apply:

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

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

### **Mitigation Measures and Monitoring**

61. This Mitigation Monitoring Program ("MMP") has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a "reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." In addition, Section 15097(a) of the State CEQA Guidelines requires that:

*In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.*

The City of Los Angeles is the Lead Agency for the project and therefore is responsible for administering and implementing the MMP. Where appropriate, the project's Draft and Final EIRs identified mitigation measures and project design features to avoid or to mitigate potential impacts identified to a level where no significant impact on the environment would occur, or impacts would be reduced to the extent feasible. This MMP is designed to monitor implementation of the project's mitigation measures as well as its project design features.

As shown on the following pages, each required mitigation measure and proposed project design feature for the project is listed and categorized by impact area, with an accompanying identification of the following:

- **Enforcement Agency:** The agency with the power to enforce the Mitigation Measure/Project Design Feature.
- **Monitoring Agency:** The agency to which reports involving feasibility, compliance, implementation and development are made.
- **Monitoring Phase:** The phase of the project during which the Mitigation Measure/Project Design Feature shall be monitored.
- **Monitoring Frequency:** The frequency at which the Mitigation Measure/Project Design Feature shall be monitored.
- **Action Indicating Compliance:** The action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure/Project Design Feature has been implemented.

The project's MMP will be in place throughout all phases of the project. The project applicant will be responsible for implementing all mitigation measures unless otherwise noted. The applicant shall also be obligated to provide a certification report to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure or project design feature has been implemented. The City's existing planning, engineering, review, and inspection processes will be used as the basic foundation for the MMP procedures and will also serve to provide the documentation for the reporting program.

The certification report shall be submitted to the Major Project's Section at the Los Angeles Department of City Planning. Each report will be submitted to the Major Project's Section annually following completion/implementation of the applicable mitigation measures and project design features and shall include sufficient information and documentation (such as building or demolition permits) to reasonably determine whether the intent of the measure has been satisfied. The City, in conjunction with the applicant, shall assure that project construction and operation occurs in accordance with the MMP.

The project shall be in substantial conformance with the project design features

and mitigation measures contained in this Mitigation Monitoring Program. The enforcing departments or agencies may determine substantial conformance with project design features and mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a project design feature or mitigation measure may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, complies with CEQA Guidelines, Sections 15162 and 15164, including by preparing an addendum or subsequent environmental clearance to analyze the impacts from the modifications to or deletion of the project design features or mitigation measures. Any addendum or subsequent CEQA clearance shall explain why the project design feature or mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the project design feature or mitigation measure. Under this process, the modification or deletion of a project design feature or mitigation measure shall not require a modification to any project discretionary approval unless the Director of Planning also finds that the change to the project design features or mitigation measures results in a substantial change to the project or the non-environmental conditions of approval.

62. **Mitigation Monitor (Construction).** Prior to the issuance of building permits, the applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the applicant and Construction Monitor and be included as part of the applicant's Annual Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measures and project design features within two businesses days if the applicant does not correct the non-compliance within a reasonable time of notification to the applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

63. **Mitigation Measures and Project Design Features.** The development of the project site is hereby bound to the following Mitigation Measures and Project Design Features, which are conditions of approval for the project.

**A. Aesthetics**

- PDF AES-1** Outdoor lighting shall be shielded such that the light source cannot be seen from adjacent residential properties, the public right-of-way, or from above. Building security lighting shall be used at all entry/exits and remain on from dusk to dawn, but be designed to prevent light trespass onto adjacent

properties. Illuminated areas shall be localized and minimize light trespass and spill.

**Enforcement Agency:** Department of Building and Safety

**Monitoring Agency:** Department of Building and Safety

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Once, prior to issuance of building permits; Once, during field inspection

**Action Indicating Compliance:** Issuance of building permits; Field inspection sign-off

**PDF AES-2** The Project shall use non-reflective building materials including concrete and matte-finished metals. Glass used in building façades and signs shall minimize glare (e.g., minimize the use of glass with mirror coatings). Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements shall be permitted.

**Enforcement Agency:** Department of City Planning; Department of Building and Safety

**Monitoring Agency:** Department of City Planning; Department of Building and Safety

**Monitoring Phase:** Pre-Construction; Construction

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

**Action Indicating Compliance:** Plan approval; Issuance of building permits

## **B. Noise**

**PDF NOI-1** Amplified sound shall be prohibited on the outdoor spaces of Levels 4 and 6, and amplified sound on the outdoor spaces of Levels 25 through 28 shall be limited to 84 dBA at approximately 40 feet from the center of the source. Prior to operation, Project personnel shall test the sound level to confirm that the sound levels are consistent with the 84 dBA requirement as directed by a qualified acoustical engineer. Hotel management shall ensure event staff calibrate the sound systems and speaker arrangements prior to their use.

**Enforcement Agency:** Department of Building and Safety

**Monitoring Agency:** Department of Building and Safety

**Monitoring Phase:** Operations

**Monitoring Frequency:** Annually

**Action Indicating Compliance:** Documentation of noise management activities in annual compliance report

**PDF NOI-2** All construction work shall be performed so as not to physically destroy or damage Sensitive Receptors 1, 2, and 3 (621 S. Spring Street, 639 S. Spring Street, and historic Palace Theater) within the Financial District in

adherence with the Secretary of Interior Standard 9 and LAMC Section 91.3307.1 (Protection Required). The Project Applicant shall complete a structure monitoring program during construction including the following steps and procedures:

- a) Conduct a preconstruction survey to document existing conditions of Sensitive Receptors 1, 2, and 3 (621 S. Spring Street, 639 S. Spring Street, and historic Palace Theater). Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the adjacent buildings.
- b) A registered civil engineer or certified engineering geologist shall develop a structure monitoring program that will include, but not be limited to, identification of specific measurements of vibration levels that shall not be exceeded for each adjacent building (Sensitive Receptors 1, 2, and 3 [i.e. 621 S. Spring Street, 639 S. Spring Street, and historic Palace Theater]), vibration monitoring, elevation and lateral monitoring points, crack monitors, and other instrumentation deemed necessary to protect the structures from construction-related damage.
- c) The structure monitoring program shall be submitted to the Department of Building and Safety and the Department of City Planning, Office of Historic Resources, and received into the case file for the associated discretionary action permitting the project prior to initiating any construction activities.
- d) The structure monitoring program shall include a Monitor to survey for vertical and horizontal movement, as well as any exceedances of the vibration thresholds established for each building under section (b) above. If the thresholds are met or exceeded, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction-related damage to the structure.

**Enforcement Agency:** Department of City Planning, Office of Historic Resources

**Monitoring Agency:** Department of City Planning, Office of Historic Resources

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Once prior to issuance of building permits; Field inspection during construction

**Action Indicating Compliance:** Documentation of pre-construction survey; Field inspection sign-off report from monitor

**MM NOI-1** Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest off-site land uses (Sensitive Receptors 1, 2, and 3 [i.e. 621 S. Spring Street, 639 S. Spring Street, and historic Palace Theater]).

**Enforcement Agency:** Department of Building and Safety

**Monitoring Agency:** Department of Building and Safety

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Field inspection(s) during construction

**Action Indicating Compliance:** Field inspection sign-off

**MM NOI-2** Construction and demolition activities shall be scheduled so as to avoid operating several loud pieces of equipment simultaneously.

**Enforcement Agency:** Department of Building and Safety

**Monitoring Agency:** Department of Building and Safety

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Field inspection(s) during construction

**Action Indicating Compliance:** Field inspection sign-off

**MM NOI-3** Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.

**Enforcement Agency:** Department of Building and Safety

**Monitoring Agency:** Department of Building and Safety

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Field inspection(s) during construction

**Action Indicating Compliance:** Field inspection sign-off

**MM NOI-4** Power construction equipment operated at the Project Site shall be equipped with effective noise control devices (i.e., mufflers and/or motor enclosures) consistent with manufacturers' standards. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, is generated. Construction contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications.

**Enforcement Agency:** Department of Building and Safety; Department of City Planning

**Monitoring Agency:** Department of Building and Safety

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Field inspection(s) during construction

**Action Indicating Compliance:** Field inspection sign-off

**MM NOI-5** A temporary noise control barrier such as plywood structures or flexible sound control curtains shall be erected around the Project Site boundary as

feasible. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10 dBA. The supporting structure shall be engineered and erected in order to comply with Los Angeles Municipal Code noise requirements, including those set forth in Chapter XI, Article 2 of the Los Angeles Municipal Code. The temporary barrier shall remain in place until all windows have been installed and all activities on the Project Site are complete.

**Enforcement Agency:** Department of Building and Safety

**Monitoring Agency:** Department of Building and Safety

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Once prior to commencement of construction

**Actions Indicating Compliance:** Issuance of building permits

**MM NOI-6** All construction truck traffic shall be restricted to truck routes approved by the Department of Building and Safety, which shall avoid residential areas and other noise-sensitive receptors (in accordance with the L.A. CEQA Thresholds Guide, noise-sensitive receptors include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks).

**Enforcement Agency:** Department of Building and Safety

**Monitoring Agency:** Department of Building and Safety

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Once, prior to issuance of grading/excavation permits

**Actions Indicating Compliance:** Issuance of haul route permit

**MM NOI-7** Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to the immediate surrounding off-site properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period. A hotline telephone number shall be provided to enable the public to call and address construction-related issues.

**Enforcement Agency:** Department of Building and Safety

**Monitoring Agency:** Department of Building and Safety

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Once prior to commencement of construction

**Actions Indicating Compliance:** Issuance of notification

### **C. Public Services**

**PDF PS-1** The Project shall implement a Construction Staging and Traffic Management Plan that ensures emergency access to the Project Site is

maintained at all times during construction through well-marked entrances.

**Monitoring Phase:** Pre-Construction; Construction

**Enforcement Agency:** Department of Transportation; Police Department; Department of City Planning

**Monitoring Agency:** Department of City Planning

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Once, prior to commencement of issuance of building permits

**Actions Indicating Compliance:** Issuance of building permits

#### PDF PS-2

The Project shall comply with the design guidelines outlined in the LAPD Design Out Crime Guidelines, which recommend using natural surveillance to maximize visibility, natural access control that restricts or encourages appropriate site and building access, and territorial reinforcement to define ownership and separate public and private space. Specifically, the Project shall:

- Provide on-site security personnel whose duties shall include but not be limited to the following:
  - Monitoring entrances and exits;
  - Managing and monitoring fire/life/safety systems; and
  - Controlling and monitoring activities in the parking facilities.
- Install security industry standard security lighting at recommended locations including parking levels, and curbside queuing areas;
- Install closed-circuit television at select locations including (but not limited to) entry and exit points, and parking levels;
- Provide adequate lighting of parking structures, elevators, and lobbies to reduce areas of concealment;
- Provide lighting of building entries to provide pedestrian orientation and to clearly identify a secure route between the valet area and hotel access points; and
- Design entrances to, and exits from the building, to be open and in view of surrounding sites;

**Enforcement Agency:** Los Angeles Police Department

**Monitoring Agency:** Department of City Planning

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Once, prior to issuance of building permits

**Actions Indicating Compliance:** Issuance of building permit

#### PDF PS-6

Prior to the issuance of a certificate of occupancy for each construction phase and ongoing during operations, the applicant or its successor shall develop an Emergency Procedures Plan to address emergency concerns and practices. The plan shall be subject to review by LAPD.

**Enforcement Agency:** Los Angeles Police Department

**Monitoring Agency:** Department of City Planning

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Once, prior to issuance of building permits



**Actions Indicating Compliance:** Issuance of building permits**D. Traffic/Transportation**

- PDF TR-1** A Work Area Traffic Control Plan shall be developed by the applicant and approved by the Los Angeles Department of Transportation. The Work Area Traffic Control Plan shall identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The Work Area Traffic Control Plan shall minimize the potential conflicts between construction activities, street traffic, bicyclists and pedestrians, and shall include the following:
- A flagman shall be placed at the truck entry and exit from the Project Site onto Spring Street to control the flow of exiting trucks.
  - Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
  - Access shall remain unobstructed for land uses in proximity to the Project Site during Project construction.
  - Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This measure requires the applicant to maintain adequate and safe pedestrian protection, including physical separation from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. Barriers, such as K-Rails, scaffolding, etc., shall be maintained at a height of 8 feet.
  - 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.
  - In the event of a lane or sidewalk closure, traffic and/or pedestrians shall be routed around any such lane or sidewalk closures.

**Enforcement Agency:** Department of Transportation; Department of Building and Safety

**Monitoring Agency:** Department of Building and Safety; Department of Transportation

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Field inspection during construction

**Actions Indicating Compliance:** Field inspection sign-off

- PDF TR-2** A Construction Management Plan shall be developed by the contractor and approved by the Los Angeles Department of Transportation. The Construction Management Plan shall include the following:

- Identify the locations of the off-site truck staging, which shall be in a legal area, and shall detail measures to ensure that trucks use the specified haul route, and do not travel through nearby residential neighborhoods.
- Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
- Establish requirements for the loading, unloading, and storage of materials on the Project Site.
- Establish requirements for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring land uses.
- A Construction Worker Parking Plan shall be prepared which identifies off-site parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City. The Construction Worker Parking Plan shall prohibit construction worker parking on residential streets and prohibit on-street parking.

**Enforcement Agency:** Department of Transportation

**Monitoring Agency:** Department of Transportation

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Once, prior to issuance of building permit; Once, during field inspection

**Actions Indicating Compliance:** Issuance of building permits; Field inspection sign-off

#### **MM TR-1**

A preliminary Transportation Demand Management (TDM) program shall be prepared and provided for LADOT review prior to the issuance of the first building permit for the Project, and a final TDM program shall be approved by LADOT prior to the issuance of the first certificate of occupancy for the Project. The TDM program should include, but not be limited to, the following strategies:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator (on-site or off-site);
- Design the Project to ensure a bicycle, transit and pedestrian friendly environment;
- Provide on-site transit routing and schedule information;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading location;

In addition, the Project shall upgrade traffic signal equipment at the following two study intersections:

- Intersection No. 5. Spring Street and 6th Street – Installation of CCTV camera and associated infrastructure.

- Intersection No. 6. Spring Street and 7th Street – Installation of CCTV camera and associated infrastructure.

**Enforcement Agency:** Department of Transportation

**Monitoring Agency:** Department of Transportation

**Monitoring Phase:** Pre-Construction; Construction

**Monitoring Frequency:** Once, prior to issuance of Certificate of Occupancy

**Action Indicating Compliance:** Field inspection sign-off; Compliance Certification Report submitted to Department of Transportation by project contractor

## E. Utilities

- PDF SW-1** The applicant or its successor shall implement a demolition and construction debris recycling plan for all buildings constructed as part of the Project, with the explicit intent of requiring recycling during all phases of site preparation and building construction. Off-site recycling centers, such as asphalt or concrete crushers, shall be utilized to provide crushed materials for roadbed base.

**Enforcement Agency:** Department of Public Works, Bureau of Sanitation

**Monitoring Agency:** Department of Public Works, Bureau of Sanitation

**Monitoring Phase:** Construction

**Monitoring Frequency:** Field inspection(s) following construction

**Action Indicating Compliance:** Field inspection sign-off

- PDF SW-2** Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities.

**Enforcement Agency:** Department of Public Works, Bureau of Sanitation

**Monitoring Agency:** Department of Public Works, Bureau of Sanitation

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Once, prior to issuance of building permits

**Action Indicating Compliance:** Issuance of building permits

- PDF SW-3** The applicant or its successor shall continuously maintain in good order clearly marked, durable, and separate recycling bins on the same lot or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times for the collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.

**Enforcement Agency:** Department of Public Works, Bureau of Sanitation

**Monitoring Agency:** Department of Public Works, Bureau of Sanitation

**Monitoring Phase:** Operations

**Monitoring Frequency:** Field inspection(s) following construction

**Action Indicating Compliance:** Field inspection sign-off

**PDF SW-4** During occupancy and operations, the Project shall have a solid waste diversion rate target of 70 percent of non-hazardous materials.

**Enforcement Agency:** Department of Public Works, Bureau of Sanitation

**Monitoring Agency:** Department of Public Works, Bureau of Sanitation

**Monitoring Phase:** Operations

**Monitoring Frequency:** Annually during operation

**Action Indicating Compliance:** Documentation of solid waste diversion in annual compliance report

### **OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES**

All terms and Conditions of the approval shall be fulfilled before the use may be established. The instant authorization is further conditional upon the privileges being utilized within three years after the effective date of approval and, if such privileges are not utilized or substantial physical construction work is not begun within said time and carried on diligently to completion, the authorization shall terminate and become void.

### **TRANSFERABILITY**

This authorization runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent upon you to advise them regarding the conditions of this grant.

### **VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR**

Section 12.29 of the Los Angeles Municipal Code provides:

“A variance, conditional use, adjustment, public benefit or other quasi-judicial approval, or any conditional approval granted by the Director, pursuant to the authority of this chapter shall become effective upon utilization of any portion of the privilege, and the owner and applicant shall immediately comply with its Conditions. The violation of any valid Condition imposed by the Director, Zoning Administrator, Area Planning Commission, City Planning Commission or City Council in connection with the granting of any action taken pursuant to the authority of this chapter, shall constitute a violation of this chapter and shall be subject to the same penalties as any other violation of this Code.”

Every violation of this determination is punishable as a misdemeanor and shall be punishable by a fine of not more than \$2,500 or by imprisonment in the county jail for a period of not more than six months, or by both such fine and imprisonment.

### **APPEAL PERIOD - EFFECTIVE DATE**

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any Condition of this grant is violated or if the same be not complied with, then the applicant or his successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in

the Municipal Code. The Zoning Administrator's determination in this matter will become effective after May 23, 2018, unless an appeal there from is filed with the Department of City Planning's Development Services Center. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of the Zoning Administrator's action, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. **Forms are available on-line at <http://planning.lacity.org>**. Public offices are located at:

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

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

Development Services Center  
West Los Angeles  
1828 Sawtelle Blvd., 2nd Floor  
Los Angeles, CA 90025  
(310) 231-2901

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

### NOTICE

The applicant is further advised that all subsequent contact with this office regarding this determination must be with the Department of City Planning's Development Services Center. 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. You should advise any consultant representing you of this requirement as well.

### FINDINGS OF FACT

After thorough consideration of the statements contained in the application, the plans submitted therewith, the report by the Department of City Planning Staff thereon, and the statements made at the public hearing on January 9, 2018, all of which are by reference made a part hereof, as well as knowledge of the property and surrounding district, I find that the requirements for authorizing the requested conditional use permits under the provisions of LAMC Section 12.24 have been established by the following facts:

### **BACKGROUND**

The project site consists of a narrow lot approximately 9,307 square feet along South

Spring Street between 6<sup>th</sup> Street and 7<sup>th</sup> Street in Downtown Los Angeles. The project site is flat, and is developed with a surface parking lot and a small, single-story commercial building occupied by a restaurant (approximately 600 square feet of floor area).

The land uses within the general vicinity of the project site are characterized by a mix of high-intensity commercial, mixed-use, entertainment (i.e., Palace Theater) and residential uses, which vary in architectural style (e.g., Neoclassical, Art Deco) from the first half of 20<sup>th</sup> Century. The project site is located within the National Register Spring Street Financial Historic District. Many of the historical resources have been adaptively reused into mixed-use residential buildings. The area immediately surrounding the project site is relatively flat and is developed with commercial and mixed-use residential high-rise buildings along Spring Street, with ground floor retail establishments such as cafes and restaurants. Specifically, residential high-rises are located to the north (i.e., the Neoclassical-designed adaptive reuse, Premiere Towers) and to the south (i.e., Spring Tower Lofts, also a Neoclassical-designed adaptive reuse), while the Art Deco MALDEF National Headquarters building is located to the east across Spring Street. An alleyway borders the project site to the west. The Palace Theater is located on the other side of the alley.

The project includes the demolition of the existing building and surface parking lot and construction of a 28-story (342 feet tall) hotel building with 170 hotel guest rooms and a total of 105,841 square feet of floor area. In addition to the hotel guest rooms, the Project includes a restaurant located on the ground floor and first basement level with approximately 6,980 square feet of interior floor area and 230 square feet of exterior square footage (sidewalk eating area, not floor area). The Project includes a hotel fitness center on the 3rd level, a cinema screening room with fixed seating and a gallery bar and event space on the 4th level, hotel reception area and outdoor terrace on the 6th level, hotel bar and lounge with indoor and outdoor space on the 25th level, additional outdoor terrace bar and lounge seating on the 26th and 27th levels, and hotel spa and lounge areas also on the 27th level. Hotel guest rooms are located on the 5th through 24th levels. Elevator machine and mechanical equipment rooms would be located on the 28th level.

South Spring Street, adjoining the project site to the east, is designated a Modified Avenue II in the Mobility Plan 2035, dedicated to a 52-foot width at the project's street frontage and is improved with sidewalks, curbs and gutters.

#### Related Off-Site Cases:

Case No. ZA-2015-633-ZV-CUB – On September 19, 2016, the Associate Zoning Administrator approved a Conditional Use to allow a full line of alcoholic beverages in conjunction with a proposed approximately 5,000 square foot bar/lounge.

Case No. DIR-2015-2630-TDR-SPR – On March 8, 2016, the Director of Planning approved a Transfer of Floor Area of less than 50,000 square feet to permit an increase in floor area of 49,999 square feet and Site Plan Review for the construction of a 24-story mixed-use project, consisting of up to 308 residential dwelling units, and approximately 7,202 square feet of ground floor commercial space in the CD-4D Zone at 730-732 South

Spring Street.

Case No. DIR-2014-4189-TDR-SPR – on September 2, 2015, the Director of Planning approved a Transfer of Floor Area of less than 50,000 square feet and Site Plan Review for the construction of a 24-story mixed-use project with a maximum of 244 feet in height, consisting of up to 320 residential dwelling units and approximately 8,900 square feet of ground floor commercial space in the C5-4D Zone at 737-751 South Spring Street.

Case No. ZA-2013-1068-MCUP – On May 22, 2014, the Associate Zoning Administrator approved a Master Conditional Use Permit for on-site sale of alcoholic beverages in a total of 7 establishments, including 5 restaurants, 1 bakery, and 1 bar.

Case No. ZA-2013-854-ZV-TDR-SPR – On May 1, 2014, the Associate Zoning Administrator approved a Zone Variance from Section 12.21 -A,5 to allow 126 standard parking stalls and 18 compact spaces in lieu of the required 144 standard stalls for the residential use; a Transfer of Floor Area of less than 50,000 square feet to permit an increase of 48,138 square feet of floor area for a total of 162,768 square feet in lieu of 114,630 square feet; and a Site Plan Review to allow the development of mixed-use project with 159 dwelling units and 23,000 square feet of ground floor commercial space.

Case No. ZA-2012-2519-MCUP - On August 6, 2013, the Associate Zoning Administrator approved a Conditional Use to permit the on-site sale and consumption of a full-line of alcoholic beverages (type 47 license) in conjunction with the remodel of a 62,833 square-foot historical theater, including ancillary theater space, for a maximum building occupancy of 2,916 or a maximum 1653 seats, which includes live entertainment and public dancing confined to a 581 square-foot dance floor.

Case No. ZA-2012-2511-MCUP - On August 6, 2013, the Associate Zoning Administrator approved a Conditional Use to permit the on-site sale and consumption of a full-line of alcoholic beverages (type 48 license) in conjunction with the remodel of a 103,884 square-foot historical theater, including ancillary theater space, for a maximum occupancy of 6,684 or a maximum 3,562 seats, which includes public dancing and live entertainment.

Case No. ZA-2012-2509-MCUP-CUX – On August 6, 2013, the Associate Zoning Administrator approved a Conditional Use to permit the on-site sale and consumption of a full line of alcoholic beverages (type 47 license) in conjunction with the remodel of a historic theater, including ancillary theater space, for a maximum theatre space occupancy, including separate tenant spaces of 3,650 or a maximum seating capacity of 2,944 seats, which includes public dancing and live entertainment.

Case No. ZA-2001-2474-CUB-CUX-ZV – On October 17, 2001, the Associate Zoning Administrator approved a Conditional Use to allow the sale of alcoholic beverages and public dancing in conjunction with the operation of a nightclub with live entertainment and variance for reduced parking.

Ordinance:

Ordinance No. 164,307, effective January 30, 1989, amended the zoning map for the Project Site (Subarea 1535). Specifically, Height District 4D imposes a “D” Limitation

which states that the “total floor area contained in all buildings on a lot shall not exceed six (6) times the buildable area of lot” with several exceptions including projects “approved pursuant to any procedure to regulate transfers of floor area as may be adopted by the City Council.”

#### Community Plan:

The project site is located in the Central City Community Plan Area, the City Center Redevelopment Project Area, and is located in the C5-4D Zone (Commercial - Height District 4D). The “D” limitation set forth in Ordinance No. 164,307 (effective January 30, 1989) restricts the maximum floor area ratio (FAR) permitted to 6:1, except in cases with a transfer of floor area procedure adopted by the City Council. LAMC Section 14.5.7 allows for a Transfer of Floor Area of less than 50,000 square feet of floor area. The Community Plan designates the project site for Regional Center Commercial land uses with the corresponding zones of CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3, and RAS4.

#### Public Correspondence

No emails or letters were received prior to the public hearing.

#### Public Hearing

The public hearing was held on January 9, 2018 at City Hall in Los Angeles, and was attended by the applicant team and members of the community.

1. Present: Approximately 30 people attended, including the applicant and representative team, and members and staff of labor unions.
2. The applicant’s representative and the architect made the following statements:
  - The architect provided a brief history of the evolution of the project from the original concept as a shorter, all-glass design to, after consultation with the Department of City Planning Office of Historic Resources, a design that incorporates the street wall and cornice height of the adjacent historical resources and a contemporary tower above;
  - The circulation of the project separates the entry into the bar and the entry into the hotel;
  - There is a separation between the Project and the adjacent buildings in order to leave the murals on the adjacent buildings intact;
  - The representative stated the requested entitlements;
  - The project design is also consistent with the Historic Downtown Design Guidelines;
  - The project provides economic benefits;
3. 17 public speakers provided the following testimony:
  - Two representatives of the Los Angeles/Orange Counties Building & Construction Trades Council expressed support for the project;



- Three representatives of CREED LA expressed support for the project because it will add hotel rooms to Downtown Los Angeles and be a smart infill project within a Transit Priority Area, and the project was adequately analyzed in the EIR to protect the environment;
- Two representatives of the Local 105 expressed support because it would include local hire;
- A representative of the UAW expressed support;
- A member of the public expressed for the project because it will create jobs and promote the hospitality sector, including creating economic opportunity and generate revenue from tourism;
- A member of Local Plumbers 78 expressed support for the project;
- Matthew Solomon from ARMS supports the project because it will create jobs for at-risk youth, including local hire from the community;
- Four members of IBEW Local 11 support the project because it will create prevailing wage jobs, increase tax revenue, create more hotel capacity and beautify the area;
- A representative from UNITE HERE Local 11 expressed opposition to the project because it will have impacts on the environment, remove undeveloped land for housing, be an inconsistent height and size creating shadow impacts, have parking impacts, and because the EIR did not analyze VMT and because the construction timeline changed, which the Traffic Study did not consider;
- The Council Office stated that they have not taken an official position.

After the closing of public testimony, the Zoning Administrator commented that the proposed project is redeveloping a mostly empty lot and the design is appropriate; and also most of Spring Street already contains residential uses for a long stretch; and finally that while there are hotels on Broadway, there are none yet on Spring Street. He subsequently made the appropriate findings and approved the project.

### **TRANSFER OF FLOOR AREA FINDINGS (LESS THAN 50,000 SQUARE FEET)**

#### **1. That the Project is proper in relation to the adjacent uses or the development of the community.**

The Project Site is surrounded by dense urban development comprised of a mix of residential, mixed-use, office, and retail land uses that characterizes historic Downtown Los Angeles. By developing a new hotel with a restaurant, the project is in proper relation to the existing adjacent uses. Specifically, the project's restaurant use is consistent with several existing restaurants located along Spring Street such as the L.A. Café adjacent to the project site and several bars including The Falls cocktail bar and Spring Street Bar. Likewise, the project's hotel uses are similar to the nearby hotel uses; i.e., the Ace Hotel, the Los Angeles Athletic Club, Stillwell Hotel, Stay on Main Hotel, the Proper Hotel (formerly the Case Hotel), and the Freehand Hotel.

The project reinforces the existing character of buildings in the historic Spring Street Financial District. The project site mostly consists of a surface level parking lot and a small one-story commercial structure used as walk-up restaurant. This existing development creates a gap in the street wall and character of development along Spring Street. The

proposed project is designed so that the lower part of the project is flush with the existing street wall, thereby filling in this gap. The project also fits within the context of the Spring Street Financial historic district because the lower part of the project is built to a height of 150 feet, which is the datum (roof) line of the historic buildings adjacent to the site. For example, to the south of the Project Site is the 12-story (approximately 150 feet) Spring Lofts mixed-use residential building, and there is a 14-story (approximately 150 feet) retail and residential building to the north. The Downtown Design Guide also calls for a minimum street wall height along Broadway and Spring Street of 150 feet and encourages that the cornice of roof line of historic structures should be reflected with a demarcation on new adjacent structures. The project therefore meets this provision of the Downtown Design Guide and will also help activate the Spring Street pedestrian corridor by adding a ground floor restaurant and removing a curb cut and improving the sidewalk with terrazzo. Therefore, the project not only continues the street wall, but also reinforces the roof line of the historic buildings and further activates an already vibrant Spring Street.

The proposed project will allow for an infill project that meets the Downtown Design Guide provision that buildings over 150 feet should not be historicized and should appear as contemporary interventions in the skyline and that projects should respect historically significant districts including massing and scale, and neighborhood context, while at the same time, encouraging innovative architectural design that expresses the identity of contemporary urban Los Angeles. The proposed project achieves this because the tower element of the building above the 150 foot street wall step backs approximately 15 feet from the lower Spring Street façade and utilizes a contemporary architectural style with either precast concrete panels or terra cotta with varying surface planes to break up the massing and add visual interest to the skyline. In addition, glazing within this tower facade will be recessed, resulting in depth, shadow and relief, while also using color palette of orange and red that is similar to the limestone and brick facades of the historic buildings of the Spring Street Financial historic district.

Finally, the project's design ensures that it is in proper relation to the existing adjacent uses and the development of the community. Downtown Los Angeles is planned for greater height and density development than the rest of the City. This project takes advantage of the opportunity to build a taller project through the use of available TFAR but continues the pattern of existing uses and development. Specifically, the project's construction of a 28-story, 342 foot hotel high rise building, which continues the development pattern of high rises in Downtown Los Angeles. For example, within the immediate vicinity of the project site, the SB Tower at 600 South Spring Street is 266 feet tall (20 stories) and there are two recently completed 24-story towers located one block to the west on Spring Street between 7th and 8th Streets. In addition, the Gas Company building is 749 feet tall and that building is located approximately 1,675 feet from the project site; the Aon Center is 858 feet tall; and the US Bank is 1,018 feet tall. Therefore, the proposed height of the project is in proper relation to the existing high rises in Downtown Los Angeles. The project is consistent with policies and directives guiding downtown development. Specifically, policies call for more ground floor retail uses and higher density. The project will be similar to developments currently being built or planned for in response to these policies and current market conditions, especially the demand for hotels to serve visitors of the Los Angeles Convention Center and the number foreign visitors and tourists. For these reasons, the project is in proper relation to adjacent uses and the development of the community.

**2. That the Project will not be materially detrimental to the character of development in the immediate neighborhoods:**

The project will be an asset to the community by providing 170 hotel guest rooms, a restaurant located on the ground and first basement level with approximately 6,980 square feet of interior floor area and 230 square feet of exterior square footage (sidewalk eating area, not floor area), a cinema screening room with fixed seating and a gallery bar and event space on the 4th level, hotel reception area and outdoor terrace on the 6th level, hotel bar and lounge with indoor and outdoor space on the 25th level, additional outdoor terrace bar and lounge seating on the 26th and 27th levels, and hotel spa and lounge areas also on the 27th level. In addition, the project will provide bicycle parking. Additionally, the project will continue the revitalization of this section of Spring Street and will continue the momentum created by the efforts in Downtown to revitalize historic buildings and historic buildings such as the City's Bring Back Broadway initiative to revitalize the Historic Core by complementing and connecting new large-scale downtown entertainment and cultural destinations, as well as galleries, restaurants, and cultural activities throughout Downtown. Finally, the project is designed to be sensitive to adjacent historic structures and the Spring Street Financial historic district as explained above. This design helps achieve the Historic Downtown Los Angeles Design Guidelines that encourages new construction of infill development at vacant or underutilized sites along major streets within Historic Downtown and encourages creative and innovative contemporary designs for new buildings in the Historic Downtown. Complementary uses of the project such as the restaurant uses and appropriate design such as the continuity of the historic street wall and height of historic buildings ensure that the project will integrate in a positive manner with the existing character of development in the immediate neighborhood. The project was also reviewed by the Planning Department's Urban Design Studio. As demonstrated, the project will not be materially detrimental to the character of development in the immediate neighborhood.

**3. That the Project will be in harmony with the various elements and objectives of the General Plan:**

The project will be in harmony with the various elements and objectives of the General Plan including the General Plan Framework and Central City Community Plan (Land Use Element). The project is specifically in harmony with the following objectives, policies, and programs.

**General Plan Framework**

The project is consistent with Chapter 3, Land Use of the General Plan Framework. The project site is designated a Regional Center, that are "intended to serve as the focal points of regional commerce, identity, and activity. They cater to many neighborhoods and communities and serve a population of 250,000 to 500,000 residents." The project is specifically consistent with the following goal, objective and policies of the Framework:

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 3.10.1: Accommodate land uses that serve a regional market in areas designated as “Regional Center” in accordance with Tables 3-1 and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

Policy 3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with 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.

The project is consistent with the above goal, objective and policies because the project will develop a new hotel with 170 hotel guest rooms, and a restaurant located on the ground floor and first basement level with approximately 6,980 square feet of interior floor area and 230 square feet of exterior square footage (sidewalk eating area, not floor area) within the Central Community Plan area. The project vicinity is characterized by a wide range of uses including medium- to high-intensity commercial, mixed-use, and residential uses within a transit rich district. The project site is within close proximity to several public transportation lines including the Metro Red/Purple Line and will provide bicycle parking spaces to encourage alternative modes of transit. In addition, the project proposes streetscape improvements including the removal of a curb but and improving the sidewalk with terrazzo and introducing a new ground level restaurant space to encourage pedestrian activity.

The project is also consistent with these goals and objective of the Framework Element:

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

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

Goal 7A: A vibrant, economically revitalized City.

The project is in the vibrant Downtown Center, which the General Plan identifies as the proper location for new hotels and other visitor-serving uses. The Framework Element

recognizes that the Downtown Center functions as the principal transportation hub for the region, and as such, the project's location in proximity to many transit options allows for hotel guests and patrons to use public transit in the downtown area to also access the large network of bus and rail lines that operate throughout the region, in addition to taking advantage of the bicycle and pedestrian network. Finally, the proposed hotel and restaurant will draw tourists and visitors to the area and further the City's goal of creating a regional entertainment district in Downtown's historic core. The Project will contribute to the efforts to revitalize the Historic Core as a major entertainment and tourist hub with hotel, retail, restaurant, and bar uses that will also create new jobs and transit occupancy tax for the City.

#### Central City Community Plan

The Central City Community Plan states the following that is relevant to the project:

Develop Broadway and Spring Street as the two-signature streets of this district. Develop Main Street and its adjacent east-west streets with residential uses and neighborhood amenities. Develop Hill Street with mixed uses that encourage easy access to and from Bunker Hill.

The Central City Community Plan, a part of the Land Use Element of the City's General Plan, states the following policies that are relevant to the project:

Objective 2-2: To retain the existing retail base in Central City.

Policy 2-2.2: To encourage pedestrian-oriented and visitor serving uses during the evening hours especially along the Grand Avenue cultural corridor between the Hollywood Freeway (US 101) and Fifth Street, the Figueroa Street corridor between the Santa Monica Freeway (I-10) and Fifth Street and Broadway between Third Street and Ninth Street.

Objective 2-3: To promote land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism.

Policy 2-3.1: Support the development of a hotel and entertainment district surrounding the Convention Center/Staples Arena with linkages to other areas of Central City and the Figueroa corridor.

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

Policy 2-4.1: Promote night life activity by encouraging restaurants, pubs, night clubs, small theaters, and other specialty uses to reinforce existing pockets of activity.

The proposed project will include a restaurant that will be located on the ground level and will be accessible to pedestrians from the sidewalk along Spring Street, consistent with Policy 2-2.2 above, and will help retain the existing retail base in the Central City (Objective 2-2). By developing a new hotel that is 1.5 miles from the Convention Center/Staples Arena, the Project will help achieve Objective 2-3 and Policy 2-3.1. Finally,

the project – with its ground floor restaurant, gallery, screening room and rooftop bar – will reinforce the existing pockets of activity along Spring Street and create an active environment, helping to achieve Objective 2-4 and Policy 2-4.1. Therefore, the project substantially conforms with the purpose, intent and provisions of the General Plan, and the applicable community plan.

**4. That the Project is consistent with any applicable adopted Redevelopment Plan.**

The proposed project is consistent with the following applicable objectives identified in Section 105 of the Redevelopment Plan for the City Center Redevelopment Project adopted May 15, 2002, Ordinance: 174593.

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

The project is consistent with this objective because the hotel use is consistent with the General Plan's designation of the Downtown Center as the "location for major cultural and entertainment facilities, hotels, high-rise residential towers, regional transportation facilities and the Convention Center." In addition to its use being consistent, the Downtown Center is also characterized by FARs of up to 13 to 1 and high-rise buildings. The project is a high rise that will have an FAR within that range. Specifically, the project proposes a TFAR of 49,999 square feet to permit a total floor area of 105,841 square feet for an 11.37 FAR.

As mentioned above, the project is also consistent with the Framework Element. Specifically, the project is consistent with the Framework's emphasis on maintaining the Downtown Center as the "primary economic, governmental, and social focal point of Los Angeles, while increasing its residential community." The Project will provide a hotel with restaurant uses that help to increase Downtown's role as the major economic and social center of greater Los Angeles.

The project is also consistent with this objective of the Redevelopment Plan:

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

By providing 170 new hotel guest rooms with a ground floor restaurant along Spring Street, the project helps achieve Objective 4; i.e., the project includes retail, service and hospitality uses that will provide employment and add to the tax base through the transient occupancy tax and short- and long-term employment opportunities. In terms of services, the hotel guests will have the option to take advantage of the diverse amount of commercial businesses and tourist destinations in the Historic Downtown area.

The project is also consistent with this objective of the Redevelopment Plan:

Objective 5. To guide growth and development, reinforce viable functions, and facilitate the redevelopment, revitalization or rehabilitation of deteriorated and underutilized areas. The project site is improved with a surface parking lot which creates a gap in the street wall along Spring Street. The proposed project will revitalize this lot and the Historic Core as a major entertainment and tourist hub by developing a hotel, restaurant, and bar uses. In addition, the project will further activate Spring Street by including a ground floor restaurant and improving the sidewalk with terrazzo. Finally, the project's hotel use will reinforce existing functions of Downtown by creating more opportunities for tourists and visitors to access the Los Angeles Convention Center, LA Live, and the Staples Center.

The project is also consistent with this objective of the Redevelopment Plan:

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

The project will construct a high-rise tower that will contribute to the Los Angeles skyline, which would further strengthen the Central City's identity as the major center of the Los Angeles region. Specifically, the project's innovative tower design utilizes a contemporary architectural style which takes advantage of recent changes in rooftop design regulations to create a multifaceted facade and rooftop with varying planes, depth and shapes that will create visual interest in the skyline.

The project is also consistent with this objective of the Redevelopment Plan:

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

The project site lies within the boundaries of the National Register's Spring Street Financial Historic District. The historic Spring Street Financial District was designated in July of 1977 and contains 26 contributing structures (included 23 financial buildings and 3 hotels) constructed between 1902 and 1931. The district includes both sides of South Spring Street, approximately bounded by 7th Street and 4th Street. The existing development (i.e., single-story walk up restaurant and surface parking lot) on the project site is not a contributing property within the Spring Street Financial District. Nevertheless, the project has been designed to complement the surrounding historic buildings on Spring Street. Specifically, the lower portion of the façade will be flush with the façades of the adjacent buildings along Spring Street, reinforcing a consistent "street wall." In addition, the height of the lower portion of the project matches the datum line (roof line) of a 150 foot height of the adjacent historic buildings. While the lower part of the building would be articulated as a simple concrete frame, the tower portion of the building is set back approximately 10 to 15 feet from the street wall and is narrower to reduce the massing of the building and would be clad in a precast concrete or terracotta similar to the materials found on buildings in the vicinity. The tower will feature openings in the façade and various multifaceted building planes, creating visual interest. The project's architectural design therefore differentiates itself from the historic properties through its contemporary architectural style, complying with guidance for new infill construction in the Historic Downtown Los Angeles Design Guidelines that "[n]ew construction should both respect

the authentic character of the existing building stock and place its own contemporary stamp on the urban setting.” Therefore, the project helps achieve Objective 11 to blend old and new preserve landmarks.

**5. That the Transfer serves the public interest by providing public benefits in accordance with Subparagraph (b)(1) of this subdivision.**

The transfer serves the public interest by complying with the requirements of Section 14.5.9 of the LAMC, which requires that a Public Benefit Payment be provided as part of an approved Transfer Plan and shall serve a public purpose. The City Council must find that the Public Benefit Payment proposed by the applicant in the Transfer Plan will result in Public Benefits with an economic value consistent with the sum of the Public Benefit Payment set for in LAMC Section 14.5.9C. The project requests a TFAR of 49,999 square feet which results in a public benefit equivalency of approximately \$1,540,028 which will be paid to the City’s Public Benefit Payment Trust Fund. These funds would be dispersed for use on public benefit projects or programs in the area as decided by the Public Benefit Payment Trust Fund Committee which is comprised of representatives from the Council Office, CRA, City Planning, Mayor’s Office, Chief Administrative Officer, Chief Legislative Analyst, and the Neighborhood Council. Therefore, as the project will provide revenue for a Public Benefit Payment, the project serves the public interest by complying with the requirements of section 14.5.9 of this Code.

**6. That the Project incorporates feasible mitigation measures, monitoring measures when necessary or alternatives identified in the environmental review which would substantially lessen the significant environmental effects of the Project, and any additional findings as may be required by CEQA.**

As provided in detail below in the findings required by CEQA, an Environmental Impact Report (EIR) was prepared and project specific impacts were evaluated as mandated under the California Environmental Quality Act (CEQA). The EIR identified that the project may cause potentially significant impacts on the environment and, therefore, the environmental analysis concluded that mitigation measures are necessary. The EIR incorporates mitigation measures where feasible to substantially lessen or avoid the significant environmental effects of the project. However, even with mitigation measures, significant and unavoidable impacts remain in the following areas: 1) Noise – construction noise; and 2) Noise – construction groundborne noise and vibration. The City, therefore, adopts a Statement of Overriding Considerations, finding that the each of the Project’s benefits, as listed below in the Statement of Overriding Considerations, outweighs and overrides the significant unavoidable impacts of the Project. As part of the approval action for the subject application, the Zoning Administrator certifies ENV-2015-2356-EIR.

**VARIANCE FINDINGS**

In order for a variance to be granted, all five of the legally mandated findings delineated in City Charter Section 562 must be made in the affirmative. Following (highlighted) is a delineation of the findings and the application of the relevant facts of the case to same:



**7. That the strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.**

The project is seeking approval of a Variance to permit alternative bicycle stall siting for the required short-term bicycle parking. The project requires 35 bicycle parking spaces comprised of 18 long-term spaces and 17 short-term spaces. The project will provide the required number of bicycle parking spaces. However, LAMC Section 12.21-A,16(e)(2) requires that short-term bicycle parking be provided outdoors. The project proposes to locate the short-term bicycle parking within the building in a designated secure area that will be accessed by hotel valet staff. Guests would drop off bikes at the hotel valet area located in front of the hotel adjacent to Spring Street and staff would store the bikes on bike racks inside the building until such time as the guest is ready to leave.

Locating the short-term bike parking outside the building will result in practical difficulties. Like other properties along Spring Street, the project site has a narrow lot width of 60 feet. As required by the Downtown Design Guide, the proposed building covers the entire lot width and is located at the lot line adjacent to the public right-of-way. The ground floor includes entryways into the restaurant and hotel that open directly onto Spring Street. The ground floor restaurant will active the street. Therefore, blocking entries into the restaurant will disrupt the amount of pedestrian activity along Spring Street. In addition to the narrow lot and the fact that the ground floor contains the entryways to the hotel and restaurant, the hotel valet area is proposed within the public right of way along Spring Street. If the bicycle parking were located on the sidewalk along Spring Street, there would be a reduced sidewalk area for pedestrians. Locating the bicycle parking in the sidewalk could also cause conflicts with pedestrians due to the reduced sidewalk area. The bicycle ordinance requires general locations for short-term bicycle parking; however, the intent of the requirement is based on making the parking convenient. In that regard, having an on-site valet to park the bikes will make it convenient for hotel guests to bike to and from the project site. As such, the project will meet the intent of the bicycle ordinance, including providing the number or LAMC required spaces and making it convenient for hotel guests. Therefore, locating the bicycle parking in an enclosed space within the hotel serves to improve the public welfare by preventing conflicts between pedestrian, vehicular and bicycle traffic. The short-term bicycle parking will be stored in a secure area and accessible by valet parking staff. For these reasons, the strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

**8. That there are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.**

The project site is one of the few remaining undeveloped properties along Spring Street within the historic Spring Street Financial District. The district includes both sides of South Spring Street, approximately bounded by 7<sup>th</sup> Street and 4<sup>th</sup> Street. Two historic properties are immediately adjacent to the project site: the former Barclay's Bank at 639 S. Spring Street, the former California-Canadian Bank at 625 (621) S. Spring Street, both of which

are contributors within the Spring Street Financial District. These historic properties along Spring Street were built at a time when developments occupied the full extent of land area and, as such, the buildings create a consistent street wall along Spring Street, resulting in vibrant pedestrian oriented areas with narrow sidewalks. Specifically, the sidewalk in front of the proposed building is only 10 feet wide, which makes it difficult to locate bicycle stalls in the right-of-way without causing conflicts with pedestrian safety and reducing street life. Furthermore, no street dedications are required along Spring Street due to the historic nature of the Spring Street Financial District. Therefore, locating the bicycle parking in enclosed spaces provides enhanced safety and serves to improve the public welfare. In addition, the project site is approximately 9,307 square feet with a narrow lot width of approximately 60 feet and a depth of 160 feet. The narrow lot width makes construction of the project, including the valet drop-off for cars in front, infeasible given the lack of land area to accommodate parking stalls in compliance with the Zoning Code.

In addition, the Downtown Design Guide and the Historic Downtown Guidelines emphasize a consistent street wall and the new building façade has been designed to complement the narrow street frontages of the surrounding historic buildings on Spring Street. Specifically, the lower portion of the façade of the project will be flush with the façades of the adjacent buildings along Spring Street, creating a consistent “street wall.” Moreover, as mentioned above, the project is located within the historic Spring Street Financial District. Thus, maintaining the street and setbacks of the existing adjacent buildings is necessary to maintain the historic character. This results in little remaining space for the outdoor short-term bicycle parking without obstructing the entrances to the ground floor uses (restaurant and hotel entry) and the sidewalk. The size and type of the project, including the addition of 170 hotel guest rooms in the Central City Community Plan Area, and the location of the project within a historic district, are special circumstances that do not generally apply to other properties in the City. In addition, physical limitations prevent the location of short-term bicycle parking outdoors. Therefore, there are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.

**9. That the variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

As noted, the project site is approximately 9,307 square feet with a narrow lot width of approximately 60 feet and a depth of 160 feet. The narrow lot width and depth makes installation of short-term bicycle parking on a 10-foot sidewalk infeasible without creating conflicts with pedestrian and vehicular circulation. Furthermore, because the project only fronts one street (Spring Street), the pick-up and drop-off valet area for cars can only occur directly in front of the project site. In addition, expanding the sidewalk would not be possible because Spring Street is already improved with sidewalks that are all the same width which developed historically over time. Nor can the project be set further back than the existing street wall because this would conflict with the Infill Construction Guideline of the Historic Design Guidelines to “[b]uild consistently with the street wall”. Moreover, street dedications along Spring Street are not required due the historic nature of the

district. In addition, maintaining the street wall and existing setbacks of the adjacent buildings is necessary to maintain the character of the historic district. The project site is also only one of three lots along the west side of Spring Street between 6<sup>th</sup> Street and 7<sup>th</sup> Street that does not continue the street wall created by the existing historic buildings. The project will fill in the gap in the street wall. If the short-term bicycle racks were placed in front of the project, this would create a hardship by interrupting the street activation created by the project's ground floor restaurant and hotel entryway. While there are existing bicycle racks along Spring Street in the sidewalk, they are few in number and, moreover, are not part of the bicycle parking requirements for new projects. Since the Bicycle Ordinance was adopted in 2013, the City is currently in the process of amending the bicycle parking ordinance to address the ordinance's limited flexibility. The proposed amendment would permit short-term parking within a building with a valet parking attendant. Therefore, the requested Variance to allow alternative stall siting is necessary for the preservation and enjoyment of a substantial property right and is necessary for the maintenance of the historic character along Spring Street.

**10. That the granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.**

The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located. The variance requests to provide short-term bicycle storage within the building in lieu of outside of the building within the public right-of-way, which will not have any impact on neighboring properties. In addition, providing the short-term bicycle parking within the building will allow for the project design to include a ground floor restaurant and hotel entryway. The project otherwise provides bicycle parking in compliance with the LAMC which would help to reduce the number of vehicular trips generated by the Project, thus helping to alleviate dependence on the automobile.

**11. That the granting of the variance will not adversely affect any element of the General Plan.**

The granting of the variance will not adversely affect any element of the General Plan. The Project is a hotel project located in a Regional Center that will provide new bicycle parking spaces in compliance with the LAMC, which provide hotel guests as a transportation alternative. The location for the short-term bicycle parking would be conveniently located within the building and guests will be able to check in their bicycle with hotel valet staff on Spring Street. Specifically, the project site is located within the Central Community Plan area, a part of the Land Use Element. The project is consistent with the following policies of the Community Plan regarding accessibility:

Policy 2-2.2: To encourage pedestrian-oriented and visitor serving uses during the evening hours especially along the Grand Avenue cultural corridor between the Hollywood Freeway (US 101) and Fifth Street, the Figueroa Street corridor between the Santa Monica Freeway (I-10) and Fifth Street and Broadway between Third Street and Ninth Street.

Policy 2-3.1: Support the development of a hotel and entertainment district surrounding the Convention Center/Staples Arena with linkages to other areas of Central City and the Figueroa corridor.

The project also supports the vision of the 2010 Bicycle Plan by providing a hotel project adjacent to various public transit options and existing bicycle infrastructure (i.e., a dedicated bike lane adjacent to the project site) and by increasing the supply of secure bicycle parking. Specifically, the 2010 Bicycle Plan, a component of the Transportation Element, adopted on March 1, 2011, is not affected by the approval of the Variance. The goals of the Bicycle Plan that are applicable to the project are as follows:

Goal 1: Increase the number and types of bicyclists who bicycle in the City.

Policy 1.2.4: Ensure the maintenance of safe, secure bicycle parking facilities.

Policy 1.2.8: Encourage creative solutions to increase the availability of bicycle parking.

Goal 3: Make the City of Los Angeles a bicycle friendly community.

The project supports the visions of the Central Community Plan and Bicycle Plan by providing a hotel project adjacent to various public transit options and existing bicycle infrastructure and by increasing the supply of secure bicycle parking. As such, the project is in conformance with the applicable plans, provides adequate bicycle access to the project site and provides LAMC required bicycle parking. Therefore, granting of the Variance to allow alternative stall siting will not adversely affect any element of the General Plan.

### **MASTER CONDITIONAL USE FINDINGS (ALCOHOL SALES)**

In order for a Conditional Use Permit to be granted, all of the legally mandated findings delineated in Section 12.24 of the Los Angeles Municipal Code must be made in the affirmative. Following (highlighted) is a delineation of the findings and the application of the relevant facts of the case to same:

**12. 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.**

The hotel project includes one ground floor restaurant to encourage hotel guests to remain on-site to meet their restaurant needs. In addition, the project is located in an urban area where nearby residents, employees and visitors that are within walking distance will be able to take advantage of the neighborhood services included in the project.

The project requests the approval of on-site licenses for the sale of a full-line of alcoholic beverages at the following locations within the hotel and the proposed restaurant:

- a. Restaurant located on Level 1 and first subterranean level
- b. Screening room located on Level 4

- c. Gallery bar located on Level 4
- d. Hotel reception and terrace on Level 6
- e. Indoor and outdoor hotel bar and lounge located on Levels 25 and 26
- f. Spa and lounge deck located on Level 27
- g. In-room alcohol access cabinets within the 170 hotel rooms
- h. In conjunction with food and beverage room service

Each individual establishment is required to file an Approval of Plans, as conditioned by this grant (Condition No. 30).

The availability of alcoholic beverages in conjunction with the project's restaurant is a customary and incidental component of this use. Restaurant patrons expect the ability to order alcoholic beverages in conjunction with food service. In addition, the ability to offer alcoholic beverages to patrons is essential in attracting top quality dining establishments to the project. The restaurants will serve as an attraction for visitors and neighbors in the area and will reduce the need for local residents to travel to other areas for dining experiences. In addition, sale and service of alcohol is a normal function of hotels, which typically provide various types of alcohol sales, such as room service, catering, a hotel bar, pool bars, and to rooms through in-room mini-bars and room service. Therefore, the service of alcoholic beverages will be ancillary to the project's hotel uses. None of the approved uses include approval of live entertainment or patron dancing. Each individual establishment will be further conditioned as part of the Approval of Plans process.

The Master Conditional Use permit provides an umbrella entitlement with conditions that apply to all establishments within the project. Specific physical and operational conditions will be included as part of the Approval of Plans determination required for each establishment pursuant to the Master Conditional Use permit provisions. The proposed restaurant and rooftop bar, in conjunction with the imposition of operational conditions as part of the Approval of Plans, will provide a service that is essential or beneficial to the community.

**13. 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 project site is relatively flat and the vicinity is developed with mixed-use commercial and residential high-rise buildings along Spring Street, with ground floor restaurants, bars and cafes. For example, to the south of the project site is the LA Café in the ground floor of the Spring Towers Lofts residential tower. To the north, there are multiples cafes such as Joe's Pizza and Casita Taco. To the northeast, across the street along Spring Street, the City Lofts residential building features three bars – The Falls Lounge; Spring Street Bar and Sandwich Shoppe, and Beelman's – on the ground floor. The project site is located to the east of several notable sites on Broadway, such as the Palace Theatre.

The sale of alcoholic beverages will be controlled within the bounds of the project site. The restaurant and other hotel hospitality features such as the rooftop bar will be desirable to the public convenience and welfare because the project is near residential, office, entertainment and commercial uses. Occupants of these uses can patronize the hotel by walking, biking or using public transit. The location of the restaurant on the ground floor will also help activate the sidewalk during the day and evening hours.

As proposed, the use will serve public convenience and welfare and, as sited, the location is compatible with the surrounding community. Mitigation Measures and Project Design Features identified in the EIR are imposed herein as conditions of this grant to further minimize potential impacts to the surrounding neighborhood. The grant also includes conditions that are generally recommended by the Los Angeles Police Department (LAPD). In addition, these conditions will be supplemented by more specific conditions designed to address the characteristics of each individual establishment through an Approval of Plans determination. The additional conditions may include, but are not limited to security measures, hours of operation, seating, size and any other conditions that are intended to minimize impacts on surrounding uses. Under each review, the Zoning Administrator and LAPD have the opportunity to comment and recommend any conditions. The sale of alcohol is regulated by the State of California through the issuance of an Alcohol Beverage Control (ABC) license. Thus, as conditioned, combined with the enforcement authority of ABC and LAPD, the approval for the sale of alcohol for on-site consumption will not be detrimental to the public health, safety and welfare.

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

There are eleven elements of the General Plan. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code. The Land Use Element of the City's General Plan divides the city into 35 Community Plans. The Central City Community Plan Map designates the property for Regional Center Commercial land use with the corresponding zones of CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3, and RAS4. The project site is zoned C5-4D (Commercial - Height District 4 with a D Limitation), which is intended to provide for concentrations of residential and commercial uses, including restaurants, entertainment venues and offices within mixed-use buildings. The Central City Community Plan text is silent with regards to alcohol sales; therefore, in such cases, the decision-maker must interpret the intent of the plan.

The sale of a full line of alcoholic beverages in conjunction with a restaurant and other hotel services help to achieve the following commercial land use objectives and policies of the community plan:

Objective 2-2: To retain the existing retail base in Central City.

Policy 2-2.2: To encourage pedestrian-oriented and visitor serving uses during the evening hours especially along the Grand Avenue cultural corridor between the Hollywood Freeway (US 101) and Fifth Street, the Figueroa Street corridor between the Santa Monica Freeway (I-10) and Fifth Street and Broadway between Third Street and Ninth Street.

Objective 2-3: To promote land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism.

Policy 2-3.1: Support the development of a hotel and entertainment district surrounding the Convention Center/Staples Arena with linkages to other areas of Central City and the Figueroa corridor.

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

Policy 2-4.1: Promote night life activity by encouraging restaurants, pubs, night clubs, small theaters, and other specialty uses to reinforce existing pockets of activity.

The proposed restaurant will be located on the ground level and will be accessible to pedestrians from the sidewalk along Spring Street, consistent with Policy 2-2.2 above, and will help retain the existing retail base in the Central City (Objective 2-2). By including a new restaurant option and bars within a hotel that is 1.5 miles from the Convention Center/Staples Arena, the Project will help achieve Objective 2-3 and Policy 2-3.1. Finally, the proposed restaurant and hotel rooftop bar will reinforce the existing pockets of activity along Spring Street and create an active environment, helping to achieve Objective 2-4 and Policy 2-4.1. Therefore, the project substantially conforms with the purpose, intent and provisions of the General Plan, and the applicable community plan.

#### **ADDITIONAL FINDINGS FOR ALCOHOL SALES:**

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

The hotel project includes a ground floor restaurant space, rooftop bar, etc. that propose to offer the sale of alcohol for on-site consumption. The subject property is located in the C5 Zone, which permits a request for the sale or dispensing of alcoholic beverages. The surrounding area is developed with a variety of retail (bars, cafes) and restaurant uses. The proposed sale of alcohol within the hotel, restaurant and bar will not adversely affect the welfare of the community. The restaurant will attract patrons primarily interested in meal service and accompanying alcohol. The proposed restaurant will serve as accessory to the primary role of the project as a hotel. In addition, the project will not contain any type of use associated with adverse effects, such as a liquor store or nightclub. On-site alcohol consumption will be entirely contained within a hotel development with appropriate security protections.

Conditions are herein imposed to integrate the uses into the community as well as protect community members from adverse potential impacts. Such conditions imposed by the Zoning Administrator require that the property owner to: have on-site security guards; install security cameras; be responsible for maintaining the area adjacent to the property free of litter. In addition, the applicant/ operator shall identify a contact person and provide a 24-hour "hot line" telephone number for any inquiries or complaints from the community regarding the subject facility. All future operators are required to file an Approval of Plans prior to receiving a Certificate of Occupancy to allow for the review of the mode of operation, security, and the floor plan. The State of California Department of Alcohol Beverage Control will also have the opportunity to impose additional conditions upon each establishment, including limitations on hours of alcohol sales. Therefore, as conditioned, the Master Conditional Use to allow the sale of alcohol will not adversely affect the welfare of the surrounding community.

**16. 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 and 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.**

According to the California State Department of Alcoholic Beverage Control, in Census Tract No. 2073.01, there are currently a total of 64 on-site licenses and 11 off-site active within this census tract. The data indicates that for the on- and off-site licenses, the tract is above its allocated number, which is common given the concentration of commercial activity in the immediate area in Downtown Los Angeles. The establishments that have either an on- or off-site alcohol license include restaurants, bars, theaters, hotels and stores.

The project site is planned for Regional Center Commercial land use, which is intended to serve as a focal point of regional commerce, identity, and activity. As stated in the City's Framework Element, Chapter 3 – Land Use, Regional Centers contain a diversity of uses such as corporate and professional offices, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services and typically provide a significant number of jobs and many non-work destinations that generate and attract a high number of vehicular trips. Given the diversity of uses permitted and encouraged within the Regional Center Commercial land use, a high concentration of alcohol licenses is anticipated. The daytime population in the immediate vicinity includes existing residents, visitors and employees in the Downtown area, and the increasing number of residents and tourists during the evening hours.

Statistics from the Los Angeles Police Department's Central Division reveal that in Crime Reporting District No. 153, which has jurisdiction over the subject property, a total of 572 crimes/arrests were reported in 2017, compared to the citywide average of 176 crimes/arrests and the high crime reporting district average of 211 crimes/arrests for the same period. Of the 572 total crimes/arrests, 14 arrests were made for narcotic drug laws, no arrests were made for drunkenness, no arrests were made for disorderly conduct, 18 arrests were made for liquor laws, and 2 arrests were made for driving under the influence.

The above figures indicate that the hotel project is located in a high-crime reporting district. Due to high crime statistics, conditions typically recommended by the Los Angeles Police Department, such as those related to the STAR Program, installation of surveillance cameras and age verification, have been imposed in conjunction with this Master Conditional Use Permit approval. Each establishment is part of a larger development that will benefit from oversight of the project as a whole. In addition, concerns associated with any individual establishment will be addressed in more detail through the required Approval of Plans determination. A Zoning Administrator will have the opportunity to consider more specific operational characteristics as each tenant is



identified and the details of each establishment are identified. Security plans, floor plans, seating limitations and other recommended conditions, as well as the mode and character of the operation, will be addressed and assured through site specific conditions.

**17. 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 a 1,000-foot radius of the project: there is a public playground at Pershing Square; and two church groups that meet at the Los Angeles Theatre Center, 514 S. Spring Street, and at Exchange LA at 618 S. Spring Street. There are also residential buildings directly adjacent to the project site to the north, south and east; i.e., Spring Towers Lofts, Premiere Towers, City Lofts, SB Spring Lofts, Bartlett Building Lofts, Hayward apartments, SB Tower etc.

The sale of alcoholic beverages at the proposed restaurant, rooftop bar, etc. will not adversely affect the nearby residential buildings or the sensitive uses listed above because they will be incidental to their primary hotel and restaurant operations and will operate within the confines of the project site and will be subject to numerous conditions of approval. In addition, each of the individual establishments is required to file an Approval of Plans with the Department of City Planning and will be subject to additional conditions of approval. Therefore, the proposed sale of alcoholic beverages at the proposed restaurant, rooftop bar, etc. within the hotel will not detrimentally affect nearby residential uses or other sensitive uses.

## **SITE PLAN REVIEW FINDINGS**

**18. Pursuant to L.A.M.C. Section 16.05, and based on these Findings, the recommended action is deemed in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

The project is consistent with several goals, objectives and policies of the General Plan. The project is consistent with Chapter 3, Land Use of the General Plan Framework. The project site is designated a Regional Center, that are "intended to serve as the focal points of regional commerce, identity, and activity. They cater to many neighborhoods and communities and serve a population of 250,000 to 500,000 residents." The project is consistent with the following goal, objective and policies of the Framework:

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 3.10.1: Accommodate land uses that serve a regional market in areas designated as “Regional Center” in accordance with Tables 3-1 and 3-6. Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

Policy 3.10.2: Accommodate and encourage the development of multi-modal transportation centers, where appropriate.

Policy 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, in accordance with 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.

The project is consistent with the above goal, objective and policies because the project will develop a new hotel with 170 hotel guest rooms, and a restaurant located on the ground floor and first basement level with approximately 6,980 square feet of interior floor area and 230 square feet of exterior square footage (sidewalk eating area, not floor area) within the Central Community Plan area. The project vicinity is characterized by a wide range of uses including medium- to high-intensity commercial, mixed-use, and residential uses within a transit rich district. The project site is within close proximity to several public transportation lines including the Metro Red/Purple Line and will provide bicycle parking spaces to encourage alternative modes of transit. In addition, the project proposes streetscape improvements including the removal of a curb cut and improving the sidewalk with terrazzo and introducing a new ground level restaurant space to encourage pedestrian activity.

The Central City Community Plan, a part of the Land Use Element of the City's General Plan, states the following policies that are relevant to the project:

Objective 2-2: To retain the existing retail base in Central City.

Policy 2-2.2: To encourage pedestrian-oriented and visitor serving uses during the evening hours especially along the Grand Avenue cultural corridor between the Hollywood Freeway (US 101) and Fifth Street, the Figueroa Street corridor between the Santa Monica Freeway (I-10) and Fifth Street and Broadway between Third Street and Ninth Street.

Objective 2-3: To promote land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism.

Policy 2-3.1: Support the development of a hotel and entertainment district surrounding the Convention Center/Staples Arena with linkages to other areas of Central City and the Figueroa corridor.

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

Policy 2-4.1: Promote night life activity by encouraging restaurants, pubs, night clubs, small theaters, and other specialty uses to reinforce existing pockets of activity.

The proposed project will include a restaurant that will be located on the ground level and will be accessible to pedestrians from the sidewalk along Spring Street, consistent with Policy 2-2.2 above, and will help retain the existing retail base in the Central City (Objective 2-2). By developing a new hotel that is 1.5 miles from the Convention Center/Staples Arena, the Project will help achieve Objective 2-3 and Policy 2-3.1. Finally, the project – with its ground floor restaurant and rooftop bar, etc. – will reinforce the existing pockets of activity along Spring Street and create an active environment, helping to achieve Objective 2-4 and Policy 2-4.1. Therefore, the project substantially conforms with the purpose, intent and provisions of the General Plan, and the applicable community plan.

The site is subject to the Downtown Design Guidelines, which are referenced in the Central City Redevelopment Project Area of the Community Redevelopment Agency ("CRA"), as well as the Central City Community Plan (text amended to include Guidelines on April 29, 2009). The Downtown Design Guidelines encourages Downtown Los Angeles to develop as a more sustainable community with an emphasis on walkability and the making of great streets, districts and neighborhoods. The focus of the Design Guidelines are the relationship of the buildings to the street, including sidewalk treatment, the character of the building as it adjoins the sidewalk and connections to transit. The proposed project substantially complies with the applicable regulations, findings, standards and provisions of the Downtown Design Guide, as set forth below:

### Section 3 Sidewalks and Setbacks

The project complies with the sidewalk and setback guidelines in Section 3 and will provide a continuous path of travel along Spring Street. In addition, pursuant to Guideline 3.A.1, the building will not project over the sidewalk easement. In addition, the project is built to the property line with no setback as prescribed for the Historic Downtown District which matches the historic street wall pattern along Spring Street.

### Section 4 Ground Floor Treatment

According to the Downtown Design Guidelines, all streets in Historic Downtown are classified as Retail Streets and 75 percent of the frontage shall be designed to accommodate retail uses. The project proposes a restaurant on the Spring Street frontage. The façade will be consistent with the historic ground floor facades on Spring Street by using strong, solid architectural elements (concrete piers alternating with ground floor entryways) to reinforce the restaurant and hotel entry of the project.

### Section 5 Parking and Access

A loading area for hotel and commercial services is proposed at the rear of the ground level accessed from the adjacent alley. Approximately 71 vehicle parking spaces will be

provided on-site in Lower Levels 2 and 3 accessible via a car elevator. Guests and patrons will drop their cars at the curb on Spring Street and valet drivers will enter the parking garage at the rear of the building via the existing alley. The loading area for the hotel and commercial services will also be located at the rear. The project will also encourage alternative modes of transportation by providing short-term and long-term bicycle parking spaces within the building.

### Section 6 Massing and Street Wall

The proposed project complies with Section 6, Massing and Street Wall of the Downtown Design Guide by providing the street wall height of 150 feet consistent along Spring Street. The tower element of the building above the 150 foot street wall step backs approximately 15 feet from the lower Spring Street façade. In addition, the Project complies with tower spacing and massing requirements. The Downtown Design Guide also provides that buildings over 150 feet should not be historicized and should appear as contemporary interventions in the skyline and that projects should respect historically significant districts including massing and scale, and neighborhood context, while at the same time encouraging innovative architectural design that expresses the identity of contemporary urban Los Angeles. The project features a contemporary architectural style, while also referring to the colors and materials of the Spring Street Historic Financial district.

### Chapter 7 On-Site Open Space

On-site open space is not required for hotel and commercial uses. The Project will provide on-site open space in the form of various terraces (encouraged for hotel uses) and the outdoor roof bar and pool deck will include landscape plantings, elements and seating.

### Chapter 8 Architectural Detail

The project complies with Section 8, Architectural Detail, and provides horizontal and vertical variation, and a variety of building materials. Specifically, the tower portion of the building features angled geometry and varied building planes and will be clad in a precast concrete or terracotta and feature openings in the façade, reducing the massing. The lower portion of the façade is articulated to differentiate the base from the tower of the building and to create visual interest. Specifically, the base/lower portion of the building is comprised of a concrete frame with piers with glazing that is recessed, resulting in a façade with depth, shadow and relief.

### Chapter 9 Streetscape Improvements

The project complies with Section 9, Streetscape Improvements. The project will enhance the surrounding streetscape by removing a curb cut and constructing a new sidewalk with terrazzo.

The Downtown Guidelines also require that projects in the Historic Downtown District comply with the Historic Downtown District Guidelines (Historic Guidelines). The Historic Guidelines are primarily intended to determine acceptable treatments, repairs,

maintenance procedures, and rehabilitation that will ensure retention of the character of existing historic buildings but also provide broad recommendations and suggestions for constructions of new buildings and streetscape elements that complement the historic buildings in this area. The Historic Guidelines provide the following guidelines for new construction within Historic Downtown District:

“New additions, exterior alterations, or related new construction should not destroy historic materials, features, and spatial relationships that characterize a building or historic district. The new work should be differentiated from the old, yet be compatible with the historic materials, features, size, scale and proportions, and massing to protect the integrity of the property and the environment. (Secretary’s Standard Number 9). Priorities for new construction and additions include: build-to-the-street, particularly at corners; construct infill buildings at vacant or underutilized sites along major streets; and modify non-historic buildings so that they contribute visual interest and quality.”

The project’s architectural design complies with the second of the key points of the Historic Downtown Los Angeles Design Guidelines, which is a reference to Standard 9 of the Secretary’s Standards for Rehabilitation. By differentiating itself from the historic properties through its contemporary architectural style and using materials and color that reference the historic buildings, the project helps achieve Standard 9 and also complies with guidance for new infill construction in the Historic Downtown Los Angeles Design Guidelines that “[n]ew construction should both respect the authentic character of the existing building stock and place its own contemporary stamp on the urban setting.” In conclusion, the project will improve the street frontage by replacing a surface parking lot with a building that includes a compatible 150-foot street wall matching the heights of the adjacent historic buildings. As such the project will be consistent with the applicable guidelines in the Historic Design Guidelines.

Based on the above analysis, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and the applicable Redevelopment Plan.

**19. That 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 development on adjacent properties and neighboring properties.**

The project site is within the boundaries of the Spring Street Financial Historic District, which includes both sides of South Spring Street, approximately bounded by 7<sup>th</sup> Street and 4<sup>th</sup> Street. Buildings in the district are typically a type of neoclassical style or, in the case of some later buildings, Art Deco style. Buildings tend to be monumental in character with a relatively consistent 150 foot street wall. Two historic properties are immediately adjacent to the project site: the former Barclay’s Bank at 639 S. Spring Street and the former California-Canadian Bank at 625 (621) S. Spring Street, both contributors within the historic Spring Street Financial District. The Project Site has been a parking lot since at least 1939 and a one-story restaurant building was added in 1967; however, this building is not a contributing building in the Spring Street Financial Historic District.

The following project elements are incorporated into the project design in a manner that is compatible with both existing and future development in the surrounding area:

Building Design. The project is designed in a contemporary architectural style with two components. The lower part of the high rise is designed to carry the existing street wall across Spring Street and is also built to the same height as the existing historic buildings, thereby respecting its historic context. The upper part is composed of a tower that is set back and which features different materials and colors and building planes and geometry to create a project with strong visual interest. Accordingly, the project is designed to implement the type of high-quality architecture that is compatible with commercial districts within mixed-use urban areas.

Building Orientation/Frontage. The building is oriented to face Spring Street and integrates a pedestrian scale at ground level by including a restaurant. In addition, the project incorporates 16-foot tall openings with glazing, thereby minimizing the effects of building mass at the street frontage. Architectural features such as recessed entrances and pedestrian-focused lighting also help to create a pedestrian oriented building frontage. The project includes improvements to the sidewalk by removing an existing curb cut and constructing a new sidewalk with terrazzo.

Height/Bulk. Though the new building will be taller than the surrounding buildings in the immediate vicinity, it has been designed to complement the existing historic district. Specifically, the project accomplishes this because the lower portion of the façade is flush with the façades of the adjacent buildings along Spring Street, creating a consistent “street wall.” In addition, the height of the base matches the datum line (roof line) of 150 feet created by the adjacent historic buildings. The tower element, which arises above the 150-foot datum line, is set back approximately from the street wall and is narrower as it rises, thereby reducing the perceived height of the building from the street. The tower is also clad in a precast concrete or terracotta consistent with materials found on buildings in the vicinity. In addition, the tower features openings in the façade and various multifaceted building planes, reducing the perceived bulk of the tower. Finally, the base/lower part of the building is articulated as a concrete frame, with glass entry doors, to create visual interest and break up the perceived bulk of the building. Specifically, the base/street wall façade features site-cast concrete to reflect the color and character of nearby building such as the former Banks-Huntley Building (632 South Spring Street) with its limestone façade. Therefore, through its architectural design, the project’s perceived bulk and height are reduced.

Setbacks. The Los Angeles Municipal Code does not require setbacks for the project.

Open Space and On-Site Landscaping. On-site open space is not required for hotel and commercial uses. Nevertheless, the Project will provide on-site open space in the form of various terraces (encouraged for hotel uses) and the outdoor roof bar and pool deck will include seating. Additional landscape elements such as planters will be located within the hotel building; i.e., at the reception/lower terrace area.

Off-Street Parking and Driveways. Approximately 71 mechanical vehicle parking spaces will be provided on-site in Lower Levels 2 and 3, accessible via a car elevator. Guests and patrons will drop their cars off at the curb on Spring Street and valet drivers will enter the parking garage at the rear of the building via the existing alley. The project will also encourage alternative modes of transportation by providing short-term and long-term bicycle parking spaces within the building. Regarding driveways, the existing curb cut in

front of the project site that leads to the surface parking lot will be removed. Access to the project is proposed at the rear of the ground level from the adjacent alley. This access location ensures that there is no interference with the driver and pedestrian visibility and safety along Spring Street.

Building Signage and Lighting. The project will include interior and exterior building light, minimal on-site signs, and security lighting. Project lighting will be required to be shielded such that the light source cannot be seen from adjacent residential properties, the public right-of-way, or from above. There will not be any externally visible fixtures such as sconces. Building security lighting will be used at all entry/exits and remain on from dusk to dawn but be designed to prevent light trespass onto adjacent properties. Illuminated areas will be localized and minimize light trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare will not be used. Specifically, subtle facade uplighting will be located at the lower levels of the project, and the top of the tower will have a glow from lighting within the building envelope. Therefore, the majority of lighting associated with the project will be directed internal to the project site, away from neighboring land uses.

Loading Areas. A loading area for hotel and commercial services is proposed at the rear of the ground level accessed from the adjacent alley. All deliveries will occur before business hours and will not affect pedestrian access or street parking.

Trash Collection. Trash facilities would be located within the building on the ground floor and not visible to the public. Trash pickup would occur from the rear alley which eliminates the use of Spring Street for such functions.

In conclusion, 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 are compatible with existing and future planned development on adjacent and neighboring properties.

- a. That any residential project provide recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

Residential uses are not proposed within the project. Nonetheless, the hotel provides amenities customary to a hospitality use that include a lobby and lounge, fitness center, cinema screening room, conference rooms, outdoor pool deck with bar, and guest room terraces. The terraces and pool deck will include seating areas.

## **FINDINGS OF FACT (CEQA)**

### **I. INTRODUCTION**

The Environmental Impact Report ("EIR"), consisting of the Draft EIR, the Final EIR, and an Errata to the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the project located at 631-635 South Spring Street in Downtown Los Angeles, consisting of a 28-story, 342-foot high hotel building with 170 hotel guest rooms and 105,841 square feet of total floor area. In addition to the hotel guest rooms, the project

proposes a restaurant, hotel fitness center, cinema screening room with fixed seating, gallery bar and event space, hotel reception area and outdoor terrace, hotel bar and lounge, hotel spa and lounge areas, and 71 on-site parking spaces within two levels of subterranean parking on a 9,307-square foot site.

## **II. ENVIRONMENTAL DOCUMENTATION BACKGROUND**

The Project was reviewed by the Los Angeles Department of City Planning, Environmental Analysis Section (serving as Lead Agency) in accordance with the requirements of the California Environmental Quality Act ("CEQA"). The City prepared an Initial Study in accordance with Section 15063(a) of the State CEQA Guidelines. Pursuant to the provisions of Section 15082 of the State CEQA Guidelines, the City then circulated a Notice of Preparation ("NOP") to State, regional and local agencies, and members of the public for a 30-day period commencing on October 1, 2015, and ending on October 30, 2015. The purpose of the NOP was to formally inform the public that the City was preparing a Draft EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. The City held a NOP Scoping Meeting on October 15, 2015.

Written comment letters responding to the NOP were submitted to the City by public agencies and interested organizations. Also, written comments were provided by interested organizations and/or individuals via mail, e-mail or submittal at the NOP scoping meeting. The NOP, Initial Study, and Scoping Comments are included in Appendix A of the Draft EIR.

The Draft EIR evaluated in detail the potential effects of the project. It also analyzed the effects of a reasonable range of four alternatives to the project, including a "No Project" alternative. The Draft EIR for the project (State Clearinghouse No. 2015101003), incorporated herein by reference in full, was prepared pursuant to CEQA and State, Agency, and City CEQA Guidelines (Pub. Resources Code § 21000, et seq.; 14 Cal. Code Regs. §15000, et seq.; City of Los Angeles Environmental Quality Act Guidelines). The Draft EIR was circulated for a 45-day public comment period beginning on January 5, 2016, and ending on February 21, 2017. Copies of the written comments received are provided in the Final EIR. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section III of the Final EIR.

The City published a Final EIR for the Project on November 9, 2017, which is hereby incorporated by reference in full. The Final EIR is intended to serve as an informational document for public agency decision-makers and the public regarding objectives and components of the Project. The Final EIR addresses the environmental effects associated with implementation of the Project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). In addition, all individuals that commented on the Draft EIR also received a copy of the Final EIR. The Final EIR was also made available for review on the City's website. Hard copies of the Final EIR were also made available at four libraries



and the City Department of Planning. Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the Project Site, as well as individuals who commented on the Draft EIR, attended the NOP scoping meeting, provided comments during the NOP comment period, or requested notice.

Following publication of the Final EIR, the City prepared an Errata to the Final EIR which is hereby incorporated by reference in full to address minor changes and refinements to the proposed Project. All of the information added to the Final EIR pursuant to the Errata merely clarifies, corrects, adds to, or makes insignificant modifications to information in the Draft and Final EIR. The Errata does not change any of the basic findings or conclusions of the Final EIR, does not constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5(a), and does not require recirculation of the Draft EIR. This Errata, combined with the Draft EIR and Final EIR, including technical appendices and reports thereof, comprise the Final EIR.

A noticed public hearing for the Project was held by the City’s Zoning Administrator on January 9, 2018. A letter from UNITE HERE Local 11 was submitted at the public hearing, which made the following statements regarding the EIR. A response is provided after every bulleted statement.

- The EIR fails to assess impacts caused by removing undeveloped land for affordable housing during a housing crisis.

The project’s commercial uses (hotel and restaurant) are permitted under the project’s C5-4D Zone. In addition, CEQA does not require an analysis of potential impacts caused by removing undeveloped land for affordable housing during a housing crisis. The letter provides no evidence that CEQA requires this type of analysis. Instead, CEQA requires an analysis of potential impacts from population and housing; whether the project would 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); or whether the project would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or whether the project would displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. The Initial Study for this project determined that this Project will have no impacts in these environmental factors. This determination is restated in the Draft EIR beginning on page VII-16. The letter provides no evidence to the contrary. Therefore, no further analysis is required.

- The Project’s size is inconsistent with the existing development in the surrounding area and the existing developments’ style and era of construction.

The Draft EIR, beginning on page IV.A-6, included for informational purposes only, a discussion of the project’s aesthetic components. Pursuant to state law (SB 743), which is codified in CEQA/PRC Section 21099(d)(1), “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 significant impacts on the environment.” As demonstrated with substantial evidence in the Draft EIR, the project qualifies because it is on an infill site within a Transit Priority Area and is an employment center project. The letter provides no evidence to the contrary. The Draft EIR on page IV.C-30 concludes that

the project site and the existing building on the project site are not contributors to the historic Spring Street Financial District. Nevertheless, as discussed for informational purposes in the Draft EIR on page IV.A-10, the project is designed to maintain the street wall of the historic district and the 150-foot datum (roof line) of the adjacent historic buildings. Therefore, the Draft EIR is adequate and no further analysis is required.

- The Project is not consistent with the Central Community Plan policy I-14, which prioritizes the issue of “lack of design continuity and cohesiveness along commercial frontages.”

The text quoted in the letter does not refer to a policy in the Community Plan. Rather, I-14 is a page number in the plan, not a policy number. Nevertheless, the Draft EIR includes a full analysis of whether the project would conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. As demonstrated with substantial evidence in the Draft EIR beginning on page IV.G-26, the Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, including the Central City Community Plan. Furthermore, the Project is designed to be consistent with the historic character of the street wall within the Spring Street Financial District and with the 150-foot height of the adjacent historic buildings. In addition, the façade of the Project includes tall entryways for the hotel and restaurant articulated with glazing in between piers, consistent with the character of the commercial frontages of adjacent buildings. The letter provides no evidence to the contrary and no further analysis is required.

- While the Project’s aesthetic impacts are not significant impacts pursuant to SB 743, mitigation measures should have been provided for the loss of light experienced by neighbors due to shade and shadow from the project.

The Draft EIR, beginning on page IV.A-6, included for an informational purposes only a discussion of the project’s aesthetic components, and included a study of shade/shadow created by the Project. However, pursuant to State law (SB 743), which is codified in CEQA/PRC Section 21099(d)(1), “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 significant impacts on the environment.” As demonstrated with substantial evidence in the Draft EIR, the project qualifies because it is on an infill site within a Transit Priority Area and is an employment center project. The letter provides no evidence to the contrary. Therefore, no mitigation measures are required for the project’s shade/shadow effects and the Draft EIR is adequate and no further analysis is required.

- The EIR needs to be brought up to date by using a VMT metric

Senate Bill 743 (SB 743) mandated that CEQA review of transportation impacts of proposed development be modified by eliminating consideration of delay- and capacity-based metrics, such as level of service (LOS), when determining the significance of a proposed project’s impacts and instead focusing the review on another metric of impact, vehicle miles traveled (VMT). At the time the Draft EIR was published, however, the City of Los Angeles Department of Transportation (LADOT) had not yet updated their traffic

study guidelines or established a methodology to implement SB 743 by using VMT as the primary metric for identifying the transportation impacts of proposed development projects. The methods and findings of the Traffic Study were approved by LADOT in an Inter Departmental Correspondence to the Department of City Planning on June 8, 2016; which is included in Appendix J of the Draft EIR. The letter provides no evidence to the contrary and no further analysis is required. Nevertheless, the Project would reduce vehicle miles travelled because it is located within a Transit Priority Area, with nearby Metro bus stops and subway stations. In addition, the Project provides bicycle parking and is located next to a dedicated bike lane to encourage bicycling. Finally, the Project is located within a dense, highly walkable area of Downtown Los Angeles.

- The Traffic Study should be updated to more accurately reflect the extended horizon.

While the construction timeline stated in the Draft EIR and the Final EIR changed due to the length of the completion of the CEQA process, the shift in the timeline from the second quarter of 2019 to the end of 2019 does not materially change the determination in the Draft EIR, as supported by substantial evidence in the Project Traffic Study, the Final EIR and the Errata. The Traffic Study states on page 4 the following: “The analysis assumes completion of the Project by the end of 2019. The impact analysis therefore addresses the year 2019 for the Project.” Thus, the Traffic Study assumed that construction will end at the end of 2019 and, as such, the slight change in the construction schedule from the second quarter of 2019 to the end of 2019 is accounted for. In addition, as stated on page 16, the Traffic Study’s future traffic counts are conservative because the existing traffic volumes were adjusted upward by a total of 3% to represent the ambient growth to the Project completion year. Furthermore, the future growth counts include related projects that are under construction, approved or under formal planning consideration. Also, whereas the ITE trip rates for a hotel include hotel facilities such as restaurants and meeting rooms, the Traffic Study as stated on page 39 separated out the trips from the hotel use and the restaurant use in order to ensure a more conservative analysis. Furthermore, the Traffic Study analyzed a worst case scenario by assuming that no potential street improvements or transportation mitigation measures were included for any of the related projects. Therefore, the analysis in the Traffic Study likely overstates the future growth in traffic. The methods and findings of the Traffic Study were approved by LADOT in an Inter Departmental Correspondence to the Department of City Planning on June 8, 2016; which is included in Appendix J of the Draft EIR. The Traffic Study also analyzed a slightly larger project consisting of 176 hotel guest rooms, which was reduced to a 170 hotel guest room project. Subsequently, a Supplemental Traffic Analysis Memorandum dated October 18, 2017 was prepared and included as Attachment C to the Errata to the Final EIR dated December 2017. That Supplemental Traffic Analysis found that there is a small reduction in trip generation with the revised project description. Finally, Response to Comment 7-1 in the Final EIR (response to the UNITE HERE Local 11 Draft EIR comment letter dated February 15, 2017) beginning on page III-44 includes an analysis with a Project opening of 2020. As shown in Tables 4.2 and 4.3 and 5.1 on pages III-46 and III-47 of the Final EIR, there are no appreciable differences from the opening year 2019 analysis. The letter provides no evidence to the contrary, or analysis to substantiate their assertion. Therefore, no changes to the determinations of the Project EIR are required.

- The EIR does not explain the methodology regarding which neighboring uses are considered when determining noise-sensitive status.

Contrary to the letter's statement, noise-sensitive uses are stated on page IV.H-7 of the Draft EIR and are taken from the 2006 L.A. CEQA Thresholds Guide, which states that noise sensitive uses are: residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. Mitigation Measure NOI-6 also lists these noise-sensitive receptors and states that Project construction shall avoid noise-sensitive receptors. Furthermore, beginning on page IV.H-1, the Draft EIR explains the methodology for measuring noise effects and explains that noise levels can be reduced by intervening structures. The statement does not provide any substantial evidence that the noise analysis in the Project EIR, supported by information from the Noise Data report (Appendix H to the Draft EIR) and Noise Modeling Data worksheet (Appendix H to the Final EIR), is inadequate. Therefore, no further analysis is required.

- Mitigation Measure NOI-5 and Project Design Feature NOI-2 do not include enforceable standards or monitoring programs.

Contrary to the letter's statement, Mitigation Measure NOI-5 and Project Design Feature NOI-2 are enforceable as part of the Final EIR's Mitigation Monitoring Program, which are conditions of approval of this Project, identified above. Specifically, for Mitigation Measure NOI-5 the enforcement and monitoring agency is the Department of Building and Safety and the required action indicating compliance with this mitigation measure is the issuance of building permits prior to the commencement of construction. Project Design Feature NOI-2 will be enforced and monitored by the Department of City Planning, Office of Historic Resources and the action indicating compliance with this measure includes documentation of pre-construction survey and a field inspection sign-off report from the construction monitor.

- The EIR does not sufficiently mitigate the Project's significant noise and vibration impacts by proposing other mitigation measures such as alternative construction methods, incentives/disincentives to use less noise-impactful equipment and extending the duration of the construction period.

The Draft EIR, as supported by substantial evidence, determined that even with mitigation measures (MM NOI-1 through MM NOI-7), significant and unavoidable impacts remain in the following areas: 1) Noise – construction noise; and 2) Noise – construction groundborne noise and vibration. The letter does not provide evidence of what constitutes "alternative construction methods." Contrary to the statement, the Project will incorporate less noise-impactful equipment. As stated in Mitigation Measure NOI-4, the Project shall use power construction equipment with effective noise control devices (i.e., mufflers and/or motor enclosures). Regarding extending the duration of the construction period, noise effects are determined by analyzing the maximum intensity of noise during construction. Therefore, the maximum intensity of noise would remain the same, regardless of the duration of the construction period. The letter provides no evidence of mitigation measures that would reduce the noise and vibrations impacts to less than significant. Nevertheless, the City considered all feasible mitigation and, based on a conservative analysis, acknowledges that significant and unavoidable impacts would

remain. The City adopts a Statement of Overriding Considerations, finding that the each of the Project's benefits, as listed below in the Statement of Overriding Considerations, outweighs and overrides the significant unavoidable impacts of the Project.

- Given the Project's significant and unavoidable impacts, the No Project alternative is recommended.

As analyzed in the Draft EIR, while Alternative 1 (No Project Alternative) would reduce all the Project's less-than-significant environmental impacts, Alternative 1 would not meet any of the Project Objectives. Per section 15126.6, CEQA requires the evaluation of a "No Project" alternative to allow decision makers the opportunity to compare the projects impacts with the impacts of not approving a project (or no build scenario). The EIR shall also describe a reasonable range of alternatives to the project "which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." In addition to the "No Project" alternative (Alternative 1), the EIR evaluated the following alternatives: Alternative 2 (Reduced Project/Existing Zoning), Alternative 3 (Residential Project), and Alternative 4 (Commercial Project). Each of these alternatives would reduce or lessen many impacts identified by the Project, but would not avoid significant and unavoidable impacts related to short-term construction noise and construction vibration. Each of these alternatives meets some of the Project Objectives. The potential for a significant and unavoidable environmental impacts is not the basis for denying the project or for adopting the "No Project" alternative. Provided the Lead Agency agrees with the Project Objectives, the Lead Agency may consider from any of the feasible alternatives which meet most, if not all, of the Project Objectives. Because the "No Project" alternative does not meet any of the Project Objectives, the "No Project" Alternative is infeasible, where the Project Objectives cannot be accomplished successfully.

The documents and other materials that constitute the record of proceedings on which the City's CEQA findings are based are located at the Department of City Planning, Major Projects Section, 221 North Figueroa Street, Suite 1350, Los Angeles, California 90012. This information is provided in compliance with CEQA Section 21081.6(a)(2).

### **III. FINDINGS REQUIRED TO BE MADE BY LEAD AGENCY UNDER CEQA**

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (the "Guidelines") require a public agency, prior to approving a project, to identify significant impacts and make one or more of three possible findings for each of the significant impacts.

- A. The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)); and
- B. The second possible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such

other agency or can and should be adopted by such other agency.” (Guidelines Section 15091(a)(2)); and

- C. The third possible finding is that “[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or Project alternatives identified in the final EIR.” (Guidelines, Section 15091(a)(3)).

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the Project as fully set forth therein. Section 15091 of the CEQA Guidelines requires findings to address environmental impacts that an EIR identifies as “significant.” For each of the significant impacts associated with the Project, either before or after mitigation, the following information is provided:

1. Description of Significant Effects – A specific description of the environmental effects identified in the EIR, including a judgment regarding the significance of the impact;
2. Project Design Features – Reference to the identified Project Design Features that are a part of the Project (numbering of the features corresponds to the numbering in the Draft EIR);
3. Mitigation Measures – Reference to the identified mitigation measures or actions that are required as part of the Project (numbering of the mitigation measures correspond to the Mitigation Monitoring Program, which is included as Section V of the Final EIR);
4. Finding – One or more of the three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091;
5. Rationale for Finding – A summary of the reasons for the finding(s); and
6. Reference – A notation on the specific section in the Draft EIR which includes the evidence and discussion of the identified impact.

#### **IV. DESCRIPTION OF THE PROJECT**

The Project will demolish a one-story commercial building used as a restaurant and a surface parking lot to construct a 28-story, 342-foot high hotel building with 170 hotel guest rooms and a total of 105,841 square feet of floor area. In addition to the hotel guest rooms, the Project proposes a restaurant located on the ground and first basement level, with approximately 6,980 square feet of interior floor area and 230 square feet of exterior square footage (sidewalk eating area, not floor area), a hotel fitness center on the 3<sup>rd</sup> level, a cinema screening room with fixed seating and a gallery bar and event space on the 4<sup>th</sup> level, hotel reception area and outdoor terrace on the 6<sup>th</sup> level, hotel bar and lounge with indoor and outdoor space on the 25<sup>th</sup> level, additional outdoor terrace bar and lounge seating on the 26<sup>th</sup> and 27<sup>th</sup> levels, and hotel spa and lounge areas also on the 27<sup>th</sup> level.

Hotel guest rooms are distributed on the 5<sup>th</sup> through 24<sup>th</sup> levels. Elevator machine and mechanical equipment rooms would be located on the 28<sup>th</sup> level.

The façade of the proposed building at street level on Spring Street will feature an entrance for the restaurant in the center, an entrance for the roof bar on the ground level at the south side of the building, and an entrance for the hotel and gallery bar at the north end of the building. At street level, the façade of the proposed building would feature four bays. The three center doors would serve the ground floor restaurant. Within these bays is a waiting area seating for restaurant guests. The hotel entrance would lead guests to elevators that access the hotel reception area and gallery bar on Level 6.

The Project proposes three subterranean levels. Approximately 71 vehicle parking spaces would be provided on-site in Lower Levels 2 and 3 accessible via a car elevator. Guests and patrons would drop their cars at the curb on Spring Street and valet drivers would enter the parking garage at the rear of the building via the existing alley. The loading area for the hotel and commercial services would also be located at the rear. Twenty long-term bicycle parking spaces and 18 short-term bicycle parking spaces would be provided within the hotel and operated by the hotel valet service. The proposed hotel and retail uses would draw tourists and visitors to the area and further the City's goal of creating a regional mixed-use entertainment district in Downtown's historic core.

Project construction is expected to take approximately 24 months. It is expected that approximately 18,270 cubic yards of excavated soil would be exported from the Project Site. Construction of the subterranean levels would require excavation that would be 53 feet deep. Approximately 210 cubic yards of demolition material would be generated by the removal of the existing surface parking lot and building. The Project would incorporate features to support and promote environmental sustainability, including "green" principles that comply with the City of Los Angeles Green Building Code. In so doing, the new buildings would meet the criteria for LEED Silver status.

## **V. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT BY THE INITIAL STUDY**

The City Planning Department prepared an Initial Study dated October 1, 2015. The Initial Study is located in Appendix A of the Draft EIR. The Initial Study found the following environmental impacts not to be significant or less than significant:

- I. Aesthetics** (analysis included for information purposes only)
  - a. Scenic Vista
  - b. Scenic Resources
- II. Agricultural and Forest Resources**
  - a. Farmland
  - b. Existing Zoning for Agricultural Use
  - c. Forest Land or Timberland Zoning
  - d. Loss or Conversion of Forest Land
  - e. Other Changes in the Existing Environment
- III. Air Quality**
  - e. Objectionable Odors

**IV. Biological Resources**

- a. Special Species
- b. Riparian Habitat and Wetlands
- c. Wetlands
- d. Movement of any Resident or Migratory Species
- e. Local Preservation Policies
- f. Habitat Conservation Plans

**V. Geological Resources**

- a(i). Fault Rupture
- a(iii). Liquefaction
- a(iv). Soil Erosion
- d. Expansive Soils
- e. Septic Tanks

**VIII. Hazards and Hazardous Materials**

- a. Transport, Use, or Disposal of Hazardous Materials
- b. Release of Hazardous Materials
- c. Hazardous Emissions or Materials Near a School
- d. Listed as Hazardous Materials Site
- e. Airport Land Use Plans
- f. Private Airstrips
- g. Interfere with Emergency Plans
- h. Wildland Fires

**IX. Hydrology and Water Quality**

- b. Groundwater Supplies
- g. Mapped 100-Year Flood Hazard Areas
- h. 100-Year Flood Hazard
- i. Flooding
- j. Seiche, Tsunami or Mudflow

**X. Land Use and Planning**

- a. Divide an Established Community
- c. Habitat or Natural Community Conservation Plans

**XI. Mineral Resources**

- a. Loss of Known Mineral Resources
- b. Loss of Mineral Resources Recovery Site

**XII. Noise**

- e. Airport Land Use Plans
- f. Private Airstrips

**XIII. Population and Housing**

- a. Induce Substantial Population Growth
- b. Displacement of Existing Housing
- c. Displacement of Existing Residents

**XIV. Public Services**



- a. Schools
- b. Parks
- c. Other Public Facilities

**XV. Recreation**

- a. Increase Use of Parks and Recreational Facilities
- b. Construction or Expansion of Recreational Facilities

**XVI. Transportation/Traffic**

- c. Air Traffic Patterns
- d. Increase Hazards to a Design Feature
- e. Result in Inadequate Emergency Access

**XVII. Utilities**

- a. Wastewater

**VI. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT PRIOR TO MITIGATION**

The following impact areas were determined to be less than significant, and based on that analysis and other evidence in the administrative record relating to the Project, the City finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed:

**1. Aesthetics**

Enacted in 2013, SB 743 added Public Resources Code Section 21099, which provides that “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 significant impacts on the environment.” As noted in the Draft EIR and Response to Comment 8-3 in the Final EIR, SB 743 and Public Resources Code 21099 define that a Transit Priority Area includes, as one specific criteria, an area within 0.5 miles of an existing or planned major transit stop, and a major transit stop is defined as, among other things, a site containing an existing rail transit station. As shown in Figure III-1 of the Final EIR, the Project Site is located within 0.5 miles – 1,027 feet specifically – of the Pershing Square Metro Rail Red/Purple Line station. Accordingly, the Project Site is within a Transit Priority Area, and the Project qualifies as an “employment center” on an infill site. Therefore, the Project’s aesthetic effects, pursuant to SB 743, shall not be considered significant impacts. As such, the aesthetics analyses contained in the Draft EIR (visual resources and views, light and glare, and shade/shadow) and discussed below are for informational purposes only.

As demonstrated in Draft EIR Section IV.A and Appendix L:

**(A) Visual Character and Quality****(i) Construction**

Construction activities at the Project Site would be mostly visible from the surrounding uses, and are estimated to occur over a period of approximately 24 months. Construction

of the Project would involve three basic activities: 1) demolition, 2) excavation and grading, and 3) building construction. Construction activity would vary on a weekly basis, depending largely on the number of workers and construction trucks needed for the activities during each time period. Temporary fencing would be installed around the Project Site during construction which would partially shield views of construction activities and equipment. Construction activities will use temporary structures, such as scaffolding, that are temporarily devoid of external treatments. Temporary construction towers and cranes could also interfere with existing views. However, as stated in the Draft EIR, there are no significant public views either from the Project Site itself or from the street. In terms of visual character in the Project Vicinity, construction activities would result in temporary changes. From more distant vantage points, changes to visual character from construction activities would have the same effect as the Project once framing is complete, and a lesser impact before framing is completed. Therefore, Project construction impacts relative to visual character or quality of the site and its surroundings would be less than significant. Also, as per Zoning Information File (ZI) No. 2452, SB 743 and Section 21099(d)(1) of the Public Resources Code, aesthetic impacts “shall not be considered significant impacts on the environment.” Therefore, no significant aesthetic impacts would occur during construction.

(ii) Operation

The Project would alter the visual character of the Project Site by replacing an existing small, one-story restaurant building and a public surface parking lot with a hotel high rise. The Project Site is located in an urban setting within the Downtown Historic Core District. The existing land uses in the area are characterized by a dense concentration of multi-story commercial, mixed-use, and multi-family residential land uses. Due to the flat topography on the Project Site, coupled with the surrounding development, distant, panoramic views are not available. In addition to the findings below with respect to aesthetics, potential impacts are also discussed in Section 3.C (Cultural Resources).

a. Height and Massing

The Project involves the demolition of the existing surface parking lot and 600-square-foot walk-up restaurant and the construction of a 28-story mixed-use hotel building with approximately 105,841 square feet of floor area with a height of up to 342 feet. Existing buildings in the historic Spring Street Financial District are typically approximately 150 feet high (or 12-13 stories) due to the pre-1957 City height limit. Though the new building would be taller than the surrounding buildings, its narrow façade would match the narrow street frontages of the surrounding historic buildings. In addition, the lower portion of the façade at the base would be flush with the façades of the adjacent buildings along Spring Street, creating a consistent “street wall.” Furthermore, the height of the base matches the datum line (roof line) of 150 feet created by the adjacent historic buildings, which is prevalent in the Spring Street Historic District and as required by the Downtown Design Guide. The tower portion of the building is set back approximately 10 to 15 feet from the street wall and is narrower to reduce the massing of the building. The base of the Project would be articulated as a concrete frame, with glass entry doors and glazing. Because of the canyon effect created along Spring Street by the historic high rises, views of the tower portion of the Project from street level would be limited. The tower portion of the building would be clad in a precast concrete or terracotta and feature openings in the

façade and various multifaceted building planes, further reducing the massing and bulk of the tower.

The proposed building would be substantially consistent with the character of broader Downtown Los Angeles, which is characterized by high-density, mid- and high-rise mixed-use buildings. The tower element, which extends above 150 feet, is appropriately considered within the context of the entire Downtown skyline because the visibility of the tower element is limited from the immediate vicinity at the ground level, and the view of the tower element would be consistent with the other buildings in the area, as shown in Figures IV.A-2 and IV.A-4 of the Draft EIR. These building locations are shown in Figure IV.A-5 of the Final EIR, with the nearest being the Gas Company Tower (749 feet in height) located approximately 1,675 feet from the Project Site. There is an existing residential tower at 600 S. Spring Street, which is within the Spring Street Financial District, 250 feet away from the Project Site, with a height of approximately 240 feet. The Project tower would be visible within the context of these aforementioned high-rises. Moreover, the Project is developed in accordance with adopted land use plans, including the Central City Community Plan and the City Center Redevelopment Project Area, which envision concentration of commercial development in the area. Therefore, the Project would be consistent with the existing visual character of the Site (i.e., highly urbanized and dense with street wall and 150-foot cornice height) and its surroundings (i.e., high rises in the Downtown skyline). Moreover, as per Zoning Information File (ZI) No. 2452, SB 743 and Section 21099(d)(1) of the Public Resources Code, aesthetic impacts “shall not be considered significant impacts on the environment.”

#### b. Architectural Design

Though the Project area is generally characterized by structures of similar style, era, and scale, specific architectural influences and elements vary from building to building. Each building in the historic Spring Street Financial District possesses unique and individual architectural interest and identity. The Project's design is a contemporary style which uses a color and material palette (i.e., pre-cast concrete or terra cotta that is darker at the base and lighter at the top) that reflects the pattern of historical resources in the Historic District (i.e., tripartite division of the façade into base, middle and top, clad in brick, limestone or terra cotta). The façade of the Project is articulated to distinguish the base from the tower of the building. The base is comprised of a concrete frame with five piers with glazing that is recessed, resulting in a façade with depth, shadow and relief. The tower portion of the building is differentiated from the surrounding historic district buildings in its angled geometry and varied building planes. In addition, a fenestration pattern in the tower would be created with textured concrete or terracotta.

The overall effect of the Project is to replace a surface parking with a contemporary hotel building with an active street frontage that contributes to the pedestrian-friendly atmosphere along Spring Street. As a result of its architectural design, the Project would be integrated into the visual character of the Project vicinity. Notwithstanding, as per Zoning Information File (ZI) No. 2452, SB 743 and Section 21099(d)(1) of the Public Resources Code, aesthetic impacts “shall not be considered significant impacts on the environment.”

### c. Signage

The area surrounding the Project Site contains a moderate amount of signage that primarily consists of building identification signs, commercial business identification, and advertising signs. Off-site signs are not proposed for the Project. Vehicular (i.e., valet) and pedestrian directional signs would also be provided on-site. The Project's signage would conform to the requirements of Los Angeles Municipal Code ("LAMC") Section 14.4 pertaining to signs and would also comply with the Los Angeles Building Code. No sign district exists along Spring Street. The character, placement, size, and proportions of the Project's proposed signs would be consistent with comparable projects in the Spring Street Financial District. It is anticipated that the signs would be located so as to be visible along Spring Street only. Therefore, future signs on the Project Site would not conflict with the existing character of the area. Moreover, as per Zoning Information File (ZI) No. 2452, SB 743 and Section 21099(d)(1) of the Public Resources Code, aesthetic impacts "shall not be considered significant impacts on the environment."

### d. Conclusion

The Project's architectural design considers the existing and planned development for the Spring Street Financial District and the Central City Community Plan Area. Taking all of the factors discussed in the preceding analysis into account, the potential impacts to the existing visual character or quality of the site and its surroundings would be less than significant. Specifically, the Project would not substantially alter, degrade, or eliminate the existing visual character of the Project area, including existing visual resources, or introduce elements that substantially detract from the visual character of the Project area. Moreover, as per Zoning Information File (ZI) No. 2452, SB 743 and Section 21099(d)(1) of the Public Resources Code, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, impacts to aesthetics would be less than significant, and no mitigation measures would be required.

### (iii) Cumulative Impacts

Development of the Project in combination with the related projects would occur within an already heavily urbanized area of the City; i.e., Downtown Los Angeles, which features existing high rises such as the Wilshire Grand Tower (1,100 feet), U.S. Bank Tower (1,018 feet), Aon Center (858 feet), Two California Plaza (975 feet), Gas Company Tower (749 feet), etc. While many of the related projects and the Project would be visible from public vantages, given the amount dense, intervening high-rise development, the related projects and the Project would not obstruct publicly available panoramic views. With respect to the overall visual quality, each of the related projects will be located in the highly urbanized visual character of Downtown Los Angeles. In addition, as per Zoning Information File (ZI) No. 2452, SB 743, and Section 21099(d)(1) of the Public Resources Code, aesthetic impacts "shall not be considered significant impacts on the environment" for mixed-use, residential or employment center projects on infill sites. Since the majority of the related projects will be infill projects with those land uses, those projects' aesthetic effects would also have no significant impact pursuant to SB 743. Therefore, cumulative impacts associated with aesthetics would be less than significant.

## Shade and Shadow

The Project would cast far-reaching shadows to the west through the east during the Summer Solstice. At 9:00 AM, summer shadows from the Project would be cast in a westerly direction. The shadows would shade commercial/retail land uses. At 1:00 PM, summer shadows from the Project would be cast in a northern direction. These shadows would shade a portion of the adjacent residential building to the north. A small sliver of the adjacent residential building to the north would be shaded for four hours. However, there are no shadow-sensitive uses in the portion of the adjacent building that would be shaded for four hours. At 5:00 PM, summer shadows from the Project would be cast in an easterly direction. The shadows would shade the adjacent building to the north and a portion of the buildings on the east side of Spring Street. Although a portion of the rooftop pool at 600 South Spring Street would be shaded in the afternoon, it would not be shaded for four or more hours. No sensitive land use would be shaded by the Project for more than four hours between the hours of 9:00 AM and 5:00 PM. Consequently, summer shadow impacts from the Project would be less than significant. In addition, as per Zoning Information File (ZI) No. 2452, SB 743 and Section 21099(d)(1) of the Public Resources Code, even if there were potential shade/shadow effects, aesthetic impacts “shall not be considered significant impacts on the environment.”

The Project would cast far-reaching shadows to the northwest and northeast during the Winter Solstice. At 9:00 AM, winter shadows from the Project would be cast in a northwesterly direction. These shadows would shade the Palace Theatre and extend almost to Olive Street. At 12:00 PM, winter shadows from the Project would be cast in a northerly direction. These shadows would shade the commercial buildings fronting Broadway and 6<sup>th</sup> Street and a portion of the Premier Tower residential building rooftop garden lounge, which includes seating areas, BBQ grills, and an outdoor fireplace. At 3:00 PM, winter shadows from the Project would be cast in a northeasterly direction. These shadows would continue to shade the commercial buildings to the north of the Project Site along Spring Street and extend to the mid-block between 6<sup>th</sup> Street and 5<sup>th</sup> Street. In addition, the Premier Tower residential building rooftop garden lounge, a shadow-sensitive use, located to the north would be shaded for at least three hours. Therefore, sensitive land use would be shaded by the Project for more than three hours between the hours of 9:00 AM and 3:00 PM. However, because the Project Site is within a Transit Priority Area and because the Project qualifies as an employment center on an infill site, in accordance with ZI No. 2452, SB 743 and Section 21099(d)(1) of the Public Resources Code, the Project's shadow impacts shall not be considered a significant impact on the environment.

The Project would cast shadows to the northwest through the northeast during the Spring and Fall Equinox. At 8:00 AM, Equinox shadows from the Project would be cast in a northwesterly direction. These shadows would shade the commercial buildings fronting Broadway and 6<sup>th</sup> Street and a portion of the Premier Tower residential building rooftop garden lounge, which includes seating areas, BBQ grills, and an outdoor fireplace. At 4:00 PM, equinox shadows from the Project would be cast in a northeasterly direction. These shadows would shade most of the building located directly north of the Project Site, the Premier Tower residential building rooftop garden lounge, and nearby buildings farther north past 6<sup>th</sup> Street to Broadway (to the Broadway Arcade building at 529 Broadway). The Premier Tower residential building rooftop garden lounge is a shadow-

sensitive use and would be shaded for at least four hours. Therefore, sensitive land use would be shaded by the Project for more than four hours between the hours of 8:00 AM and 4:00 PM. However, because the Project Site is within a Transit Priority Area and because the Project qualifies as an employment center on an infill site, in accordance with ZI No. 2452, SB 743 and Section 21099(d)(1) of the Public Resources Code, the Project's shadow impacts shall not be considered a significant impact on the environment.

(i) Cumulative Impacts

The Project Site and surrounding area are located in a high-density, mixed-use area in Downtown Los Angeles. Development of the Project, in combination with the related projects listed in Section III (Environmental Setting), would result in an increase of shading in the Project vicinity. The only related project close enough to the Project Site to potentially combine with the Project's shadows is Related Project No. 72 (SB OMEGA at 601 South Main Street). This related project would be approximately 38 stories high, which is six stories taller than the Project. However, this related project is located to the southeast of the Project Site, and (similar to the Project) its shadows would be cast westward in the morning hours and move eastward in the afternoon hours. In addition, the proposed tower at 601 S. Main Street would front Main Street along the street wall and be sited south on the site, minimizing the potential for shadow overlap. As such, the shadows from the Project would not overlap with the shadows of Related Project No. 72. Therefore, the shadows cast from Related Project No. 72 would not combine with the shadows of the Project and a less-than-significant cumulative impact would occur. Furthermore, similar to the Project, each of the other related projects would be evaluated to determine the degree to which these developments would create shading impacts. Moreover, under Zoning Information File (ZI) No. 2452, SB 743 and Section 21099(d)(1) of the Public Resources Code, even if there were shading effects, aesthetic impacts "shall not be considered significant impacts on the environment." Since the majority of the related projects will be infill projects and either mixed-use, residential or employment center projects, those projects' aesthetic effects would also have no significant impact pursuant to SB 743. Therefore, cumulative impacts related to shade and shadows would be less than significant.

C. Light and Glare

(i) Construction Impacts - Light

Construction could include nighttime activities involving the use of on-site lighting during demolition, excavation, framing, and building construction. Lighting would include floodlight focused on the work area that would be shielded to focus the light on-site and preclude light trespass onto nearby properties to the maximum feasible extent. The principal effect of nighttime construction light would be to increase the overall ambient glow emanating from the Project Site. This analysis conservatively assumes that construction hours would generally be from 7:00 AM to 9:00 PM Monday through Friday and 8:00 AM to 6:00 PM Saturday (as restricted by LAMC Section 41.40). As such, Project construction light would not result in high-brightness illuminated surfaces that are directly visible from residences or other affected light-sensitive land uses during late night hours (i.e., sleeping hours) and would not result in substantial changes to existing artificial light conditions or interfere with off-site activities. Therefore, impacts related to

construction lighting would be less than significant. Even if there were effects from lighting during construction, as per Zoning Information File (ZI) No. 2452, SB 743 and Section 21099(d)(1) of the Public Resources Code, aesthetic impacts “shall not be considered significant impacts on the environment.”

(ii) Operation Impacts - Light

Nighttime sources of light would include interior and exterior building light, on-site signs, and security lighting. As described in Project Design Feature (“PDF”) AES-1, Project lighting shall be shielded such that the light source cannot be seen from adjacent residential properties, the public right-of-way, or from above. Building security lighting used at all entry/exits would remain on from dusk to dawn, but be designed to prevent light trespass onto adjacent properties. Illuminated areas would be localized and minimize light trespass and spill. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be used. Furthermore, the majority of lighting associated with the Project is be directed internal to the Project Site, away from neighboring land uses. Though the Project would be taller than adjacent buildings, the majority of the lighting would be interior lighting and not directed toward neighboring land uses. Therefore, interior and exterior lights on the Project Site will not shine directly onto light-sensitive uses, and not result in light trespass. The Project would implement PDF AES-1: Project lighting shall be shielded such that the light source cannot be seen from adjacent residential properties, the public right-of-way, or from above. Therefore, effects from a new source of substantial light will be less than significant. Moreover, as per Zoning Information File (ZI) No. 2452, SB 743 and Section 21099(d)(1) of the Public Resources Code, aesthetic impacts “shall not be considered significant impacts on the environment.” Therefore, the Project’s impacts with respect to light during operation will not be significant.

(iii) Operation Impacts – Glare

The Project will be prohibited from using highly reflective building materials, such as mirrored glass in exterior façades. Project design feature PDF AES-2 will ensure that the Project would use non-reflective building materials. In addition, the street wall frontage of the building will be concrete. The upper portion of the building (the tower) will be clad in precast concrete or terracotta. Although the hotel guest rooms will feature aluminum and glass patio doors, the balconies will be recessed into the façade of the building. Furthermore, no high-brightness special-effects lighting with brightness levels that exceed the lighting levels of permitted signs would be placed on the Project Site. The proposed building, signs, or thematic elements will not incorporate reflective building materials. Therefore, Project effects related to daytime glare are less than significant. Moreover, even if there were glare effects, per Zoning Information File (ZI) No. 2152, SB 743 and Section 21099(d)(1) of the Public Resources Code, aesthetic impacts “shall not be considered significant impacts on the environment.”

(iv) Cumulative Impacts

The existing level of ambient lighting in the Project area is very high, due to the high density of development that is already present in Downtown Los Angeles. The cumulative effect would not substantially vary from existing conditions and will not substantially

increase ambient light levels. As discussed previously, many buildings of greater height than the Project are located throughout Downtown Los Angeles, including, but not limited to: Wilshire Grand Tower (1,100 feet), U.S. Bank Tower (1,018 feet), Aon Center (858 feet), Two California Plaza (975 feet), and the Gas Company Tower (749 feet), etc. These existing tall buildings contribute to the ambient light that is typical throughout Downtown Los Angeles. In terms of glare, like the Project, new buildings developed as part of the related projects would be clad primarily with low- or non-reflective glass. In addition, since the majority of the related projects will be infill residential, mixed-use or employment center projects, those projects' aesthetic effects would also have no significant impact pursuant to SB 743. Therefore, per Zoning Information File (ZI) No. 2152, SB 743 and Section 21099(d)(1) of the Public Resources Code, aesthetic impacts "shall not be considered significant impacts on the environment." Therefore, cumulative impacts would be less than significant.

(v) Project Design Features

The City finds that the PDF AES-1 and AES-2, incorporated into the Project, reduce the potential aesthetics impacts of the Project. These PDFs were considered in the analysis of potential impacts.

Mitigation Measures

As per Zoning Information File (ZI) No. 2152, SB 743 and Section 21099(d)(1) of the Public Resources Code, aesthetic impacts "shall not be considered significant impacts on the environment." Thus, no mitigation measures are required.

**2. Air Quality**

As demonstrated in Draft EIR Section IV.B and Appendix B:

(A) Conflict with Air Quality Plan

(i) 2012 Air Quality Management Plan (2012 AQMP)

The 2012 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of South Coast Air Quality Management District ("SCAQMD"), to return clean air to the region, and to minimize the impact of pollution control on the economy. Projects that are considered to be consistent with the 2012 AQMP would not interfere with attainment because this growth is included in the projections used in the formulation of the 2012 AQMP. Therefore, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the 2012 AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

The Project would comply with all SCAQMD rules and regulations that are in effect at the time of development; the Applicant is not requesting any exemptions from the currently adopted or proposed rules. The Project would not introduce housing and, thus, would not directly increase housing and population projections for the region. Operation of the Project would generate approximately 120 full- and part-time jobs which was determined consistent with the Department of City Planning practice of calculating the employee



estimate based on information from the Lodging Development School Fee Justification Study. The Project's number of employees would be generally consistent throughout the year. No additional employees would be added during the summer and winter seasons because the number of retail spaces and square footage thereof, in addition to the other operational uses, in the hotel are fixed. As described and analyzed in the Errata to the Final EIR, the Project's proposed gallery space was relocated from the first subterranean level to the fourth level and would be available as a meeting/event space. It is anticipated that any additional employees (other than day-to-day hotel staff) necessary to staff meetings and events in the gallery would be minimal and, therefore, would not change the analysis and conclusion related to area population growth and air quality impacts.

While new employment opportunities would be created with the Project, it is anticipated that most of the expected employees would be drawn from the existing labor force in the region and would not require the need to relocate or place a demand for housing in the area. It is possible that some of the future employees would be permanent residents to the area; however, it is unlikely that this growth would be substantial in the context of the growth forecasted for the City or the Central City Community Plan Area. Thus, any impacts on area population growth would be less than significant (see Section VII. [Effects Not Found to be Significant] in the Draft EIR). Therefore, the Project would not conflict with the 2012 AQMP and, as such, would not jeopardize attainment of State and national ambient air quality standards in the area under the jurisdiction of the SCAQMD. Impacts are less than significant.

(ii) City of Los Angeles General Plan Air Quality Element

The Air Quality Element sets forth the goals, objectives, and policies that would guide the City in the implementation of its air quality improvement programs and strategies. As set forth in Table IV.B-7 of the Draft EIR, (Project Consistency with Applicable Policies of the Air Quality Element), the Project is consistent with relevant policies in the Air Quality Element and results in a less than significant impact.

(B) Violate Air Quality Standards

(i) Construction

Construction activities associated with the Project would be undertaken in the following phases: 1) site preparation/mobilization; 2) demolition of existing uses; 3) grading/excavation; 4) building construction; and 5) finishing/architectural coatings. Approximately 210 cubic yards of demolition material would be generated by the removal of the existing surface parking lot and building. In addition, the Project would require the net export of approximately 18,270 cubic yards of soil during the grading/excavation phase.

Construction activities would produce combustion emissions from various sources, such as on-site heavy-duty construction equipment, vehicles hauling debris, soils and building materials to and from the site, and motor vehicles transporting the construction workers. Demolition, site preparation and excavation activities would produce fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) as a result of soil-disturbing activities.

The analysis of regional daily construction emissions has been prepared using the CalEEMod computer model recommended by the SCAQMD. Table IV.B-8 in the Draft EIR (Estimated Peak Daily Construction Emissions) identifies daily emissions that are estimated to occur on the peak construction day for each of the construction phases, although construction time frames and day-to-day construction activities may vary. These calculations assume that appropriate dust control measures would be implemented as part of the Project during each phase of development, as specified by SCAQMD Rule 403 (Fugitive Dust). As shown in Table IV.B-8 of the Draft EIR, the peak daily emissions generated during the construction of the Project would not exceed any of the regional emission thresholds. Therefore, regional air quality impacts related to Project construction are less than significant.

(ii) Operation

The Project's operational regional air quality emissions associated with area sources, energy demand (use of natural gas), and mobile sources (motor vehicles) have been calculated with CalEEMod. As shown in Table IV.B-9 of the Draft EIR, the Project's operation air quality emissions do not exceed the regional thresholds of significance set by the SCAQMD. Therefore, Project impacts associated with regional operational air quality emissions are less than significant. The Draft EIR's analysis of operational air quality emissions associated with motor vehicle travel for employees and guests was based on the maximum daily trips identified in the Project's Traffic Study, confirmed in the LADOT review dated June 8, 2016. The traffic generation associated with the Project is shown in Table IV.J-5 on page IV.J-24 of the Draft EIR and calculates trip generation associated with the Project's uses. The trip generation for the hotel use was based on the Institute of Traffic Engineers ("ITE") Manual *Trip Generation-9<sup>th</sup> edition, 2012*, which is the authoritative industry source for this information. ITE developed the hotel trip generation rates based on surveys of uses nationwide, taking into account variations in size, location, and operations. Based on the information contained therein, the Project's air quality analysis adequately analyzed emissions associated with all aspects of Project operation (See Final EIR Response to Comment 8-5).

(C) Cumulative Considerable Net Increase of Criterial Pollutant

Because the Basin is currently in nonattainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, cumulative development projects could cause an exceedance in an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project 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 be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, the SCAQMD states that, if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

The regional construction-related emissions and operational emissions generated by the Project would not exceed any of thresholds of significance recommended by the SCAQMD. Therefore, the Project would not contribute a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment and cumulative air quality impacts would be less than significant.

(D) Expose Sensitive Receptors

(i) Construction

Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential land uses are considered to be sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods of time. Recreational areas are considered to be moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. The nearest air quality sensitive receptors to the Project Site are the residents immediately adjacent to the north (the Premiere Towers) and south (Spring Tower Lofts), and residents located to the east (City Lofts) of the Project Site across Spring Street. In addition, two “Spring Street Parklets” surround the Project Site. One parklet occupies a parking space on the west side of the street at approximately 615 South Spring Street, about 150 feet north of the Project Site. A second parklet is also on the west side, at approximately 639 South Spring Street, directly south of the Project Site. The parklets have been conservatively identified as sensitive receptors because it is reasonable to assume people could be present for periods of one to eight hours, corresponding to the localized significance thresholds with shorter averaging periods such as NO<sub>2</sub> and CO.

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance threshold (“LST”) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each sensitive receptor area (“SRA”) and various distances from the source of emissions.

In the case of this analysis, the Project Site is located within SRA 1 covering the Central Los Angeles area. The nearest sensitive receptors to the Project Site are the adjacent residents. The closest receptor distance in the SCAQMD’s mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. The Project Site is approximately 0.20 acres in size. Therefore, consistent with SCAQMD recommendations for sites less than one acre in size, the LSTs for a one-acre site in SRA 1 with receptors located within 25 meters have been used to address the potential localized NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions to the area surrounding the Project Site.

As shown in Table IV.B-10 of the Draft EIR (Localized On-Site Peak Daily Construction Emissions), peak daily emissions generated within the Project Site during construction activities for each phase do not exceed the applicable construction LSTs for a one-acre site in SRA 1. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors are less than significant.

(ii) Operation

a. Localized Carbon Monoxide Impacts

“CO Hotspots” are areas where a population’s exposure to pollution and estimated health risks are high. Based on the analysis below, a CO “hotspots” analysis is not needed to determine whether the change in the level of service of an intersection in the Project would have the potential to result in exceedances of the CAAQS or NAAQS. The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the level of service from A-C 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. As shown in greater detail in Section IV.M (Transportation/Traffic) of the Draft EIR, the Project would not have the potential to meet the SCAQMD criteria at any of the intersections in the Project vicinity. Therefore, the Project does 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. Therefore, impacts with respect to localized CO concentrations are less than significant.

b. Toxic Air Contaminants (“TACS”)

As the Project would consist of the development of a hotel and would not include any industrial or other land uses involving the use, storage, or processing of carcinogenic or non-carcinogenic toxic chemicals or air contaminants, or the generation of high levels of diesel truck activity, no toxic airborne emissions would result from its implementation. In addition, operation activities associated with the Project would be typical of other similar commercial and residential developments in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts to sensitive receptors associated with the release of TACs from the Project Site are less than significant.

c. Volatile Organic Gases

As shown in Table IV.B-9 of the Draft EIR (Daily Operational Emissions), the maximum net increase in volatile organic gases would be 9.02 pounds per day. Even if this daily maximum would occur daily for all 365 days in a given year, the annual total would be approximately 3,187 pounds or 1.59 tons. Therefore, based on the data provided in Table IV.B-9, the Project’s operation emissions would not exceed 10 tons per year of volatile organic gases or any of the daily thresholds, and the impact is less than significant.

#### d. CO Standards

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. Therefore, the impact is less than significant.

#### (E) Cumulative Impacts

##### (i) Construction

Because the Los Angeles County portion of the Basin is currently in non-attainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, cumulative development could violate an air quality standard or contribute to an existing or projected air quality violation. According to the SCAQMD, individual construction projects that exceed the SCAQMD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Construction emissions associated with the Project would not exceed the SCAQMD's thresholds of significance. However, any of the related projects could exceed the SCAQMD thresholds, but each individual project will be required to undergo environmental review and, if there are potential impacts, mitigation measures can be incorporated to avoid or lessen the impacts. Therefore, the cumulative impact of the Projects' construction emissions will be less than significant.

With respect to TACs, the greatest potential for TAC emissions of the related projects would involve diesel particulate emissions associated with trucks and heavy equipment. The construction activities associated with the Project and related projects would be similar to other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. In addition, and similar to the Project, related projects construction activity would not result in long-term substantial sources of TAC emissions (i.e., 9, 30 or 70 years) and would not combine with the Project to generate ongoing TAC emissions. Therefore, cumulative TAC emissions from the Project and related projects are less than significant.

With respect to cumulative odor impacts, potential sources that may emit odors during construction activities at each related project include the use of architectural coatings and solvents. 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, it is anticipated that construction activities and materials used in the construction of the Project and related projects would not combine to create objectionable odors. Therefore, cumulative odor impacts are less than significant.

##### (ii) Operation

Due to the non-attainment status of O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, the generation of daily operational emissions associated with cumulative development would result in a cumulative significant impact associated with the cumulative net increase of any criteria

pollutant for which the region is in non-attainment. With respect to operational emissions, the SCAQMD has indicated that, if an individual project results in air emissions of criteria pollutants (CO, ROG, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>) that exceed the SCAQMD recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the Project region is in non-attainment under an applicable federal or State ambient air quality standard. As previously discussed, the operation emissions associated with the Project would not exceed the established SCAQMD thresholds of significance. Therefore, the cumulative impact of the Project's operational emissions would be less than significant. However, any of the related projects could exceed the SCAQMD thresholds, but each individual project will be required to undergo environmental review and, if there are potential impacts, mitigation measures can be incorporated to avoid or lessen the impacts. Therefore, the cumulative impact of the Projects' operation emissions will be less than significant.

### Mitigation Measures

There will be less-than-significant impacts related to Air Quality. Therefore, no mitigation measures are required.

## **3. Cultural Resources**

As demonstrated in Draft EIR Section IV.C and Appendices C and D:

### (A) Paleontological or Geologic Resources

The Project area has surficial deposits of younger Quaternary Alluvium, which usually do not contain significant fossil vertebrates in the very uppermost layers; however, the underlying older Quaternary deposits found at varying depths may contain significant vertebrate fossils. Findings of the paleontological resource records search from the Natural History Museum of Los Angeles County revealed that there are no known fossil records associated with the Project Site, and even though vertebrate fossil localities have been collected from as close as approximately 0.3 mile north of the Project Site to 11.6 miles to the southeast of the Project Site in the City of Commerce, the paleontological records search concluded that shallow excavations in the underlying Quaternary Alluvium would be unlikely to uncover significant vertebrate fossils. Moreover, there are no known paleontological resource sites known by the City to exist at or immediately surrounding the Project Site. Thus, given the distances from the Project Site to known deposit sites, the presence of paleontological resources at the Project Site is not anticipated. However, excavation activities, which may achieve depths of up to approximately 53 feet for the proposed subterranean levels, may extend farther into the underlying geologic materials than the previous activity at the Project Site. As is required by existing regulatory requirements set forth in PRC Section 21083.2, if paleontological resources are discovered during excavation and grading activities adherence to the following protocol is required:

- The City of Los Angeles Department of Building and Safety would be notified immediately, and all work would 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 would determine the location, the time frame, and the extent to which any monitoring of earthmoving activities would be required.
- The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2.

Compliance with this regulatory requirement would ensure potentially significant impacts do not result. Therefore, impacts on paleontological resources are less than significant.

(i) Cumulative Impacts

The study area for cumulative impacts to paleontological resources is the extent of the related project sites. In this area, Project construction activities would be unlikely to impact paleontological resources at the Project Site due to the surficial deposits at the Project Site that consist of younger Quaternary Alluvium which usually do not contain significant fossil vertebrates, and the distances from the Project Site to known paleontological resources. In addition, similar to the proposed Project, it is anticipated that these related projects would comply with the existing regulatory requirement related to the discovery of previously unknown paleontological resources. Specifically, compliance with the existing regulatory requirement would avoid Project-related impacts related to paleontological resources. This includes monitoring, recovery, treatment, and deposit of fossil remains in a recognized repository should a previously unknown paleontological resource be discovered at the Project Site during construction activities. Furthermore, certain related projects may also be required to incorporate specific mitigation measures if there is a high potential for such resources to occur at that site in order to minimize impacts to the greatest extent possible. Therefore, cumulative impacts on paleontological resources will be less than significant.

(B) Archaeological Resources

(i) Significance of Archaeological Resource

The results of the South Central Coastal Information Center's archaeological records search for the Project indicate that there are no known archaeological resources on site; however, there are three archaeological sites located within a half-mile radius of the Project Site (see Table IV.C.1-1 of the Draft EIR). While no on-site archaeological survey has been conducted specifically for the Project Site because the Project Site is currently improved with a surface parking lot and one-story commercial building, construction activities would involve excavation below existing grade up to depths of approximately 53 feet to construct the subterranean levels and foundation elements for the Project and, thereby, create a potential to disturb any undiscovered archaeological resources. As described in the regulatory framework section, if a unique archaeological resource were to be discovered during construction of the Project adherence to the following protocol is required:

- Work would 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 PRC Section 21083.2. Construction activity may continue unimpeded on other portions of the Project Site.

- Personnel of the Project would be prohibited from collecting or moving any archaeological materials and associated materials.
- The found deposit would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2.

Compliance with these provisions in PRC Section 21083.2 would ensure potentially significant impacts do not result. Therefore, impacts on archaeological resources would be less than significant.

The City commenced tribal notification in accordance with AB 52 on February 7, 2017, via a mailing to all of the tribes that have requested to be included on the AB 52 notification list. The AB 52 consultation logs and written correspondence are provided as Appendix C of this of the Draft EIR. On February 10, 2017, Andrew Salas (Tribal Chair) from the Gabrieleño Band of Mission Indians - Kizh Nation replied via a letter to request consultation. In the letter, Mr. Salas indicated that the Project Site “lies in an area where the Ancestral territories of the Kizh (Kitc) Gabrieleño’s prominent villages adjoined and overlapped with each other” and therefore due “to the project location and the high sensitivity of the area location,” the tribe is requesting a Native American monitor to be on site during ground disturbance. On March 23, 2017, the City initiated consultation via a phone call with Tribal Chair Salas and Matt Teutimez, also from the Gabrieleño Band of Mission Indians - Kizh Nation (the “Tribe”). Mr. Salas and Mr. Teutimez provided information regarding the history of the Tribe in the Downtown Los Angeles area and indicated that the Project Site was near village sites and trading routes based on documents and maps.

The City concluded upon review of the documentation submitted that while the Project Site was once located within the general vicinity of several Native American villages, no villages are mapped or documented as overlapping with the Project Site or occurring immediately adjacent. In addition, several unnamed Native American villages were also located near Elysian Park, approximately 2.75 miles north of the Project Site. The scales of the maps noted to describe the presence of trading routes did not contain the level of detail sufficient to determine whether the depicted road bypasses or intersects with the current Project area. As such, there is no specific evidence of village locations or trading routes located within or overlapping the Project Site.

On July 31, 2017, the City, after acting in good faith and with reasonable effort, sent a letter to the Tribe concluding consultation for the Project. The City concluded that mutual agreement could not be reached for purposes of AB 52. Based upon the record, the City determined that no substantial evidence exists to support a conclusion that the Project may cause a significant impact on tribal cultural resources. Therefore, the City has no basis under CEQA to impose any related mitigation measures and impacts to tribal cultural resources are less than significant. The City included a Condition of Approval (Appendix F to the Final EIR) that addresses Inadvertent Discovery of Tribal Cultural Resources.



(ii) Human Remains

No known human burials have been identified on the Project Site or within recorded resources located in the vicinity. The Project would require excavation below the existing grade up to depths of approximately 53 feet to construct the subterranean levels and foundation elements of the Project. As such, it is possible that human remains could be discovered during construction activities. Since human remains could be located subsurface, impacts to these resources would be unknown until encountered during excavation. If human remains are encountered unexpectedly during construction, demolition, and/or grading activities, adherence to the following protocol is required per State Health and Safety Code Section 7050.5:

- Work shall stop immediately and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98.
- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (“NAHC”), and the NAHC will immediately notify the person it believes to be the most likely descendent.
- The most likely descendent has 48 hours to make recommendations to the Applicant, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the Applicant does not accept the descendant’s recommendations, the Applicant or the descendent may request mediation by the NAHC.

Compliance with this regulatory requirement would ensure potentially significant impacts do not result. Therefore, impacts to human remains will be less than significant.

(iii) Cumulative Impacts

The study area for cumulative impacts to archaeological resource and human remains are the extent of the related project sites. Development of the related projects could have impacts if archaeological resources and/or human remains were found during construction activities. However, it is unknown whether or not significant archaeological resources and/or human remains will be found. The potential for an individual project to affect significant archaeological resources and/or human remains is unknown, but given the number of related projects, it is possible that development of the related projects could have impacts on significant archaeological resources, as well as human remains. However, similar to the proposed Project, it is reasonably anticipated that the related projects would comply with the existing regulatory requirement related to the inadvertent discovery of archaeological resources at a Project Site, and the existing State law related to discovery of human remains. Certain related projects may also be required to incorporate mitigation measures if there is a high potential for such resources to occur at that site in order to minimize impacts to the greatest extent possible.

As discussed above, compliance with existing regulatory requirements related to archaeological resources or human remains would avoid Project-related impacts. The existing regulatory requirement related to archaeological resources includes monitoring, treatment of any discovered cultural resources, preparation of a final report, and curation of discovered materials in an approved facility. The existing regulatory requirement related to discovery of human remains includes halting work at the site and immediately contacting the County Coroner. With compliance with the existing regulations cited above, cumulative impacts on archaeological resources will be less than significant.

### (C) Historical Resources

#### (i) Substantial Adverse Change in the Significance of a Historical Resource

##### a. Direct Impacts

The Project Site lies within the boundaries of the historic Spring Street Financial District. The Spring Street Financial District was designated in July 1977 and contains 26 contributing structures (included 23 financial buildings and three hotels) constructed between 1902 and 1931. The Project Site is listed as a non-contributor to the historic Spring Street Financial District. The existing restaurant building and surface parking lot lack architectural merit, historical significance, and integrity for individual listing under any of the applicable federal, State, or local eligibility criteria and do not qualify as a historical resource under CEQA. Therefore, the Project would have no direct impact to historical resources on the Project Site.

Regarding direct impacts to other off-site historic resources, there are two contributors to the Financial District flanking the Project Site: Barclay's Bank at 639 South Spring Street (also a LAHCM) and the California-Canadian Bank at 625 (621) South Spring Street. Vibration from construction of the Project would not impact the adjacent structures as the Project will be required to implement PDF NOI-3, which includes a structure monitoring program during construction activities to ensure historic resources and adjacent buildings are protected. Specifically, PDF NOI-3 requires that all construction work shall be performed in accordance with the Secretary of Interior Standard 9 and Section 91.3307.1 (Protection Required) of the Los Angeles Municipal Code so as not to physically destroy or damage historic materials, features, or spatial relationships that characterize the Financial District, or the individual resources within the Financial District, and all adjacent property shall be protected from damage during construction and demolition work.

The foundation for the new building would be lower than the existing foundations of the adjacent buildings. The Project would take this into consideration in the design of its foundations in order to minimize settlement to ensure the stability of these adjacent foundations. This is a common practice in dense urban environments and would not result in potential adverse impacts to the adjacent historic structures because the foundations would be stabilized from construction-related vibration – thereby protecting the off-site structures, and as such, the integrity of the contributors would not be materially impaired. Specifically, building a basement in a dense urban setting usually requires some measure of temporary support for the excavated earth and adjacent building structures until the final foundation and basement retaining wall is constructed. The

design and installation of this temporary shoring system is often done by a subcontractor and design engineer that is specialized in this type of work. Typically, the support system consists of steel shoring piles that are drilled (not driven) and installed at the perimeter of the proposed basement wall adjacent to the neighboring building. The piles are often installed at approximately eight feet on center before any excavation begins and the shaft of the drilled hole is filled with concrete. Based on input from a project geotechnical engineer, the steel shoring piles are designed to resist the earth pressures from the retained soil, as well as the pressures from the adjacent building foundations, similar to the manner in which the final basement concrete walls are designed. As the excavation proceeds downward, timber lagging is placed between the shoring piles to create solid bulkhead walls to keep the retained soil in place. Additional bracing of the piles via drilled tiebacks or pipe struts may be installed at prescribed elevations if needed by design, to further increase the shoring wall resistance to the earth and foundation pressures. If the adjacent building's foundation is immediately adjacent to the shoring pile, underpinning of the existing foundation may be installed, if necessary, directly under the exposed foundation to transfer vertical loads from the foundation directly into the shoring pile as a vertical load that is transferred through the steel pile to the soil below the bottom of the excavation. Once the shoring system is in place and excavation has begun, the shoring piles are monitored regularly to verify whether movements of the shored wall are occurring. If movements are detected, they are evaluated and a determination is made by the shoring installers and design engineer as to whether remedial measures are required to reduce further movements of the soil. Therefore, construction activities associated with the Project would not potentially impact the physical integrity of the adjacent off-site structures, which are contributors to the Spring Street Financial District.

A direct impact may also occur if the Project were to block the windows of one of the adjacent contributors in such a way as to materially impact the building. While none of the windows of the existing building to the south of the Project Site would be blocked, some of the windows on the south elevation of the adjacent building at 621-625 South Spring Street would be covered by the new building. However, two columns of windows located near the western and eastern ends of the south elevation of 621-625 South Spring Street would be retained. To meet the three-hour fire wall requirement, the windows facing the Project Site would be blocked with masonry within the existing openings and the existing windows would be removed. However, as shown in the Project's elevation drawings, since the Project building's Spring Street site-cast concrete façade tiers up at the 5<sup>th</sup> floor away from 621-625 South Spring Street, the existing windows would be retained intact. These windows are not character-defining features because they are located on a secondary elevation and, during the Financial District's period of significance, would not have been readily visible due to the existence of the six-story Realty Board Building formerly located on the Project Site. Therefore, the removal of these windows would not materially impair the historic significance of the 625 South Spring Street building. It would remain a contributor, and impacts would be less than significant. Furthermore, the outline of the window openings would be retained and the windows could be reopened in the future. With regard to the building at 639 South Spring Street, the only windows on the northeast elevation are on the upper floors, near the street edge, and they would not be impacted by the Project due to the setback of the tower. As such, the Project will not materially impair the historic significance of the building.

The Project is required to be separated from the adjacent structures for seismic safety reasons, etc., at the structural expansion joints between the buildings. These separations at the expansion joints would be covered by gaskets that would be affixed to the new building and would touch, but not be affixed to, the adjacent historic buildings. The gasket would cover up the small gap between the buildings and would not cause any physical damage to the adjacent historic structures. Because the side (i.e., north and south) elevations are not a primary feature of the contributors and these minor alterations would not impact the eligibility of the building, there will be less-than-significant impacts associated with the addition of the gaskets at the expansion joints.

There are two murals that overlook the Project Site on the side elevations of 625 and 639 South Spring Street; however, the murals themselves are not considered to be historical resources because the murals do not contribute to the historical significance of the buildings. They are recent works of art that are outside of the period of significance for the Financial District and are unrelated to the Financial District or the building history. They do not meet any of the evaluation criteria for the national, State, or local registers as potential historical resources.

In summary, the direct impacts to the adjacent contributors at 625 and 639 South Spring Street will be less than significant and will not alter their eligibility as historical resources.

#### b. Indirect Impacts

Indirect impacts, including views, were analyzed to determine if the Project would result in a substantial material change to the integrity and significance of historical resources or their contributing setting within the Project vicinity, including the Financial District, adjacent Broadway District, and individually eligible or designated historic resources. Approximately 16 historic buildings within the Financial District would have direct and indirect views of the Project, and these views of the Project may impact the “feeling” of the Financial District and of those historic resources individually, thereby potentially impacting the integrity of the resources and districts. Specifically, a partial view of the Project’s street wall and upper floors would be visible along Spring Street as shown from views looking northeast from the intersection of Spring Street and 7<sup>th</sup> Street, and looking southwest from the intersection of Spring Street and 6<sup>th</sup> Street, as shown in Figure IV.C-4 and Figure IV.C-5 of the Draft EIR. A partial view of the Project’s upper flows would be visible from the 600 block of South Broadway, about mid-block near the Palace Theatre building, as shown in Figure IV.C-6 of the Draft EIR. Furthermore, views of the Project from directly across Spring Street is shown on Figure IV.C-7 of the Draft EIR. Additionally, seven individual resources in the Project vicinity would have an indirect view of the Project.

#### (1) Spring Street Financial District (Financial District)

Within the Financial District, six contributors would have direct views and 10 contributors would have indirect views of the Project. The extent of these views would be limited, both by the angle of the line-of-sight from each property to the Project Site. The views would also be limited by the presence of numerous trees along the sidewalk of Spring Street. The only direct views are from the six contributors located in the 600 block of South Spring Street. The property with the most direct view is the former Banks-Huntley Building at

632 South Spring Street, which is located on the lot immediately across Spring Street from the Project Site. In the case of properties with direct views, where the view was previously of a parking lot framed by the brick or brick and stucco side or rear elevations of three contributors to historic districts (two to the Financial District and one to the Broadway District), the view from street level after Project completion would be of a 150-foot street wall and a setback tower of contemporary design.

At the property line, the Project would match the height and cornice lines of the existing buildings flanking the Project Site and would be consistent with the average height of historic buildings on Spring Street – thereby integrating with and complementing the visual appearance of the Financial District. The Project would therefore comply with the following Infill Construction Guidelines of the Historic Downtown Los Angeles Design Guidelines:

- Employ durable, locally produced permanent, natural, and recycled materials in new construction.
- Employ modern terrazzo as decorative paving in new construction projects.
- Set back upper floors, especially when a taller building is permitted by code, so that dominant roof and cornice lines remain consistent along the street wall.

Two contributors to the Financial District flank the Project Site: 639 South Spring Street and 625 South Spring Street. The parking lot and restaurant at the Project Site were built well after the Financial District period of significance (1902-1931) and do not contribute to the Financial District. Thus, the removal of these on-site elements would not alter the integrity or significance of either 639 or 625 South Spring Street, or the Financial District, as a whole. Moreover, the height and scale of the street wall implemented by the Project would be compatible with other buildings in the Financial District, specifically the contributors flanking the Project Site. The fenestration pattern of the street wall would be composed of windows following the façade rhythm of the adjacent contributors at street level.

In addition, the Project's architectural design complies with the second of the key points of the Historic Downtown Los Angeles Design Guidelines, which is a reference to Standard 9 of the Secretary's Standards for Rehabilitation. By differentiating itself from the historic properties through its contemporary architectural style and using compatible materials and color, the Project helps achieve Standard 9 and also complies with guidance for new infill construction in the Historic Downtown Los Angeles Design Guidelines that "[n]ew construction should both respect the authentic character of the existing building stock and place its own contemporary stamp on the urban setting."

In addition, the tower's contemporary design complies with Principle #7 (Tower Form) of the Downtown Design Guide, which states: "[g]enerally, buildings over 150' tall (the historic datum for Downtown) should not be historicized. They are contemporary interventions in the skyline and should appear as such." The Project tower is thin and tapers up, thus reducing its massing and bulk. Further, the Project is set back from the street wall, reducing direct views from the street. In addition, while using a contemporary style, the architectural design also references the color and materials of the Financial

District. Specifically, the Project's tower would feature precast concrete panels or terracotta stained in an orange color that mimics the red brick façades of the former Hotel Hayward building and Premiere Towers building.

Since the Project does not propose demolition of any historical resource and instead replaces a surface parking and non-conforming structure with new development on a compact infill lot, the Project would not result in a substantial physical adverse impact to the historic contributors in the Spring Street Financial District or to the Spring Street Financial District as a whole. In addition, since the Project results in a development that differentiates itself from the historic fabric while using materials and colors that are similar to those of the existing building stock, the Project would not cause a deterioration in the expression of the aesthetic or historic character of the District's period of significance. Therefore, this impact will be less than significant because the Project will not materially impair the historic significance of any Spring Street Financial District contributors or adversely alter the feeling, integrity, or eligibility of the Spring Street Financial District, which would remain listed as a historical resource.

## (2) Broadway Theater and Commercial District

Due to its height, the tower element of the Project would likely be partially visible from vantage points in the Broadway Theater and Commercial District, specifically from the northwest side of the 600 block of South Broadway. The lower height of the property located at 618-622 South Broadway would allow partial views of the tower from both the pedestrian and vehicular right-of-way. The upper portion of the proposed building would be visible to pedestrians from the northwest side of the 600 block of Broadway over any building less than 100 feet high, based on an estimated distance of 250 feet between the rear (northwest) elevation of the proposed Project and the viewer. However, in most instances, the viewer's line-of-sight would have to be directed up at an approximately 45-degree (or greater) angle in order to see the top of the tower element of the Project. While the Project would be visible from the northwest side of the 600 block of South Broadway, views would be partial, indirect and intermittent because of the intervening development (i.e., the existing buildings on this strip of Broadway). Therefore, views of the Project would not destroy the integrity of the historical resources or the Broadway Theater and Commercial District. Moreover, the Project would not materially impair the historic significance of any of the buildings in the Broadway Theater and Commercial District or the district itself because it would not result in the destruction or alteration of any contributing resource in that district.

The rear elevation of the Project would be directly across the alley from the rear elevation of the Palace Theatre, a contributor to the Broadway District. However, the alley is not a pedestrian thoroughfare and pedestrians are unlikely to view the Project from this perspective. In addition, there are no windows on the rear elevation of the Palace Theatre offering views of the Project and it appears unlikely that any part of the Project would be visible on the southeast side of Broadway on which the Palace Theatre is located due to the density and heights of the buildings on this stretch of Broadway (i.e., 640 South Broadway, Clifton's Cafeteria building and 660 South Broadway). Note that there is a painted sign located on the rear elevation of the Palace Theater, but is not assessed to be a historic resource because it appears to date from its time as the Palace Newsreel Theater, starting in 1939. The period of significance for the Broadway Commercial and

Theater District is 1894 to 1931. Therefore, this painted sign from 1939 or later is outside the period of significance for the Broadway Commercial and Theater. Therefore, the Project would not alter the Palace Theatre's or the Broadway Theater and Commercial District's eligibility as a historical resource. Therefore, the indirect impact would be less than significant.

As discussed in the indirect impacts analysis of the Financial District, the Project would comply with the Historic Downtown Los Angeles Design Guidelines, Downtown Design Guide and Standard 9 regarding new construction in historic districts. Therefore, the Project will not materially impair the historic significance of any Broadway District contributors, such as the Palace, and will not materially impair the eligibility of the Financial District as a whole, which will remain listed as historical resources.

### (3) Individual Resources

Seven individually eligible or designated historic resources not associated with any historic district would have indirect views of the Project. However, none of these resources are located on the same block as the Project Site and, therefore, these views would be fairly distant. In many cases, the historic setting around these individual resources is already partially eroded by development that came subsequent to the construction of those historical resources, and, in addition, a distant and indirect view of the Project would not result in a significant impact to the integrity of the setting. Moreover, views would be partial, indirect and intermittent because of intervening development. As a result, there will be no impacts to the seven individual historic resources in the vicinity of the Project Site.

#### c. Secretary of the Interior's Standards Review

*The Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Properties* (the "Standards") were developed as a means to evaluate and approve work for federal grants for historic buildings and then for the federal rehabilitation tax credit, and are used generally to assess potential impacts on historic resources. They contain guidance for evaluation of adjacent new construction. The City's Cultural Heritage Ordinance provides that compliance with the Standards is part of the process for review and approval by the Cultural Heritage Commission of proposed alterations to Historic-Cultural Monuments ("HCM"). Therefore, the Standards are used for regulatory approvals for designated resources. Since the Spring Street Financial District is an HCM, potential impacts on the Spring Street Financial District where the Project is located are assessed using the Standards.

Specifically, new construction adjacent to a historical resource is considered "related new construction" and should be conducted in a manner consistent with the Standards. Only Rehabilitation Standards 9 and 10 pertain to new construction adjacent to historical resources. Therefore, the Project was assessed for conformance to Standards 9, as detailed above, and 10 regarding "related new construction" adjacent or in the vicinity of other historical resources. In addition to the Project conforming to the intent of Standard 9, the Project also complies with the intent of Standard 10, which reads:

*Standard 10. 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.*

The Project proposes to fill in some of the window openings of 621-625 South Spring Street, but the outline of the window openings would be retained and could be opened again in the future. Therefore, the integrity of 621-625 South Spring Street would be retained and the building would remain a contributor to the Financial District. Moreover, the Project is separated from the adjacent historic contributors at the expansion joints with a gasket seal that connects to the side walls of those buildings. If the Project were to be removed in the future, the essential form and integrity of the other potential historical resources in the Project vicinity would be unimpaired. Therefore, the Project will conform to Standard 10.

#### d. Historic Downtown Los Angeles Design Guidelines

The Project is consistent with the Historic Design Guidelines because its design is contemporary yet respectful and compatible with the context of the Financial District and takes into consideration the historic resources and pedestrian atmosphere around the Project Site. Thus, the Project is generally consistent with the Infill Construction Guideline of the Historic Design Guidelines to “[p]ursue creative and innovative contemporary designs for new buildings in the Historic Downtown.” Moreover, the Project would improve the street frontage by replacing a surface parking lot with a building that includes a compatible 150-foot street wall matching the heights of the adjacent historic buildings, which is consistent with the Infill Construction Guideline of the Historic Design Guidelines to “[b]uild consistently with the street wall.” As such the Project would be consistent with the applicable guidelines in the Historic Design Guidelines.

#### e. Cumulative Impacts

Cumulative impacts to historical resources occur when the Project and related projects, when taken as a whole, substantially diminish the number of historical resources within the same or similar context or property type. Cumulative impacts would occur if the Project and related projects cumulatively affect historic resources in the immediate vicinity, contribute to changes within the same historic district, or involve resources that are examples of the same style or property type as those within the Project Site. The study area for the historical resources cumulative impacts analysis is the extent of the related projects sites and shown in Figure III-1 of the Draft EIR. Of the 131 related projects, 17 related projects are located within or adjacent to a historic district and/or are located within the immediate vicinity of the Project Site.

##### (1) Spring Street Financial District

Of the 17 related projects, five are adjacent to or in the immediate vicinity of the Financial District in which the Project is also located. Related Project No. 72 (601 South Main Street), a 38-story condominium approximately one block east of the Project Site, would be immediately adjacent to the southeast boundary of the Financial District. It would be located to the rear of contributing properties on the southeast side of the 600 block of



South Spring Street. Related Project No. 2 (400-416 South Broadway) would demolish an existing one-story non-contributing building within the Broadway District and construct a new 34-story mixed-use development. Related Project No. 88 (732 South Spring Street) and Related Project No. 116 (737 South Spring Street), both 24-story mixed-use developments, and Related Project No. 13 (745 South Spring Street), a mixed-use condominium development of unknown size, would be located approximately one block southwest of the Project Site. These three related projects would not be directly adjacent to the Financial District, but would be located on the same block as contributing properties at the southeast end of the Financial District. On the northwest side of South Spring Street, Related Project No. 116 (737 South Spring Street) would be less than 150 feet from the nearest Financial District contributor while Related Project No. 13 (745 South Spring Street) would be less than 300 feet from the nearest contributor. Both Related Project No. 116 (737 South Spring Street) and Related Project No. 13 (745 South Spring Street) would be directly adjacent to the Broadway District, abutting the rear of contributing properties to the northwest. On the southeast side of Spring Street, Related Project No. 88 (732 South Spring Street) would be less than 175 feet from the nearest contributor to the Financial District.

None of the related projects would be located within the Financial District. Of the related projects discussed above, only Related Project No. 72 (601 South Main Street) and Related Project No. 2 (400-416 South Broadway) would be directly adjacent to the Financial District, and would be located to the rear of contributing properties in the 600 block of South Spring Street and the 400 block of South Spring Street, respectively. There is already a substantial infill development within the Financial District adjacent to Related Project No. 72 (601 South Main Street) at the corner of W. 6<sup>th</sup> Street and South Spring Street, and Related Project No. 2 (400-416 South Broadway) is adjacent to the Financial District at its northeastern end and, thus, would visually impact only a small section of the Financial District. Related Project Nos. 13 (745 South Spring Street), 88 (732 South Spring Street), and 116 (737 South Spring Street) would not be directly adjacent to the Financial District and existing buildings would provide a buffer between these three related projects and the Financial District. Furthermore, views of these three related projects would be limited primarily to the far southeast end of the Financial District. Therefore, the impact of the five related projects discussed above will have a less-than-significant cumulative impact on the Financial District.

## (2) Broadway Theater and Commercial District

Of the 17 related projects, 10 related projects are located within, adjacent to, or in the immediate vicinity of the Broadway District. Of these, two related projects are located within the Broadway District boundaries, though only one would require new construction within the Broadway District. Related Project No. 2 (400-416 South Broadway) would demolish an existing one-story non-contributing building within the Broadway District and construct a new 34-story mixed-use development. Related Project No. 121 (215 West 9<sup>th</sup> Street) would be a mixed-use development located within the existing Eastern Columbia Building, a locally designated Historic-Cultural Monument and a contributor to the Broadway District. No historical resources would be demolished for Related Project No. 121 (215 West 9<sup>th</sup> Street).

In addition to Related Project No. 88 (732 South Spring Street) and Related Project No. 116 (737 South Spring Street) discussed above, two related projects would involve new construction directly adjacent to the Broadway District. Related Project No. 23, Kawada Tower (240 and 250 South Hill Street), would be constructed adjacent to the northeast boundary of the Broadway District, located across West 3<sup>rd</sup> Street from contributing properties. Related Project No. 83 (340 South Hill Street) would be constructed to the rear of Broadway District contributors on the northwest side of the 300 block of South Broadway. Two additional related projects would involve existing buildings adjacent to the Broadway District. Related Project No. 4 (220 West 9<sup>th</sup> Street) is a restaurant/bar to be located within an existing building directly adjacent to the Broadway District and would not result in the destruction or alteration of any historical resources. Related Project No. 75 (426 South Hill Street) would involve the renovation of the existing Hotel Clark for use as a hotel and would not result in the demolition of any historical resources. The Project would be located to the rear of contributing properties on the northwest side of the 400 block of South Broadway. Related Project Nos. 72 (601 South Main Street) and 13 (745 South Spring Street) would not be adjacent to the Broadway District, but would be located within its immediate vicinity to the southeast. Related Project No. 47 (955 South Broadway) and Related Project No. 113 (940 South Hill Street) would also not be located directly adjacent to the Broadway District but they would be located within one block of the southwest boundary of the Broadway District.

Only one of the related projects (Related Project No. 2 [400-416 South Broadway]) would result in new construction within the Broadway District. All other related projects in or around the Broadway District would either involve interior changes to existing buildings or would be located outside the Broadway District boundaries. Related Project Nos. 13 (940 South Hill Street) and 116 (737 South Spring Street) would be directly adjacent to the Broadway District, but would be located to the rear of contributing properties at the southwest end of the 700 block of South Broadway. Similarly, Related Project No. 83 (340 South Hill Street) would be constructed to the rear of contributing properties at the southwest end of the 400 block of South Broadway. Finally, Related Project No. 23 (240 and 250 South Hill Street) would be adjacent to the far northeastern border of the Broadway District and, therefore, likely would have limited visibility from within the core of the Broadway District. The four related projects that are not adjacent to the Broadway District, but located within its vicinity, would likely have very limited visibility from within the Broadway District due to their distance from the Broadway District and presence of intervening structures. Therefore, the five related projects discussed above in combination with the Project would have a less-than-significant cumulative impact on the Broadway District.

### (3) Individual Properties

There are two related projects affecting a Los Angeles Historical Cultural Monument and a potential historical resource. Related Project No. 121 (215 West 9<sup>th</sup> Street) and Related Project No. 75 (426 South Hill Street) both involve the rehabilitation of historic buildings. As discussed above, the Project would have no direct impacts to historical resources on the Project Site. Therefore, these two related projects in combination with the Project would have a less-than-significant cumulative impact on individual historical resources.

The Project would be constructed on a non-contributing property located within the boundaries of the National Register-listed Financial District and adjacent to the National Register-listed Broadway District. It would not demolish any historical resources. The Project, together with related projects, would not significantly cumulatively affect historic resources in the immediate vicinity or cumulatively impact historic districts in Downtown Los Angeles. Therefore, cumulative impacts will be less than significant.

### Mitigation Measures

There will be less-than-significant impacts related to Cultural Resources. Therefore, no mitigation measures are required.

## **3. Geology and Soils**

As demonstrated in Draft EIR Section IV.D and Appendix E:

### **(A) Fault Rupture**

The Project Site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City. However, there are no mapped active or potentially active faults identified by the State, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map known to be present on or beneath the Project Site. In addition, no active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. The distance to the nearest active fault to the site, the Puente Hills Blind Thrust, is approximately 1 kilometer or 0.62 mile. The Project will not involve mining operations, deep excavation into the earth, or boring of large areas that could create unstable seismic conditions or stresses in the earth's crust which could result in fault rupture. Therefore, in accordance with Appendix G of the State CEQA Guidelines and the *CBIA v. BAAQMD* decision, the Project does not have the potential to exacerbate existing conditions that could cause in whole or in part fault rupture. Impacts are less than significant.

The Project, nonetheless, would be required to comply with the current City Building Code, which incorporates (with local amendments) the latest editions of the International Building Code and California Building Code. Compliance with the City Building Code includes incorporation of seismic standards appropriate to the Project Site and its seismic design category. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement in compliance with the City Building Code. Additionally, the Project will comply with the design recommendations in the Geotechnical Report for the Project, which includes seismic design considerations.

### **(B) Seismic Ground Shaking**

The Project Site is within the seismically active Southern California region and is, therefore, susceptible to ground shaking during a seismic event. Although the Project Site is located approximately 0.62 mile from the Puente Hills Blind Thrust Fault, the potential seismic hazard would be similar to most areas of the City of Los Angeles or elsewhere in the region. The Project in and of itself does not involve mining operations, deep excavation into the earth, or boring of large areas, which could otherwise create

unstable seismic conditions or stresses in the earth's crust that could result in seismic ground shaking. Therefore, the Project would not exacerbate existing conditions that could cause in whole or in part strong seismic ground shaking. In accordance with Appendix G of the State CEQA Guidelines and the *CBIA v. BAAQMD* decision, the Project has a less than significant impact. Project construction would be consistent with all applicable provisions of the City Building Code and the recommendations of the Geotechnical Report, including, but not limited to, consideration of the downhole seismic velocity measurements and California Building Code Seismic Parameters (see pages 9 and 10 in Appendix E to the Draft EIR).

(C) Liquefaction

According to the Earthquake Fault Zones and Seismic Hazard Zones map for the Hollywood 7.5 Minute Quadrangle prepared by CGS, the Project Site is not located within an area identified as having potential for liquefaction. The Safety Element of the City's General Plan, as well as the Department of City Planning's Zoning Information and Map Access System, also do not identify the Project Site as susceptible to liquefaction. Furthermore, a geotechnical investigation of the Project Site was conducted on October 9 and 10, 2014, by excavating two exploratory borings. The exploratory borings varied between 80 and 130 feet in depth below the existing site grade. Groundwater was encountered at a depth of 115.5 feet below the existing site grade in Boring Number 1. The historically highest groundwater level is on the order of 70 feet below the existing site grade according to CGS. Construction of the Project's subterranean levels would require excavation that would be 53 feet deep. Based on the dense nature of the underlying soils, and the depth to historic highest groundwater level, the potential impact from the Project exacerbating existing conditions which could cause in whole or in part liquefaction is less than significant. In addition, the Project will not involve mining operations, deep excavation into the earth, or boring of large areas that could create fault rupture or strong seismic ground shaking. Finally, the Project will not involve injection of water into the soil which could otherwise cause the soils to lose strength. Therefore, in accordance with Appendix G of the Guidelines and the *CBIA v. BAAQMD* decision, impacts related to seismic-related ground failure, including liquefaction, are less than significant.

The Project, nonetheless, will comply with the current City Building Code, which incorporates (with local amendments) the latest editions of the International Building Code and California Building Code. Compliance with the City Building Code includes incorporation of seismic standards appropriate to the Project Site and its seismic design category, which takes into consideration seismic-related ground failure. Additionally, the Project would be required to comply with the design recommendations enumerated in the Geotechnical Report for the Project, which includes seismic design considerations.

(D) Cumulative Impacts

Geotechnical hazards are site-specific. Similar to the Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the related projects would be required to implement the appropriate mitigation measures. None of the related projects would occur directly adjacent to the Project Site, thus lowering the possibility of these projects causing in whole or in part localized geological or soil impacts around the Project Site. In addition, given the highly urbanized setting of

Downtown Los Angeles, and the residential, mixed-use and commercial uses of the majority of the related projects, it is unlikely that boring of the earth or other construction that could cause in whole or in part geologic hazards would occur. Therefore, cumulative geology and soil impacts would be less than significant. Notwithstanding, as with the Project, the related projects would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and the Los Angeles Building Code.

#### Mitigation Measures

There will be less-than-significant impacts related to Geology and Soils. Therefore, no mitigation measures are required.

#### **4. Greenhouse Gas Emissions**

As demonstrated in Draft EIR Section IV.E and Appendix F:

Consistent with the California Supreme Court's decision published on November 30, 2015, in *The Center for Biological Diversity v. California Department of Fish and Wildlife*, the EIR appropriately utilized the following significance threshold:

In the absence of a 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, including Executive Orders S-3-05 and B 30-15, SB 375, AB 32 Scoping Plan, SCAG's 2016–2040 RTP/SCS, the 2035 Mobility Plan, and the City of Los Angeles Green Building Code.

##### **(A) Conflict with Applicable Plans or Regulations**

The Draft EIR demonstrates that implementation of the project design features and compliance with State mandates, such as AB 32 and the California Renewables Portfolio Standard, would contribute to greenhouse gas ("GHG") emissions reductions. These reductions support State goals for GHG emissions reduction. The methods used to establish this relative reduction are consistent with the approach used in the California Air Resources Board's ("CARB's") Climate Change Scoping Plan for the implementation of AB 32.

The Project is consistent with the approach outlined in CARB's Climate Change Scoping Plan, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. In addition, as recommended by CARB's Climate Change Scoping Plan, the Project uses "green building" features as a framework for achieving GHG emissions reductions, as the Project would be designed to achieve the standards of the LEED Silver status.

The Project will also comply with the City of Los Angeles Green Building Code, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto

dependence. Further, the related projects would also be anticipated to comply with many of these same emissions reduction goals and objectives.

As part of SCAG's SCS/RTP, a reduction in vehicle miles travelled ("VMT") within the region is a key component to achieve the 2020 and 2035 GHG emission reduction targets established by CARB. The Project results in a VMT reduction, and is therefore consistent with the SCS/RTP. Also, the Project is consistent with applicable land use policies of the City of Los Angeles and SCAG pertaining to air quality, including reducing GHG emissions. Specifically, the Project helps achieve land use goals related to locating new development on infill sites within already developed urban areas with transit options. The Project Site is an infill site located in a dense urban environment with multiple public transit options, such as the Metro subway stop at Pershing Square, and multiple bus lines, which help achieve the goals of promoting the use of public transit and therefore reduce VMT. This is confirmed by the Project Site's location in a City-designated Transit Priority Area. In addition, the Project Site is in a pedestrian oriented area within Downtown Los Angeles, and includes bicycle parking spaces, which helps achieve the goals of promoting multi-modal transit. By reducing vehicle miles traveled, the Project helps reduce air quality and GHG emissions.

Moreover, while the Project is not directly subject to the Cap-and-Trade Program, that Program will indirectly reduce the Project's GHG emissions by regulating "covered entities" that affect the Project's GHG emissions, including energy, mobile, and construction emissions. More importantly, the Cap-and-Trade Program will backstop the GHG reduction plans and policies applicable to the Project in that the Cap-and-Trade Program will be responsible for relatively more emissions reductions, if California's direct regulatory measures reduce GHG emissions less than expected. This will ensure that the GHG reduction targets of AB 32 are met. Thus, given the Project's consistency with State, SCAG, and City of Los Angeles GHG emission reduction goals and objectives, the Project does not conflict with any applicable plan, policy or regulation of an agency adopted to reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, the Project's impacts are concluded to be less than significant and not cumulatively considerable.

(i) Construction

Construction of the Project will generate GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers and vendors traveling to and from the Project Site. The Project's construction-related GHGs were calculated using CalEEMod for each phase and each year of construction. Approximately 210 cubic yards of demolition material would be generated by the removal of the existing surface parking lot and building. In addition, the Project would require the net export of approximately 5,000 cubic yards of soil during the grading/excavation phase. As shown in Table IV.E-4 of the Draft EIR (Project Construction GHG Emissions), the greatest annual increase in GHG emissions from the Project's construction activities would be 1,316.69 CO<sub>2e</sub> MT per year in 2017. The total amount of construction-related GHG emissions from 2017 to 2019 is estimated to be approximately 2,004.85 CO<sub>2e</sub> MT, or approximately 66.83 CO<sub>2e</sub> MT per year amortized over a 30-year period.

(ii) Operation

The Project's GHG emissions from operations associated with area sources (minimal landscaping), mobile sources (motor vehicles), energy (natural gas and electricity use), water (including wastewater), and solid waste have been calculated with CalEEMod. These results are presented in Table IV.E-5 of the Draft EIR (Project Operational GHG Emissions). As shown in Table IV.E-5, the net increase in GHG emissions generated by the Project would be approximately 3,077.53 MTCO<sub>2e</sub> per year.

(iii) NAT Comparison Analysis

The Draft EIR included a no action taken ("NAT") analysis used to illustrate consistency with the applicable GHG reduction plans and policies and demonstrate the efficacy of the identified measures, but it is not a threshold of significance. As shown in Table IV.E-6 of the Draft EIR (No Action Taken Comparison Analysis), the net increase in Project GHG emissions would result in a total of 3,482 MTCO<sub>2e</sub> per year as compared to 3,748.45 MTCO<sub>2e</sub> per year under the No Action Taken scenario. This represents an approximate 18.4% break (or reduction) from the No Action Taken scenario. This reduction from No Action Taken is primarily attributable to vehicular trip reduction measures (i.e., reductions for walk/transit trips, urban location, and mixed-use design/internal trip capture), and energy and water conservation measures associated with compliance with the LA Green Building Code and the CALGreen Code. The reductions in GHG emissions demonstrate the efficacy of such measures.

(iv) Draft SCAQMD Efficiency Target Analysis

As shown in Table IV.E-7 of the Draft EIR (Draft SCAQMD Efficiency Target Analysis), when comparing the Project GHG emissions with the Draft SCAQMD Efficiency Target, the Project would emit 4.2 MTCO<sub>2e</sub> per year per service population. This is lower than the SCAQMD's draft target (4.8 MTCO<sub>2e</sub> per year per service population), further demonstrating the Project's consistency with applicable GHG reduction plans and policies and highlighting the efficiency of the Project's GHG reduction measures.

(v) Cumulative Impacts

Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not necessarily an adverse environmental effect. As discussed in recent CEQA case law the global scope of climate change and the fact that carbon dioxide and other GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are also global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHGs, it does not. For individual projects, like the proposed hotel, this fact gives rise to an argument that a certain amount of GHG emissions is as inevitable as population growth. Under this view, a significance criterion framed in terms of efficiency is superior to a simple numerical threshold because CEQA is not intended as a population control measure. Meeting our statewide reduction goals does not preclude all new development. Rather, the Scoping Plan – the State's roadmap for meeting AB 32's target – assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the

extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary, one can reasonably argue that the Project's impact is not cumulatively considerable, because it is helping to solve the cumulative problem of GHG emissions as envisioned by California law.

The Project will reduce GHG emissions in a manner consistent with Executive Orders S-3-05 and B-30-15; SB 375, SCAG's 2016 RTP/SCS, and the LA Green Building Code. The Project's quantitative analyses illustrate that the identified GHG reduction measures would result in an approximate 18.4% break (or reduction) from the NAT scenario, and the Project's efficiency would be 4.2 MTCO<sub>2</sub>e per year per service population, which is lower than the SCAQMD's draft target of 4.8 MTCO<sub>2</sub>e per year per service population. Similar to the Project, the related projects identified in the Draft EIR and all future projects in the State would be reviewed for consistency with applicable State, regional and local plans, policies, or regulations for the reduction of GHGs. In addition, since the majority of the related projects are located in the dense, transit rich Downtown Los Angeles area on infill sites, similar to the project, they would help reduce VMT and air quality and GHG emissions. The related projects would also comply with green building code requirements for energy efficient buildings, thereby reducing GHG emissions. In addition, the related projects would be required to provide bicycle parking per the City's requirements to promote multi-modal transit. Therefore, cumulative impacts would be less than significant.

#### Mitigation Measures

There are less-than-significant impacts related to Greenhouse Gas Emissions. Therefore, no mitigation measures are required.

### **4. Hydrology and Water Quality**

As demonstrated in Draft EIR Section IV.F and Appendix I:

#### **(A) Water Quality Standards**

##### **(i) Construction**

Construction activities would include the demolition of the existing paved surface parking lot and one-story, approximately 600-square foot walk-up restaurant building, excavation, and building construction. Construction activities could degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Although the Project Site is below the threshold to require a General Permit, construction associated with the Project would be subject to the requirements of the Los Angeles County MS4 Permit, which controls the quality of runoff entering municipal storm drains in the County.

In accordance with regulatory requirements, a storm water pollution prevention plan ("SWPPP") would be developed and implemented during Project construction. The SWPPP would outline BMPs and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. In addition to the SWPPP, the Project would include construction-specific best management practices ("BMPs") to minimize pollutants in stormwater runoff in compliance with existing regulations. The SWPPP would be



carried out in compliance with State Water Resources Control Board ("SWRCB") requirements and would be subject to review by the City for compliance with the City of Los Angeles' Best Management Practices Handbook, Part A Construction Activities. Additionally, Project construction activities would occur in accordance with City grading permit regulations (Chapter IX, Division 70 of the Los Angeles Municipal Code), such as the preparation of an erosion control plan, to reduce the effects of sedimentation and erosion. Prior to the issuance of a grading permit, the Applicant would provide the City with evidence that a Notice of Intent has been filed with the SWRCB to comply with the General Construction Permit. With compliance with regulatory requirements implementing construction-specific BMPs, impacts to water quality during construction will be less than significant.

(ii) Operation

With respect to runoff water quality during operation, the Project will be required under MS4 Permit to retain runoff on the Project Site from: (a) the 0.75 inch, 24-hour rain event, or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85<sup>th</sup> percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the Standard Urban Stormwater Mitigation Plan ("SUSMP") adopted by the Los Angeles Regional Water Quality Control Board ("LARWQCB"). As a permittee, the City is responsible for implementing the requirements of the County-wide SUSMP within the City. One of the most important requirements within the SUSMP is the specific sizing criteria for stormwater treatment BMPs for new development and significant redevelopment projects. The SUSMP includes sizing criteria for both volume-based and flow-based BMPs. Additionally, the SUSMP includes general design specifications for individual priority project categories, including, but not limited to, 100,000-square-foot (and larger) commercial developments, restaurants, and parking lots, which are relevant to the proposed Project.

A Project-specific SUSMP that meets the applicable requirements of the County-wide SUSMP adopted by the LARWQCB would be implemented during the operation of the Project. The Project Applicant would also be required to prepare and implement a LID Plan with acceptable BMPs as specified in the Low Impact Development ("LID") Ordinance to manage, capture, and treat stormwater runoff from the Project Site. These BMPs would include stormwater capture and use or high efficiency biotreatment systems to treat stormwater prior to release to the City's system.

The Project would include roof and terrace drainage to convey stormwater away from the Project building. Due to the design of the Project and the on-site soils, the Geotechnical Report does not recommend the use of stormwater infiltration. Runoff from the Project would be conveyed to the existing drainage system, located in nearby streets. If partial or complete on-site compliance of any type is technically infeasible, the LID Plan shall comply with, at a minimum, all applicable SUSMP requirements, in order to maximize on-site compliance. Under this option, a mechanical/hydrodynamic unit may be used. Any remaining runoff that cannot feasibly be managed on-site must be mitigated under the off-site mitigation option. Furthermore, as the Project would manage, capture, and treat runoff as required through regulatory compliance and Project Design Features, implementation of the Project would represent an improvement in water quality from the existing condition as runoff currently sheet flows along the paved surface parking lot

untreated to the drainage system. With compliance with regulatory requirements and the Project Design Features incorporating a Project-specific SUSMP and LID Plan BMPs, operation-related impacts would be less than significant.

(B) Drainage Pattern with Respect to Erosion or Siltation

(i) Construction

The Project Site is relatively flat and there are no streams or rivers on the Project Site. Project grading and excavation activities would not alter any landforms on the Project Site. Although the Project Site is below the threshold to require a General Permit, implementation of an SWPPP would be required to reduce the potential for substantial erosion or siltation on- or off-site, as well as construction-specific BMPs to minimize erosion or siltation that would be incorporated as part of Project's regulatory compliance. The SWPPP will be required as a condition of approval for the Project. Additionally, soils excavated on the Project Site will be hauled off-site and not remain on-site or be subject to erosion. Therefore, construction impacts are less than significant.

(ii) Operation

The Project Site is currently completely paved and occupied by a surface parking lot and a one-story, approximately 600-square-foot walk-up restaurant building. The Project would develop a 28-story (plus three subterranean levels) building that covers the entire Project Site, and there would be no bare soils on-site with the potential to erode or contribute silt to surface runoff. Therefore, operational impacts would be less than significant.

(C) Alter Drainage Pattern of the Project Site

(i) Construction

The Project Site is completely paved and occupied by a surface parking lot and a one-story, approximately 600-square foot walk-up restaurant building. The Project Site is relatively flat, and there are no streams or rivers on the site. The Project would require construction and excavation activities. However, these activities would not cause any flooding during construction because the Project would implement an SWPPP, as well as construction-specific BMPs, to reduce the amount of runoff to minimize flooding that would be incorporated as part of Project's regulatory compliance. As such, Project construction activities would not generate or increase the rate of runoff which could cause flooding. Therefore, impacts would be less than significant.

(ii) Operation

The Project Site is completely paved and there are no streams or rivers on-site. Drainage from the Project Site currently sheet flows along the ground surface to the City storm drain system. The Project would develop a 28-story (plus three subterranean levels) building that covers the entire site. As part of the Project, the Applicant will be required to develop a LID Plan that captures and treats stormwater as part of the Project's regulatory compliance. This stormwater would be conveyed to the City storm drain system, similar to what occurs today. Therefore, there would be no substantial increase in the rate or

amount of surface runoff that could cause flooding, and this impact is less than significant.

#### (D) Runoff

The Project will be required to prepare a SWPPP to prevent runoff and water quality impacts during construction, and a LID Plan as part of the PDFs would be prepared and implemented with appropriate BMPs to manage stormwater runoff and pollutants from the Project Site. The Project includes roof and terrace drainage to convey stormwater away from the Project building. Due to the design of the Project and the on-site soils, the Geotechnical Report does not recommend the use of stormwater infiltration devices. Runoff from the Project is to be conveyed to the existing drainage system, located in nearby streets. If partial or complete on-site compliance of any type is technically infeasible, the LID Plan shall comply with, at a minimum, all applicable SUSMP requirements in order to maximize on-site compliance. Under this option, a mechanical/hydrodynamic unit may be used. Any remaining runoff that cannot feasibly be managed on-site must be mitigated under the off-site mitigation option. Incorporation of these features will minimize runoff from the Project Site to keep within the existing drainage capacity.

Should the City determine improvements to the stormwater drainage system are necessary during the permit review process, the Applicant would be responsible for the improvements, and such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way. The related construction activities for the stormwater drainage infrastructure would be temporary and in short duration, and would not result in any significant environmental impacts. Therefore, impacts are less than significant.

#### (E) Degrade Water Quality

Although the Project Site is below the threshold to require a General Permit, construction associated with the Project is subject to the requirements of the Los Angeles County MS4 Permit, which controls the quality of runoff entering municipal storm drains in the County. Accordingly, a SWPPP would be developed in compliance with SWRCB requirements and implemented during Project construction, which would outline BMPs and other measures to minimize the discharge of pollutants in stormwater runoff. The SWPPP would also be subject to the City's Best Management Practices Handbook, Part A Construction Activities. Construction-specific BMPs would also be incorporated to minimize pollutants as part of the Project's regulatory compliance.

The Project would entail the preparation and implementation of a Project-specific SUSMP meeting the requirements of the County-wide SUSMP adopted by LARWQCB and preparation and implementation of a Project-specific LID Plan, including BMPs design to address runoff and pollutants. Furthermore, as the Project would manage, capture, and treat runoff as required through regulatory compliance, implementation of the Project would represent an improvement in water quality from the existing condition as runoff currently sheet flows along the paved surface parking lot untreated to the drainage system. Therefore, with compliance with regulatory requirements, construction and operation related impacts relative to water quality will be less than significant.

#### (F) 50-year Storm Event

The Project Site is impervious as it is developed fully with a surface parking lot and a one-story commercial building. Development of the Project will result in a similar amount of impervious surface area because the Project proposes to develop the entirety of the lot with the hotel tower. There would be no substantial increase in stormwater runoff from the Project because of LID requirements for the Project Site that outline the stormwater treatment post-construction BMPs to control runoff and pollutants associated with storm events per the City's Stormwater Program. Because of the highly urbanized nature of the Project site and the narrow, small size of the lot, the Project will not result in a permanent change to the movement of surface water that could affect the capacity of the existing storm drain system. As such, the Project will not result in a significant impact from flooding during a 50-year storm event. Specifically, the Project would not cause flooding which could harm people or damage property or sensitive biological resources. In conclusion, there is a less-than-significant impact from a 50-year storm event.

#### (G) Reduce the Amount of Surface Water

There are no lakes, rivers, or streams that flow within, through, or near the Project Site. No ephemeral ponds exist on the Project Site. In addition, the Project will not substantially increase the amount of surface runoff from the Project Site. Therefore, the Project does not reduce or increase the amount of surface water in a water body and there is no impact.

#### (H) Surface Water Flow

The Project Site is entirely covered in impervious surfaces, including a paved self-service surface parking lot and a one-story, approximately 600-square foot walk-up restaurant building. The Project would develop a 28-story (plus three subterranean levels) building that covers the entire Project Site, and there will be no bare soils on site. Thus, no substantial change in the amount of impervious surfaces at the Project Site during operation will result. Stormwater would be conveyed to the City storm drain system similar to conditions that exist today. Moreover, the Project will be required to implement a LID Plan to capture and treat stormwater on the Project Site in accordance with regulatory compliance. The Project, therefore, does not create an adverse change to the movement of surface water, nor result in a substantial change in current or direction of water flow. Therefore, impacts are less than significant.

#### (I) Create Pollution, Contamination, or Nuisance

Although the Project Site is below the threshold to require a General Permit, construction associated with the Project is subject to the requirements of the Los Angeles County MS4 Permit, which controls the quality of runoff entering municipal storm drains in the County. Accordingly, an SWPPP will be developed in compliance with SWRCB requirements and implemented during Project construction, which shall outline BMPs and other measures to minimize the discharge of pollutants in stormwater runoff. The SWPPP is also subject to the City's Best Management Practices Handbook, Part A Construction Activities.

The Project will be required to prepare and implement a Project-specific SUSMP meeting the requirements of the County-wide SUSMP adopted by LARWQCB, and preparation and implementation of a Project-specific LID Plan, including BMPs design to address

runoff and pollutants. These BMP's address water quality of the stormwater runoff through management, capture, and treatment of runoff from the Project Site. Runoff currently sheet flows along the paved surface parking lot untreated and into the drainage system. Therefore, with implementation of the SUSMP and LID, the Project will improve existing conditions. Finally, the Project's commercial and hotel uses do not create discharges that would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code that affect public health. Therefore, with compliance with regulatory requirements, construction- and operation-related impacts are less than significant.

(J) Impervious Water, Groundwater Recharge, or Groundwater Flow

The Project Site is entirely covered in impervious surfaces as it is currently developed with a paved self-service surface parking lot and a one-story, approximately 600-square foot walk-up restaurant building. There are no wells on site, nor is the Project Site currently utilized for groundwater extraction. The Project will develop a 28-story (plus three subterranean levels) hotel building that covers the entire Project Site. The Project does not involve the extraction of groundwater and will not result in a reduction to groundwater levels. The historically highest groundwater level in the Project area is estimated to be 70 feet below ground surface and no groundwater was encountered during exploration to a depth of 115.5 feet below grade for the subsurface geotechnical investigation. As the maximum depth of excavation for the Project is approximately 53 feet, no dewatering (i.e., removal of groundwater) during construction is necessary. Therefore, the Project will result in no change in the amount of impervious surfaces at the site and will not interfere with groundwater recharge or change the rate of groundwater flow. Impacts are less than significant.

(K) Direction or Movement of Contaminants

Implementation of the Project represents an improvement in water quality from the existing condition as runoff currently sheet flows along the paved surface parking lot untreated and into the drainage system. Construction associated with the Project is subject to the requirements of the Los Angeles County MS4 Permit, which controls the quality of runoff entering municipal storm drains in the County. Accordingly, an SWPPP would be developed in compliance with SWRCB requirements and the City's Best Management Practices Handbook, Part A Construction Activities and implemented during Project construction, which will outline BMPs and other measures to minimize the discharge of pollutants in stormwater runoff.

The Project will prepare and implement a Project-specific SUSMP meeting the requirements of the County-wide SUSMP adopted by LARWQCB, and preparation and implementation of a Project-specific LID Plan, including BMPs design to address runoff and pollutants. These BMPs will address water quality of the stormwater runoff through management, capture, and treatment of runoff from the Project Site. Therefore, with compliance with regulatory requirements, construction- and operation-related impacts will be less than significant with respect to affecting the movement of existing contaminants.

#### (L) Expansion of Area of Contaminants

The Project Site is entirely covered in impervious surfaces as it is currently developed with a paved self-service surface parking lot and a one-story, approximately 600-square-foot walk-up restaurant building. The Project will construct a 28-story (plus three subterranean levels) building that covers the entire Project Site. Therefore, the Project will result in no change in the amount of impervious surfaces at the site and will not expand the area affected by contaminants. Moreover, implementation of the Project represents an improvement in water quality from the existing condition as runoff currently sheet flows along the paved surface parking lot untreated and into the drainage system. Compliance with regulatory requirements will result in less-than-significant construction- and operation-related impacts with respect to expanding the area affected by contaminants.

#### (M) Groundwater Contaminants

The Project Site is entirely covered in impervious surfaces. The Project would develop the entire Project Site. Thus, the Project during operation would result in no change in the amount of impervious surfaces at the site and will not affect the existing groundwater table or introduce contaminants to groundwater. Runoff will be conveyed to the existing stormwater drainage system as is currently the case with the existing conditions at the site. Construction of the Project will not interfere with groundwater. The historically highest groundwater level in the Project area is estimated to be 70 feet below ground surface and no groundwater was encountered during exploration to a depth of 115.5 feet below grade for the subsurface geotechnical investigation. As the maximum depth of excavation for the Project is approximately 53 feet, no dewatering (i.e., removal of groundwater) during construction is necessary. Therefore, impacts related to groundwater contamination during operation and construction are less than significant.

#### (N) Violation of Water Quality Standards

The Project does not involve the extraction of groundwater, nor are there wells at the Project Site. The Project Site is entirely covered in impervious surfaces as it is currently developed with a paved self-service surface parking lot and a one-story, approximately 600-square foot walk-up restaurant building. The Project will develop a 28-story (plus three subterranean levels) building that covers the entire Project Site. Thus, the Project will result in no change in the amount of impervious surfaces at the site and will not affect the existing groundwater table or introduce contaminants to groundwater. In addition, compliance with regulatory requirements will adequately address the water quality of the stormwater runoff through management, capture, and treatment of runoff from the Project Site, which would be conveyed to the existing stormwater drainage system. Therefore, impacts are less than significant.

#### (O) Cumulative Impacts

Related projects nearest to the Project Site include Related Project No. 72 (SB Omega mixed-use) located at 601 Main Street, approximately 0.1 mile to the east; Related Project No. 117 (mixed-use) located at 737 Spring Street, approximately 0.1 mile to the southwest; Related Project No. 13 (mixed-use development) located at 745 Spring Street,

approximately 0.2 mile to the southwest; and Related Project No. 70 (garage and apartments) located at Spring Street and 5<sup>th</sup> Street. These related projects are also infill projects on developed, impervious sites without exposed soils, without water courses, and without substantial changes in topography. Therefore, the related projects will not result in adverse hydrological changes. Similar to the Project, the related projects will also be subject to NPDES permit requirements for both construction and operation, including development of SWPPPs, compliance with SUSMP requirements during operation and compliance with other local requirements pertaining to hydrology and surface water quality. Each of the related projects will be required to prepare and implement a LID Plan and undergo a preliminary review by the City to determine what, if any, drainage improvements and BMPs are required to ensure that the storm drain capacity of the system serving each of the related projects is adequate, that no downstream flooding will occur as a result of exceedance of storm drain capacity, and that no significant water quality issues would result. Thus, cumulative impacts that may result from the Project and the related projects will be less than significant through the City's planning process requirements and permit review process, which address potential hydrologic and water quality issues prior to issuance of permits on a project-by-project basis.

#### Mitigation Measures

There will be less-than-significant impacts related to Hydrology and Water Quality. Therefore, no mitigation measures are required.

### **5. Land Use and Planning**

As demonstrated in Draft EIR Section IV.G:

#### **(A) Conflict with Land Use Plan, Policy, or Regulation**

##### **(i) SCAG Regional Comprehensive Plan**

As set forth in Table IV.G-1 of the Draft EIR, the Project does not generally conflict with the goals in the 2008 Regional Comprehensive Plan ("RCP") adopted for the purpose of avoiding or mitigating environmental effects. Specifically, the Project will not conflict with policies to focus growth in an existing center and along major transportation corridors. The Project helps achieve these policies by developing a hotel with commercial uses in the dense urban area of Downtown Los Angeles that is close to major transportation corridors. Several Metro bus lines travel along Spring Street, including, but not limited to, Metro Rapid lines 728, 733, and 745, and 11 Metro Local lines. The Project Site is also located approximately 0.3 mile from the Metro Pershing Square Red/Purple Line subway station at 5<sup>th</sup> Street and Hill Street, which provide connections throughout Downtown and the greater Los Angeles region. Therefore, the Project will help reduce vehicle miles travelled and air quality and greenhouse gas emissions, thereby helping to achieve the policies identified in the RCP.

##### **(ii) Southern California Compass Blueprint Growth Vision**

As set forth in Table IV.G-2 of the Draft, the Project will not conflict with the four main principles of the Compass Growth Vision. In fact, the Project helps to achieve the Compass Growth Vision goal to improve mobility for all residents by redeveloping a

mostly surface parking lot with a hotel with a ground floor restaurant. The Project's ground floor design will activate the street and include bicycle parking spaces that encourage multimodal transit. In addition, as mentioned above, Project users could use multiple public transit options. Finally, guests of the hotel and visitors will have access to the various uses in the immediate area within convenient walking distance.

a. Regional Transportation Plan

As shown in Table IV.G-3 of the Draft EIR, the Project will generally not conflict with applicable 2016-2040 RTP/SCS policies adopted for the purpose of avoiding or mitigating environmental effects. Specifically, the Project helps achieve the goals to maximize mobility and accessibility, encourage active transportation, and encourage growth patterns that facilitate transit. As mentioned above, the Project encourages walking by being located within the dense, pedestrian-oriented Spring Street Financial District. The Project also encourages active transit by including bicycle parking spaces and including a ground floor restaurant that is accessible directly from Spring Street. Finally, the Project continues growth patterns in the already developed Downtown area with multiple transit options, as confirmed by the Project's location in a Transit Priority Area. Therefore, no significant impacts will occur.

b. City of Los Angeles General Plan Framework Element

As demonstrated in Table IV.G-4 of the Draft EIR, the Project will not conflict with the City of Los Angeles General Plan Framework Element policies adopted for the purpose of avoiding or mitigating environmental effects. Specifically, the Project helps achieve Objective 3.2 – “to provide for spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled and air pollution” – by being located in a Transit Priority Area near public transit and within walking and bicycling distance of various commercial and entertainment uses, thereby reducing vehicle miles traveled and air pollution. Therefore, the Project will not conflict with the policy to mitigate air quality effects and no significant impact will occur

c. Conservation Element

As demonstrated in Table IV.G-5 of the Draft EIR, although the Project Site does not contain historical resources, the Project will not conflict with the objectives and policies in the Conservation Element adopted for the purpose of avoiding or mitigating environmental effects; i.e., the Project will not materially impair the integrity or significance of other historical resources adjacent to the Project Site. Therefore, no significant impacts will occur.

d. Central City Community Plan

As demonstrated in Table IV.G-6 of the Draft EIR, the Project will not conflict with the Central City Community Plan's policy adopted for the purpose of avoiding or mitigating environmental effects; i.e., the Project will help achieve Policy 2-1.2 – “to maintain a safe, clean, attractive and lively environment” – by redeveloping an infill site currently used mostly as a surface parking lot with a new development that complies with the Los Angeles Green Building Code. Therefore, the Project will not conflict with this applicable policy and no significant impacts will occur.



e. Plan For A Healthy LA

As shown in Table IV.G-7 of the Draft EIR, the Project will not conflict with several policies in the Healthy LA Plan adopted for the purpose of avoiding or mitigating environmental effects. Specifically, the Project helps to achieve Policy 5.1 – “reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health” – and Policy 5.7 – “promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.” The Project helps achieve these policies by locating a new hotel within an already developed, urbanized and dense Transit Priority Area with access to bicycles lanes and public transit, thereby reducing air pollution and greenhouse gas emissions. Therefore, the Project will not conflict with these policies of the Health LA Plan and no significant impacts will occur.

f. City Center Redevelopment Plan

As demonstrated in Table IV.G-8 of the Draft EIR, the Project will not conflict with applicable goals adopted for the purpose of avoiding or mitigating environmental effects in the Redevelopment Plan. Specifically, the Project will help achieve Goal 2 – “to further the development of Downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the General Plan Framework, Concept Plan, Citywide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan” – by locating a hotel use within an already fully developed area of Downtown Los Angeles with access to bicycle and public transit facilities, thereby resulting in reduce air quality and greenhouse gas emissions. Therefore, the Project will not conflict with these policies and no significant impacts will occur.

g. Citywide Design Guidelines, Downtown Design Guide, Historic Downtown Los Angeles Design Guidelines,

Even though the City’s design guidelines are not policies adopted to avoid or mitigate environmental effects, for informational purposes, as shown in Tables IV.G-10, Table IV.G-11 IV.G-12 of the Draft EIR, the Project is consistent with the applicable standards and guidelines of the Citywide Design Guidelines, Downtown Design Guide and Historic Downtown Los Angeles Design Guidelines.

h. City of Los Angeles General Provisions and Zoning Code

*Permitted Uses*

The following discusses the Project’s zoning. In accordance with Sections 12.16 of the Planning and Zoning Code, the Project’s land uses are permitted and consistent with the Project Site’s C5 Zone. The C5 zone is a commercial zone, which allows for the construction of a variety of commercial uses, including retail stores, offices, restaurants, parking structures, as well as hotel and multi-family residential uses. The Project’s proposed hotel use will not conflict with the C5 Zone and, in addition, by being located on a small infill site will not physically divide an established community.

*Height District*

The Project Site is located within Height District 4D. The “4” indicates the Project Site is in an area that has no height limit and a permitted FAR of 13:1, or 13 times the lot area. The “D” limitation restricts the permitted FAR for the Project Site to no more than 6:1, or six times the lot area, except for projects approved pursuant to any procedure to regulate transfers of floor area adopted by the City Council (Ordinance No. 164,307 effective January 30, 1989). LAMC Section 14.5.7 allows for a higher FAR with approval of a Transfer of Floor Area of less than 50,000 square feet of floor area. The “D” in the zoning limits the maximum floor area permitted on the Project Site to 55,842 square feet (9,307 square feet of the lot x 6:1 FAR). The Project requests a transfer of floor area (“TFAR”) approval for a maximum of 49,999 square feet of additional floor area. With the requested TFAR, the total Project floor area will be 105,841 square feet, resulting in an FAR of 11.37:1 (105,841 square feet / 9,307 square feet of the lot = 11.37). There is no specific height limit on the Project Site. Therefore, the Project does not conflict with the height district.

*Parking Requirements*

While the Project's parking does not have an impact due to SB 743, the following discussion is for informational purpose. Valet service will be provided at the curb on Spring Street directly in front of the Project, and all of the visiting vehicles will be parked on-site in the Lower Levels 2 and 3 of the building. The Project will provide a total of 71 spaces that satisfies code requirements.

*(B) Land Use**(i) Operation*

The Project Site is located in an urban setting within the Historic Core District of the Central City Community Plan area. The existing land uses in the area are characterized by a dense concentration of commercial, mixed-use, and multi-family residential land uses. The Project Site is located within the Spring Street Financial District, a designated historic district, with a high concentration of mid-rise buildings with ground level retail uses and residential uses above. Therefore, the land uses associated with the function of the Project (i.e., hotel and restaurant/bar) do not conflict with the land uses currently in the Project vicinity. In addition, the Project will not hinder the functional patterns of use and relationships associated with existing land uses, such as the interaction and movement of people and goods, and the Project will not physically divide an established community. Therefore, the impact is less than significant.

*(C) Cumulative Impacts*

The study area for the land use cumulative impacts analysis includes the Project Site and the related projects in the Central City Community Plan area. The related projects generally consist of infill development and mixed-use, residential, commercial, and office developments. The closest related projects to the Project Site (Related Project No. 72, 88, 33 and 116) are located within two blocks of the Project Site and are residential, and mixed-use projects. Such related projects are not expected to fundamentally alter the existing land use relationships in this part of the Central City Community Plan area; i.e.,

they will not physically divide an established community. In addition, as with the Project, the related projects will not conflict with relevant land use policies and regulations adopted for the purpose of avoiding or mitigating environmental effects. Generally, since the related projects are infill projects within the dense, transit rich Downtown area, they will help reduce air pollution and greenhouse gas emissions. In addition, the related projects will not conflict with policies to concentrate growth in already developed transportation corridors. Like the Project, the related projects will help reduce vehicle miles travelled and promote multimodal transit. Therefore, the cumulative impacts are less than significant.

### Mitigation Measures

There will be less-than-significant impacts related to Land Use and Planning. Therefore, no mitigation measures are required.

## **6. Noise**

As demonstrated in Draft EIR Section IV.H and Appendix H, and Final EIR Appendix H:

### (A) Exposure of Excessive Noise

Construction noise analysis and findings related to Exposure of Excessive Noise are discussed in Section VII.1.A of the Draft EIR.

#### (i) Operation

##### a. Traffic Noise

The increase in traffic resulting from the Project would increase ambient noise levels. These increases were evaluated using the FHWA-RD-77-108 model, which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers. Based on the traffic study prepared for the Project (included as Appendix J to the Draft EIR), in combination with an analysis of the surrounding land uses, roadway noise levels were forecasted to determine if the Project's vehicle traffic could result in a significant noise impact at off-site locations. Off-site locations would experience a slight increase in noise resulting from the additional traffic generated by the Project. The increase in noise levels at roadway segments located near the Project Site are identified in Table IV.H-10 of the Draft EIR (Off-Site Roadway Noise Levels). As shown in Table IV.H-10 of the Draft EIR, the Project increases local traffic noise levels by a maximum of 0.4 dBA CNEL for the roadway segment of Spring Street between 6<sup>th</sup> and 7<sup>th</sup> Streets during the Existing Plus Project scenario. This increase does not exceed the threshold of significance of a 5 dBA increase for the resulting acceptable noise level of 66.9 dBA CNEL. All other roadway segments during all scenarios will not experience noise level increases above 0.4 dBA CNEL. Because the increases in local noise levels at all of the roadway segments are less than 3 dBA and 5 dBA CNEL, traffic noise impacts for all scenarios are less than significant.

##### b. Parking Noise

Regarding potential noise from the parking area of the Project, 71 parking spaces will be provided on-site in two subterranean levels. The proposed parking areas could generally

have the potential to generate noise due to cars entering and exiting, engines accelerating, braking, car alarms, squealing tires, and other general activities associated with people using the parking areas (i.e., talking, opening/closing doors, etc.). Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. As the parking area will be fully enclosed on every side aside from the alley, noise generated from within the parking area is not expected to adversely affect off-site sensitive receptors. With respect to noise from parking cars, the proposed parking will be operated by the hotel valet staff with an automatic garage lift (i.e., car elevator) system. Thus, as soon as vehicles enter the Project Site from the alley, the vehicle will be contained within the building, with no line of sight to off-site locations. Breaking the line-of-sight (such as with buildings, vegetation, or walls) blocks (attenuates) the transmission of noise (page IV.H-3 of the Draft EIR). The mechanical and hydraulic components of the automatic garage lift system will be located in the basement of the parking structure, which is the deepest part of the subterranean structure, and noise from these sources will not, therefore, be perceptible at off-site locations. Therefore, the combination of the fully subterranean automatic lift system and with the Project's required compliance with existing City noise regulations, noise impacts associated with the operation of the parking garage will be less than significant.

In response to Comment 8-12 to the Draft EIR, the noise levels in the alley were evaluated (refer to Appendix H to the Final EIR for alley noise modeling data). The parking garage will have an approximate operating throughput capacity for the automatic garage lift of 30 entering and/or exiting vehicles per hour based on the average of a two-minute cycle required to park or retrieve a car from the subterranean levels. Accordingly, there would be a maximum of 15 vehicles entering and 15 vehicles exiting per hour. This traffic volume in the alley was modeled to determine whether the noise levels associated with this activity would exceed the modeled noise levels of Project traffic. The modeling results are contained in Appendix H to the Final EIR. The estimated hourly Leq for this volume would be 53.2 dBA, and if this peak-hour volume occurred for 24 consecutive hours the CNEL would be 56.2 dBA. For comparison purposes, the ambient noise levels would be 63.6 dBA Leq near the alley, and existing CNEL ranging from 66.4 dBA to 67.9 dBA for the areas surrounding the Project Site. As such, the projected noise levels from operations of vehicles using the alley access to the parking garage will be below the existing noise levels in the Project Site vicinity, and therefore less than significant.

Furthermore, operational noise generated by motor vehicles within the Project Site is regulated under the LAMC. Specifically, Section 114.02 of the LAMC prohibits the operation of any motor vehicles upon any property within the City such that the created noise would cause the noise level on the premises of the property to exceed the ambient noise level by more than five decibels. Therefore, with compliance with this existing regulation noise impacts associated with parking are less than significant.

### c. Stationary Noise Sources

As part of the Project, new mechanical equipment, an emergency generator on floor 2, HVAC units, and exhaust fans would be installed on floors 7 (air handlers, facing the alley) and mechanical penthouse above floor 26 (chillers, facing Spring Street) of the proposed structure. Although the operation of this equipment would generate noise, the design of all mechanical equipment will comply with the regulations under Section 112.02 of the

LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than 5 decibels. In keeping with this regulatory requirement, on-site mechanical equipment will be shielded, and appropriate noise-muffling devices will be installed on the equipment to reduce noise. In addition, nighttime noise limits shall apply to any equipment required to operate between the hours of 10:00 PM and 7:00 AM (e.g., HVAC units, exhaust fans, refrigeration, heating, pumping, and filtering equipment, etc.). As such, with compliance with existing regulations, and nighttime noise limits, impacts related to stationary noise sources are less than significant.

#### d. Outdoor Spaces

Noise levels from Project operation would be regulated by LAMC Section 116.01 (Loud, Unnecessary and Unusual Noise), LAMC Section 115.02 (Amplified Sound), and LAMC Section 112.01 (Radios, Television Sets, and Similar Devices). Specifically, LAMC Section 116.01 prohibits all future users of a project to willfully make or continue, or cause to be made or continued, any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. LAMC Section 115.02 regulates amplified sound for commercial purposes in or near residential zones, and prohibits the operation or use of sound amplifying equipment for commercial purposes between the hours of 9:00 PM and 8:00 AM of the following day in all other zones. LAMC Section 112.01 states, in part, that it shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

The Project includes outdoor spaces that would have the potential to generate outdoor noise associated with people talking and amplified music. As stated in PDF NOI-2, amplified sound shall be prohibited on the outdoor spaces of Level 4 and 6, and amplified sound on the outdoor spaces of Levels 25 through 28 shall be limited to 84 dBA at approximately 40 feet from the center of the source. The off-site noise levels associated with these outdoor spaces have been estimated in Table IV.H-11 of the Draft EIR (Off-Site Noise Levels Associated with Outdoor Spaces). As shown in Table IV.H-11, the estimated noise levels at off-site receptors do not have the potential to exceed the daytime or nighttime noise thresholds. As such, regulatory compliance, and implementation of PDF NOI-1 will ensure that impacts due to the operation of outdoor spaces are less than significant.

#### (B) Exposure of Excessive Groundborne Noise and Vibration

Construction noise analysis and findings related to Exposure of Excessive Groundborne Noise and Vibration are discussed in Section VII.1.B of the Draft EIR.

##### (i) Operation

The Project's proposed use is a hotel with a restaurant and will not include any stationary equipment that would cause excessive vibration levels. Groundborne vibration at the

Project Site and immediate vicinity currently result from heavy-duty vehicle travel (e.g., refuse trucks and transit buses) on local roadways. While the Project would result in a slight increase in refuse truck activities to serve the proposed land uses at the Project Site, these increases would be minor and not result in perceptible changes to future vibration levels. Furthermore, while refuse trucks would be used for the disposal of solid waste generated at the Project Site, these truck trips are typical for urban areas, are already occurring within the neighborhood, and only occur once a week. Similarly, the number of transit buses that travel along adjacent roadways would also not substantially increase due to the Project because the Project would use up to 0.3 percent of available transit capacity during the peak hours; as such, no additional lines are expected to be needed (see Section IV.H [Transportation/Traffic] in the Draft EIR). Therefore, vibration impacts associated with operation of the Project will be less than significant.

#### (C) Ambient Noise Levels

Construction-related noise would cause the ambient exterior noise levels at all of the identified off-site sensitive receptors except Sensitive Receptor No. 10 to be exceeded by 5 dBA or more. However, construction noise is temporary and ceases upon completion of construction; thus, it would not result in a permanent increase. In addition, operation of the Project does not result in a substantial permanent increase in ambient noise levels, and the impact is therefore less than significant.

#### (D) Cumulative Impacts

This cumulative impact analysis considers development of the Project in combination with ambient growth and the related projects. As noise is a localized phenomenon and decreases in magnitude as distance from the source increases, only projects and ambient growth within 500 feet and having a direct line-of-sight to the Project Site could combine with the Project to result in cumulatively considerable noise impacts (i.e., the cumulative impacts study area for noise).

##### (i) Construction

Cumulative construction noise analysis and findings are discussed in Section VII.1.G of the Draft EIR.

##### (ii) Operation

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the Project, ambient growth, and related projects. As shown in Table IV.H-14 of the Draft EIR (Cumulative Off-Site Roadway Noise Levels), there would be an increase in cumulative roadway noise levels with the Project and related projects, as local noise levels would increase by a maximum of 2.7 dBA CNEL at the roadway segment of Spring Street between 6<sup>th</sup> and 7<sup>th</sup> Streets. This increase does not exceed 3 dBA, and the resulting noise level would be 69.2 dBA CNEL. All other roadway segments during all scenarios would not experience cumulative noise level increases above 2.5 dBA CNEL. As the increase in roadway noise does not exceed the 3.0 dBA CNEL and 5.0 dBA CNEL thresholds at any of the study roadway segments, the noise increase will not be considerable, and the cumulative operational noise impact will be less than significant. In addition, the related projects would be subject to the LAMC

noise regulations. Furthermore, case-by-case environmental review of the related projects would include, if necessary, potential project-specific mitigation related to the generation of on-site noise sources associated with mechanical equipment, parking, and outdoor spaces. Therefore, cumulative on-site operational noise impacts will be less than significant.

### Mitigation Measures

There will be less-than-significant impacts related to operational Noise and Vibration. Therefore, no mitigation measures are required.

## **7. Public Services**

As demonstrated in Draft EIR Section IV.I:

### **(A) Fire Services**

#### **(i) Fire Protection**

##### **a. Construction**

The Project could have a significant impact if it were to create a 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 fire protection.

Construction on the Project Site would increase the potential for accidental fires from such sources as mechanical equipment and flammable construction materials. In most cases, the implementation of “good housekeeping” procedures by the construction contractors and the work crews would minimize these hazards. Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. However, the following are reasons why construction would not permanently impact emergency access:

- Emergency access would be maintained to the Project Site during construction through marked emergency access points approved by the Los Angeles Fire Department (“LAFD”) as required by Project Design Feature PDF PS-1;
- Construction impacts are temporary in nature and do not cause lasting effects to impact LAFD fire protection services;
- Partial lane closures, if determined to be necessary, would not greatly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the Project Site, flagmen shall be used to facilitate the traffic flow until construction is complete as required by Project Design Feature PDF PS-1; and

- The Project will be required to prepare a Construction Staging and Traffic Management Plan (see Project Design Feature PDF PS-1) that addresses traffic and access control during construction.

(1) Fire Flows

In accordance with the Fire Code, this Project would be reviewed as a commercial occupancy, consistent with other types of nearby land uses. The minimum fire flow requirement for the Project would be at least 6,000-9,000 gpm flowing from four to six hydrants simultaneously. A minimum residual water pressure of 20 psi is to remain in the water system while the required gpm of water is flowing. The final fire flow required for the Project would be established by the LAFD during its review of the Project plot plan, prior to the issuance of a building permit by the City. The plot plan would be required to identify the minimum fire flow requirements and the location of fire hydrants. Approval of this plot plan, and implementation of the project design features, will ensure the requisite fire flow for the Project during construction.

(2) Response Distances and Times

The LAFD has indicated that distance to the nearest fire station is the primary indicator of LAFD's ability to provide adequate services. As discussed in Section IV.J of the Draft EIR (Transportation/Traffic), after implementation of mitigation measures, no significant impacts will occur at any intersections during construction of the Project. Furthermore, emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, Project impacts related to response times during construction are be less than significant. LAFD confirmed that based on response distance from existing fire stations, fire protection is considered adequate.

The Project is well within the one-mile fire response distance for an engine company and 1.5-mile response distance for a truck company; i.e., the Project Site is located approximately 0.4 mile from Fire Station 9. Therefore, the Project Site is located within the LAMC maximum response distance for both high-density industrial and commercial land uses. Furthermore, as the turnout time for non-EMS calls at all three fire stations servicing the Project Site is within the required 80 seconds and the travel time is faster than the citywide average, the Project Site is adequately served by existing fire protection services. Therefore, impacts during construction will be less than significant.

(3) Emergency Access

Emergency vehicle access to the Project Site during construction will be provided from major roadways adjacent to the Project Site including Spring Street, 6<sup>th</sup> Street, and 7<sup>th</sup> Street. Emergency access to the Project Site would be maintained at all times. In addition, emergency vehicles have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Furthermore, after implementation of mitigation measures, no significant impacts are expected to occur at any intersections during construction of the Project. As such, it is anticipated that the LAFD will be able to respond to emergency calls within the established response time during construction of the Project. Accordingly, Project construction is not anticipated to



affect firefighting and emergency services to the extent that new, expanded, consolidated, or relocated fire facilities will be needed in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. Therefore, construction-related impacts on fire protection services are less than significant.

#### b. Operation

The increase in employees and visitors to the Project Site during operation could increase demand for fire protection services. The following discussion considers the LAFD's primary criteria for determining the Project's impacts on fire protection services, including fire flows, response distance and time, and LAFD review of hydrants and access.

##### (1) Fire Flows

In accordance with the Fire Code, this Project would be reviewed as a commercial occupancy, consistent with other types of nearby land uses. The minimum fire flow requirement for the Project would be at least 9,000 gpm flowing from four hydrants at the same time; however, this amount is subject to a field inspection of the general area, as well as the Project. A minimum residual water pressure of 20 psi is to remain in the water system while the required gpm of water is flowing. The existing static water pressure surrounding the Project area ranges from 62 to 65 psi. The final fire flow required for the Project would be established by the LAFD during its review of the Project plot plan, prior to the issuance of a building permit by the City. The plot plan would be required to identify the minimum fire flow requirements and the location of fire hydrants. Approval of this plot plan, and implementation of the project design features, will ensure the requisite fire flow for the Project Site.

##### (2) Response Distances and Times

The LAFD has indicated that distance to the nearest fire station is the primary indicator of LAFD's ability to provide adequate services. As discussed in Section IV.J of the Draft EIR (Transportation/Traffic), after implementation of mitigation measures, no significant impacts remain at any intersections at the completion of the Project in 2020. Furthermore, emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Furthermore, upon completion of the Project, the LAFD will be provided with a diagram of each portion of the property, and this diagram will include access routes and any additional information that may facilitate LAFD response to the Project Site.

The Project is within the one-mile fire response distance for an engine company and 1.5-mile response distance for a truck company. When response distances exceed these recommendations, all structures must be equipped with automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Chief (e.g., fire signaling systems, fire extinguishers, smoke removal systems.). The Project Site is located approximately 0.4 mile from Fire Station 9; therefore, the Project Site is located within the LAMC maximum response distance for both high-density industrial and commercial land uses. Furthermore, as the turnout time for non-EMS calls at all three fire stations servicing the Project Site is within the required 80 seconds and the travel time is faster than the citywide average, the Project Site will be adequately served by existing

Fire Protection service. Regardless, the Project will be equipped with a sprinkler system in addition to the safety features required under existing regulations. Conformance with applicable Fire Code and LAFD building requirements, in addition to the project design features, will ensure that provide that on-site fire protection is adequate.

### (3) Emergency Access

Emergency vehicle access to the Project Site would continue to be provided from major roadways adjacent to the Project Site including Spring Street, 6<sup>th</sup> Street, and 7<sup>th</sup> Street. All circulation improvements, described in Section IV.J (Transportation/Traffic) of the Draft EIR, that are proposed for the Project Site would comply with the Fire Code, including any additional access requirements of the LAFD. The Project would be equipped with a sprinkler system and the safety features as required by existing regulations listed. Emergency access to the Project Site would be maintained at all times.

The Project is anticipated to affect the level of service of roadways in the Project vicinity and, therefore, traffic would not greatly affect emergency vehicles, which also have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Furthermore, after implementation of mitigation measures no significant impacts would occur at any intersections during construction of the Project. As such, it is anticipated that the LAFD would be able to respond to emergency calls within the established response time.

#### (ii) Fire Stations

The Project could have a significant impact on fire protection services if it required the addition of a new fire station or the expansion, consolidation or relocation of an existing station, the construction of which could cause significant environmental impacts. As explained above, the Project will be within the response distance, have sufficient fire flow, and will comply with fire design standards. Therefore, the Project will not preclude LAFD from maintaining performance objectives and will not result in the need for a new or altered fire station. As such, impacts are less than significant.

#### (iii) Cumulative Impacts

The geographic scope of the cumulative fire protection analysis encompasses the service area for the LAFD in general, and Fire Stations 9, 3, and 10, in particular. The Project, in combination with the construction and operation of the related projects located within the service areas of these stations, would result in additional residents and commercial land uses within these service areas. Specifically, there are 131 related projects that are proposed, recently approved, under construction or reasonably foreseeable in the project area. All of the related projects are within the service areas of Fire Station Nos. 9, 3 and 10. While it is anticipated that the additional population and commercial activity would increase the demand for fire protection in the service areas for LAFD Fire Stations 9, 3, and 10, LAFD has no known or proposed plans to expand fire facilities or construct new facilities in Downtown Los Angeles. If a new fire station, or the expansion, consolidation, or relocation of an existing station was determined to be warranted by LAFD, the Downtown area is highly developed, and the site of a fire station would likely be an infill lot less than an acre in size which would meet the requirements for the use of a Class 32

categorical infill exemption (CEQA Guidelines 15332). Development of a station at this scale is unlikely to result in significant impacts, and projects involving the construction or expansion of a fire station would be addressed independently pursuant to CEQA.

In addition, LAFD determines adequate fire protection based on fire flows, response distance, and LAFD review of hydrants and access. LAFD does not determine the adequacy of fire protection based on response times or number of EMS or fire-related incidents. Any related project that exceeds the maximum applicable response distance standards of LAMC Section 57.09.06(C) would be required to install automatic fire sprinkler systems in order to compensate for the additional response distance. Therefore, each of the related projects would be required to install automatic fire sprinkler systems if located at a distance to the nearest fire station that exceeds the LAFD required response distance. Each of the related projects would be subject to LAFD review of site plans, hydrant locations, and fire flow requirements, which would minimize the potential for incidents requiring an emergency response by LAFD, and therefore reduce the need for a new fire station, or the expansion, consolidation, or relocation of an existing fire station.

In addition to the capabilities of the local fire stations serving the Project Site and surrounding areas, including the related projects, growth in residential population and commercial development throughout the City could increase demand for LAFD staffing, equipment, and facilities. These demands are met by LAFD within the constraints of available resources, as well as through the allocation of resources between LAFD and other City departments, which is accomplished through the City's annual programming and budgeting processes, and any requirement for a new fire station, or the expansion, consolidation, or relocation of an existing fire station, the construction of which could cause significant environmental impacts, would be identified through this process, the impacts of which would be addressed accordingly. Through implementation of these existing management and regulatory processes, the cumulative demand for fire protection is identified and addressed to the satisfaction of the City's elected leadership. Therefore, a cumulatively considerable increase in fire protection services demand that would require a new fire station, or the expansion, consolidation, or relocation of an existing fire station is not anticipated from the development of the Project or related projects and cumulative impacts related to fire protection services are less than significant.

#### (B) Police Protection

##### (i) Police Services

###### a. Construction

The Project could have a significant impact if it were to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 police protection.

Construction sites can be sources of attracting nuisances, providing hazards, and inviting theft and vandalism. When not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters. Consequently,

developers typically take precautions to prevent trespassing through construction sites. Deployment of on-site security guards is also an effective strategy in preventing problems during a project's construction. When such precautions are taken, there is generally less need for local law enforcement service at the construction site. While there is the potential for the construction of the Project to increase the demand for police protection services, the Project would provide security to the site during the construction process as part of the Construction Staging and Traffic Management Plan, thereby reducing the demand for Los Angeles Police Department ("LAPD") services. Therefore, construction will not result in increased demand for police services.

Traffic generated by construction workers and trucks would occur primarily during off-peak hours. Emergency access would be maintained to the Project Site during construction through marked emergency access points approved by the LAPD, and the Project would implement a Construction Staging and Traffic Management Plan. Therefore, traffic impacts (as they relate to response times) will not result in increased demand for police services.

#### b. Operation

Although there is no direct proportional relationship between increases in land use activity and increases in demand for police protection services, the number of calls for police response to residential, commercial and vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons could increase with the increase in on-site activity and increased traffic on adjacent streets and arterials. Such calls are typical of problems experienced in nearby neighborhoods and do not represent unique law enforcement issues specific to the Project. Design features that deter crime, including adequate and strategically positioned functional lighting to enhance public safety, minimizing visually obstructed and infrequently accessed "dead zones," and limiting public access to properly patrolled public areas, reduce the demand for police services. The design of the Project will include crime prevention features, such as nighttime security lighting, secured parking facilities, and on-site security service. The measures are incorporated into the Project as Project Design Features PDF PS-5 through PDF PS-6. With implementation of these design features, in coordination with the LAPD, the Project will not result in increased demand for police services.

##### (1) Officer-to-Population Ratio

Implementation of the Project would result in an increase of site visitors, such as hotel guests, and employees within the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. With the addition of the Project's site visitors and employees, the resident/officer ratio in the Central Bureau would be reduced. Operation of the Project would generate approximately 120 full- and part-time jobs. Since the current officer to population ratio within the Central Area Community Station service area is one officer per approximately 150 residents ( $61,628 \text{ division population} \div 411 \text{ officers} = \text{approximately } 150$ ), it is assumed that the addition of up to 120 full- and part-time jobs would create demand for additional officers. Specifically, the Project would increase the existing service population from 61,628 persons to 61,748 ( $61,628 + 120$ ) persons. However, the officer-per-resident ratio would experience a negligible increase in the current level of one officer per approximately 150 residents ( $61,748 \div 411 \text{ officers}$

= 150.23). Note also that the population increase from the Project is due to employees, not permanent residents and, as such, the slight increase in the ratio is overstated. Therefore, the Project would not represent a significant change in the officer-per-resident ratio of the service area. It is highly unlikely that the negligible increase in the officer to population ratio would require the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities.

The construction of a project could impact police services in the Central Area. Therefore, as noted above, the Applicant would provide on-site security personnel, which would reduce the need for police services. In addition, the Project would incorporate crime prevention measures into project design, as well as implement comprehensive safety and security measures, including adequate and strategically positioned functional and thematic lighting to enhance public safety. The measures are incorporated into the Project as PDF PS-5 through PDF PS-6. 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 crime prevention features, such as nighttime security lighting and a secure parking structure enclosed within the building. These preventative and proactive security measures would help to decrease the amount of service calls the LAPD would receive. Additionally, the LAPD would review the Project design and provide guidance on design features that would help reduce the opportunity for crime. Overall, no new or expanded police station is anticipated to be needed as a result of the Project. The Project’s impact is therefore less than significant.

## (2) Response Times

After implementation of traffic mitigation measures, no significant impacts would remain at any intersections at the completion of the Project. Police units are most often in a mobile state; therefore, it is unknown precisely which route the LAPD would use to access the Project Site when responding to an emergency call. The police have a variety of options to avoid traffic, such as using sirens to clear a path of travel for driving in the lanes of opposing traffic. The data provided by the LAPD with respect to the average response time in the Central Area indicates that the Project Site has a faster response time than the City. Specifically, the response time in the Central Area as reported by the LAPD is 4.4 minutes, compared to the citywide average of 5.9 minutes. Upon completion of the Project, the Central Area Commanding Officer would be provided with a diagram of each portion of the property, and this diagram would include access routes and any additional information that may facilitate police response times to the Project Site.

## (3) Emergency Access

Emergency access to the Project Site would be provided by the existing street system. The Project would be designed and constructed in accordance with LAMC requirements to ensure proper emergency access. After implementation of mitigation measures no significant impacts would occur at any intersections during construction of the Project. Furthermore, increases in traffic would not greatly affect police vehicles for the reasons discussed under Response Times, above.

(ii) Police Staffing

The residential population would not substantially increase because hotel guests only stay for brief periods of time. Operation of the Project would generate approximately 120 full- and part-time jobs, which could warrant the addition of one new officer to maintain the existing office to population ratio in the Central Area Community Police Station service area. However, it is not anticipated that this level of additional staffing would require the enlargement or the construction of a police station. The Project would also provide on-site security personnel and incorporate crime prevention measures as well as implement comprehensive safety and security measures through implementation of Project Design Features PDF PS-5 through PDF PS-6. Finally, the LAPD would review the Project design and provide guidance on design features to minimize the opportunity for crime. Overall, the Project will comply with security and safety design standards and due the transient nature of hotel occupants, it is not anticipated that the Project would increase the demand for police protection services to warrant the addition of expansion of a police station, the construction of which could cause environmental impacts. Therefore, impacts are less than significant.

(iii) Cumulative Impacts

The geographic scope of the cumulative analysis encompasses the service area for the LAPD in general, and the Central Area Community Station service area in particular. The Project, in combination with the construction and operation of the related projects located within the service area of the Central Area Community Station, would add hotel and commercial land uses to the service area. It is anticipated that the additional population would increase the demand for police protection services in the Central Area Community Station service area. However, LAPD works with developers of projects to reduce the demand for police services through review and coordination of project design, provision of adequate light, and on-site security measures, as warranted. The related projects are expected to have access to the expertise of the LAPD to benefit their design and operational planning, and each of the related projects would be subject to LAPD review of site plans, and security measures. In addition, like the Project, the related projects would comply with the LAPD's "Design Out Crime" program. Through this process, cumulative demand for police services within the Central Area Community Station area would be managed. In addition, demand for LAPD staffing, equipment, and facilities Citywide is met by LAPD through the allocation of available resources by LAPD management to meet varying needs throughout the LAPD's Bureaus and Community Police Stations, as well as through the allocation of City resources between LAPD and other City departments, which is accomplished through the City's annual programming and budgeting processes. Through implementation of these existing management and regulatory processes, the cumulative demand for police protection is identified and addressed to the satisfaction of the City's elected leadership. In the event the need for a new police station is required, the applicable level of environmental review would be applied and any mitigation measures, if necessary, shall be identified to mitigate the effects of the construction of such facilities. Even if there were the need for a new police station, given the fully developed nature of Downtown Los Angeles, such a station would most likely occur on a smaller infill site and would be eligible for Class 32 Categorical Infill Exemptions. Therefore, for all the reasons stated above, cumulative impacts related to police protection services will be less than significant.

### Project Design Features

Project Design Features PS-1 to PS-2, incorporated into the Project, help reduce the potential police impacts of the Project. The PDFs were considered in the analysis of potential impacts.

### Mitigation Measures

There will be less-than-significant impacts related to Public Services. Therefore, no mitigation measures are required.

## **8. Transportation/Traffic**

As demonstrated in Draft EIR Section IV.J and Appendix J and Errata Attachment C:

### (A) Conflict with Applicable Plan, Ordinance, or Policy

#### (i) Operation

Operation impacts analysis and findings are discussed below in Section VII.

#### (ii) Construction

LADOT generally considers construction-related traffic to cause adverse but not significant impacts because construction-related traffic effects are temporary. LADOT requires implementation of worksite traffic control plans to ensure that any construction-related effects are minimized to the greatest extent possible. Furthermore, LAMC Section 41.40 provides that construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays.

The Project would be constructed over approximately 24 months. Peak hauling activity is anticipated to occur during the excavation/grading and building construction phases. It is anticipated that the Project would require the net export of approximately 18,270 cubic yards of soil with approximately 210 cubic yards of demolition material generated by the removal of the existing surface parking lot and on-site walk-up restaurant building. The demolition of the existing structure and pavement and site preparation would occur for less than one month with a maximum of six truckloads per day. The excavation and grading phase would last approximately two to three months with a maximum of 55 truckloads per day.

The primary construction haul route from the Project Site would travel south on Spring Street from the Project Site until it merges with Main Street, then continue south on Main Street to the Santa Monica Freeway (I-10). A secondary haul route from the Project Site would travel south on Spring Street to 7<sup>th</sup> Street, east on 7<sup>th</sup> Street to Main Street and north on Main Street to the Santa Ana Freeway (US-101/I-10). The haul routes specified above may be modified in compliance with City policies, provided LADOT and/or the Bureau of Street Services approves any such modification.

The building construction phase is expected to last approximately 11 months and is

expected to generate approximately 30 truckloads per day to the Project Site. During the foundation pour, a total of 260 concrete delivery trucks are expected to travel to/from the Project Site over the course of a 24-hour period during a weekend. The interior fit-out phase (i.e., the process of making interior spaces suitable for occupation) would last approximately 12 months and is expected to generate approximately 15 truck trips per day traveling to/from the Project Site. Additionally, activities associated with both the construction and interior fit-out phases would occur concurrently for approximately a five-month period. During this period, these activities are expected to generate approximately 45 truckloads a day.

a. Construction Truck Traffic

The highest average hourly volume of truck trips would occur during the one month when the excavation and grading phase would occur. The average number of daily truckloads expected during this phase is 55 truckloads. To calculate the highest average hourly volume, the average number of daily truckloads was multiplied by two to account for both the inbound and outbound trip for each truck. Secondly, as haul and delivery trucks are larger and less maneuverable than passenger cars, a passenger car equivalency (“PCE”) factor of 2.0, based on *2010 Highway Capacity Manual*, was assumed for concrete, vendor, and delivery trucks. Finally, as LADOT typically recommends that all construction traffic be restricted to off-peak hours, it was assumed that trucks would arrive and depart evenly throughout the day from 10:00 AM through 3:00 PM, a period of five hours.

Based on the factors and restrictions discussed above, the highest average hourly volume of truck trips is expected to be 44 trips per hour (total including both inbound and outbound trips). During the five-month period when the construction and finishing phases overlap, the average hourly volume of truck trips would be approximately 36 trips per hour (total including both inbound and outbound trips). As both of these totals are substantially less than the number of trips expected to be generated by the Project’s proposed uses during operation and are expected to occur outside the peak AM and PM commute periods, the Project’s peak trip generation during construction would have less of an impact on traffic operations at study intersections than the Project. Traffic operations were found to be less than significant at all study intersections, with the exception of the intersection of Spring Street and 7<sup>th</sup> Street (see analysis below). Traffic impacts from the estimated level of truck activity, therefore, are expected to be less than significant.

During the 24-hour weekend foundation pour, the average number of hourly truck trips is expected to be 43 trips per hour (total including both inbound and outbound trips). As the Project is located in an urban downtown, traffic volumes on weekends are lower than those occurring during peak commuting hours on weekdays. As the pour is scheduled to occur over the weekend when traffic volumes in Downtown Los Angeles are generally lower than on weekdays, traffic impacts from the estimated level of truck activity would be temporary in nature. In addition, the Construction Management Plan (PDF TR-2) will be developed to include specific directions and/or conditions to account for the additional truck traffic expected as part of the “pour” activities. Construction activities associated with the Project are not expected to impact any designated disaster/emergency routes.



### b. Construction Worker Traffic and Parking

Construction is expected to occur between the hours of 7:00 AM and 9:00 PM on Monday through Friday, and during the hours of 8:00 AM and 6:00 PM on Saturday. No construction would occur on Sundays or federal holidays in compliance with LAMC Section 41.40. The number of construction workers and amount of construction equipment located on-site at one time would vary throughout the construction process in order to maintain an effective schedule of completion. It is estimated that during the construction period the number of workers that would be on-site would range from approximately 15 to 120 workers, with a peak of approximately 135 workers. Construction workers would generally be on-site before 7:00 AM and would typically leave the Project Site before 3:00 PM. Based on the hours of construction, construction workers would be arriving to and departing from the Project Site before the commuter weekday peak periods and would, therefore, not impact traffic during the AM and PM peak periods. Therefore, traffic impacts from construction worker trips will be less than significant. Parking for construction workers would be provided off-site in commercial areas and likely within walking or shuttle distance to the Project Site. Specific locations shall be addressed in the Construction Worker Parking Plan, which would be a part of the Construction Management Plan and incorporated into the Project (see PDF TR-2). Therefore, parking impacts from construction worker trips will be less than significant.

### c. Street Closures

It is not expected that a complete closure of any streets would be required during day-to-day construction activities except for the circumstances described further below. The westernmost travel lane along southbound Spring Street near the Project Site would be closed for the approximately 24-month construction period. This would require that the existing bike lane and sidewalk located along the western side of Spring Street next to the Project Site be closed for the duration of the construction activity. The Construction Management Plan will identify the exact portion of bike lane along Spring Street that would need to be closed and the duration for which the closure would occur. Due to the proximity of the parklets to the Project Site, these facilities would also most likely need to be closed during construction activities. While it may be possible to coordinate construction activities around the parklets and allow them to remain open during construction activities, the amount of noise and activity occurring as a result of construction at the Project Site would most likely make use of the parklets undesirable. The Construction Management Plan will identify the specific times when closure of the parklets is expected to occur and the duration of said closures. If these facilities are not to be closed, the Construction Management Plan will outline specific procedures to be implemented to maintain as close to normal conditions at these facilities as possible. The closure of both the bike lane and the parklets would be considered a temporary impact that would only occur during construction of the Project and will be identified as such in the Construction Management Plan.

Pedestrians wanting to travel south along Spring Street could use a temporary passage to be placed along the western side of Spring Street or could walk to the eastern side of Spring Street, using the numerous crosswalks at signalized intersections and crossings along Spring Street, and continue southbound using the existing sidewalk. Bicyclists wanting to travel south along Spring Street could ride to the southbound bike lane

provided along Grand Avenue, located approximately four blocks west of the Project Site, or use any of the other southbound streets in the area to by-pass the construction area before returning to Spring Street. There are three specific activities during which it is expected that a full temporary closure of Spring Street may be needed: (1) foundation pour, (2) erection of the construction crane, and (3) dismantling of the construction crane. As these tasks are expected to occur on weekends and generally extend for a 24-hour period, the impact to traffic operations is expected to be less than significant.

It is expected that, at most, one traffic or parking lane adjacent to the curb would need to be closed at certain locations on Spring Street for certain periods of time. In addition to the closure of the westernmost travel lane, construction activities could also result in partial lane closures on Spring Street adjacent to the Project Site on a temporary and/or intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities, as may be required. Deliveries and the staging of equipment and materials would be organized in the most efficient manner possible and on-site where possible to avoid an impact to the surrounding roadways. Flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment. Any traffic lane or sidewalk closures would need to be coordinated with and approved by LADOT prior to being implemented. Because partial lane closures would be temporary in nature, and would not require long-term complete closures of the adjacent roadway, such impacts will be less than significant.

#### (B) Congestion Management Plan

##### (i) CMP Roadway System Impact Analysis

As shown in Table IV.J-5 of the Draft EIR, the Project would generate 116 AM peak hour trips and 196 PM peak hour trips. Table IV.J-10 (Nearby CMP Arterial Monitoring Locations) shows arterial monitoring stations that are closest to the Project Site, according to the currently adopted CMP (2010). As these monitoring stations are some distance from the Project Site (between 1.6 and 2.3 miles), and as the Project trips would disperse onto numerous roadways away from the Project Site, the Project traffic volumes are anticipated to not exceed the thresholds. Further, based on the trip generation and trip distribution characteristics of the Project, as described earlier, it is estimated that the maximum number of trips that the Project would add to any single CMP monitoring station would be four trips at Washington Boulevard and Alameda Street (see Table IV.J-10 of the Draft EIR). As discussed under the *L.A. CEQA Thresholds Guide* heading of the Draft EIR, a project would have a significant impact at a CMP intersection if it were to add 50 or more trips during either the AM or PM weekday peak hours. Therefore, as the Project would not add more than 50 trips during either the AM or PM peak hours at a CMP arterial monitoring location, impacts are less than significant and no further analysis is required.

##### (ii) CMP Freeway Monitoring Stations

Table IV.J-11 of the Draft EIR (Nearby CMP Freeway Monitoring Stations) shows freeway monitoring stations that are closest to the Project Site according to the currently adopted CMP (2010). Many of these stations are located a considerable distance from the Project Site (between 1.0 and 3.6 miles). Nonetheless, the number of Project trips expected to pass through these stations was estimated based on the Project trip distribution and the

Project trip generation (shown in Table IV.J-5). The maximum number of one-way Project trips that would be added to any single freeway segment at these monitoring locations would be 12 northbound trips and/or 12 southbound trips at either the Harbor Freeway (SR-110) south of the Hollywood Freeway (US-101) or Harbor Freeway (SR-110) north of Alpine Street stations. Besides these CMP monitoring stations, the maximum number of one-way Project trips that would be added to any other single freeway segment would be 11 eastbound and/or 11 westbound trips along Santa Monica Freeway (I-10) at Budlong Avenue. These numbers of Project-generated trips at CMP freeway monitoring stations are well below the CMP threshold of 150 trips discussed under the *L.A. CEQA Thresholds Guide* heading. Therefore, it is concluded that the Project will have a less-than-significant impact to freeway operations and no further analysis is required.

### (C) Transit Impact Analysis

An analysis of potential Project impacts on the transit system was also performed, per the CMP requirements and guidelines. The number of transit trips that would be generated by the Project was estimated based on the trip generation methodology previously discussed. The estimate of base vehicle trips (unadjusted) for each Project land use (from Table IV.J-5) was converted to person trips by applying a conversion factor of 1.4, per the CMP guidelines. The person trip numbers were then multiplied by the estimated percent taking transit for each land use. These numbers (i.e., the number of calculated transit trips) are higher in some cases than the default countywide guidelines in the CMP, but are more accurate in this instance as they reflect the higher transit use that would occur for the Project because of its Downtown location. As shown in Table IV.J-12 of the Draft EIR, there would be a higher number of transit trips in the PM peak hour. There would be approximately 25 additional transit trips (15 inbound and 10 outbound) in the AM peak hour due to the Project and approximately 49 additional transit trips (30 inbound and 19 outbound) in the PM peak hour, as shown in Table IV.J-12 of the Draft EIR (Transit Trips Generated by the Project).

The peak capacity of the transit system serving the Project Site (see Existing Transit Service in the Environmental Setting discussion in the Draft EIR, and Table 2.3 in the Traffic Study) is approximately 14,800 persons. As the number of trips added by the Project would be only 0.3 percent of the total transit capacity, it is concluded that the Project would not cause the capacity of the transit system to be substantially exceeded, and therefore, that the Project would not create any significant impacts on the transit systems serving the area of the Project Site and Downtown Los Angeles. Furthermore, the downtown setting, wherein the Project Site is located, promotes a pedestrian friendly walking environment. The Project's provision of bicycle parking facilities (i.e., bike parking stalls) would also promote multimodal transit. Therefore, impacts on the transit system from the Project are expected to be less than significant and no mitigation measures are required.

### (D) Conflict with Public Transit, Bicycle, or Pedestrian Facilities

The Project would have a significant impact if it were to conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Implementation of the Project is not anticipated to involve any permanent lane closures or otherwise impact public transit

service. During the Project's approximately 24-month-long construction period, the westernmost travel lane, bike lane, and sidewalk along southbound Spring Street near the Project Site would be closed. A full, temporary closure of Spring Street adjacent to the Project Site may be needed during the foundation pour, erection of the construction crane, and dismantling of the construction crane, which would occur on weekends. Construction activities may also require closures on Spring Street adjacent to the Project Site on a temporary and/or intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities, as may be required. As discussed above, pedestrians and bicyclists would have safe alternative routes during the construction period as part of the Work Area Traffic Control Plan (see PDF TR-1) during lane and/or sidewalk closure(s), and such closure(s) would be coordinated with and approved by LADOT prior to being implemented. Moreover, the Project would not conflict with adopted policies, plans, or programs that support public transit, bicycle, or pedestrian performance or safety.

The Project would use up to 0.3 percent of the total transit capacity and, thus, would not cause the capacity of the transit system to be substantially exceeded. As discussed under the Existing Transit Service heading in the Environmental Setting, the Project Site area is currently served by a total of four local and inter-City transit operators, which includes a combined approximately 37 bus routes. Accordingly, a 15 percent transit credit was applied to Project trip generation estimates to account for trips made to and from the Project Site using modes other than automobiles. These include trips on rail and bus transit, bicycle, and by walking. Although the Project could require the short-term temporary disruption of public transportation services or the alteration of public transportation routes, the bus routes along Spring Street would not need to be rerouted as construction of the Project is not expected to require the complete closure of Spring Street for more than a single day at one time and is specifically expected to occur on a weekend when transit ridership is lower. Additionally, the current bus stop at Spring Street and 7<sup>th</sup> Street is approximately 200 feet south of the southern edge of the Project Site and would be far enough away from all planned construction activities that there would not be a need to relocate the stop.

The Project would also provide long- and short-term bicycle parking spaces on-site. The quantity of bicycle parking provided by the Project is in accordance with the LAMC (various sections of LAMC 12.21.A.4). A comment on the Draft EIR expressed concern that the removal of the existing 31 parking spaces presently located on the Project Site will contribute to a loss of parking for the public and additional traffic congestion in the Downtown area, especially during nights and weekends. Regarding parking, pursuant to CEQA 21099(d)(1), "...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 significant impacts on the environment." As explained in the Draft EIR, page IV.A-1, the Project qualifies as an employment center and the Project Site is an infill site within a transit priority area (see Final EIR Response to Comment Response to Comment 8-3). Therefore, parking impacts are not significant for the Project. The following was provided in the Final EIR for informational purposes only. There are seven off-street parking facilities located within two blocks of the Project with 1,888 parking spaces in five garages and 163 spaces in two surface lots for a total of 2,051 spaces. The Project will provide vehicle and bicycle parking as required by the City. As such, while 31 spaces would be removed under the Project, the Project would provide 71 on-site vehicle parking

spaces and 38 bicycle parking spaces as required by Code.

Pedestrian access to the Project Site would be provided via the existing sidewalk along Spring Street. Although the sidewalk along southbound Spring Street near the Project Site would be closed during construction, pedestrians would have safe alternative routes during the construction period as part of the Work Area Traffic Control Plan (see PDF TR-1) during such closure(s). Since the Project would not modify or conflict with any alternative transportation policies, plans, or programs, it would not significantly impact such programs. Therefore, impacts are less than significant.

#### (E) CMP Intersection – 50 Trips

The Project would have a significant impact at a CMP intersection if it were to add 50 or more trips during either the AM or PM weekday peak hours on adjacent streets. As shown in Table IV.J-5 of the Draft EIR, the Project would generate 116 AM peak hour trips and 196 PM peak hour trips. Table IV.J-10 (Nearby CMP Arterial Monitoring Locations) shows arterial monitoring stations that are closest to the Project Site, according to the currently adopted CMP (2010). As these monitoring stations are some distance from the Project Site (between 1.6 and 2.3 miles), and as the Project trips would disperse onto numerous roadways away from the Project Site, the Project traffic volumes are anticipated to not exceed the thresholds. Further, based on the trip generation and trip distribution characteristics of the Project, as described earlier, it is estimated that the maximum number of trips that the Project would add to any single CMP monitoring station would be four trips at Washington Boulevard and Alameda Street (see Table IV.J-10, of the Draft EIR). As discussed under the *L.A. CEQA Thresholds Guide* heading, of the Draft EIR, a project would have a significant impact at a CMP intersection if it were to add 50 or more trips during either the AM or PM weekday peak hours. Therefore, as the Project would not add more than 50 trips during either the AM or PM peak hours at a CMP arterial monitoring location, impacts would be less than significant and no further analysis is required.

#### (F) Demand Capacity – Freeway Segment or Ramp

The Project would have a significant impact if project traffic causes an increase in the demand-to-capacity (“D/C”) ratio on a freeway segment or freeway on- or off-ramp of two percent or more capacity (D/C increase > 0.02), which causes or worsens LOS F conditions (D/C > 1.00).

Table IV.J-11 of the Draft EIR (Nearby CMP Freeway Monitoring Stations) shows freeway monitoring stations that are closest to the Project Site according to the currently adopted CMP (2010). Many of these stations are located a considerable distance from the Project Site (between 1.0 and 3.6 miles). Nonetheless, the number of Project trips expected to pass through these stations was estimated based on the Project trip distribution and the Project trip generation (shown in Table IV.J-5). The maximum number of one-way Project trips that would be added to any single freeway segment at these monitoring locations would be 12 northbound trips and/or 12 southbound trips at either the Harbor Freeway (SR-110) south of the Hollywood Freeway (US-101) or Harbor Freeway (SR-110) north of Alpine Street stations. Besides these CMP monitoring stations, the maximum number of one-way Project trips that would be added to any other single freeway segment would

be 11 eastbound and/or 11 westbound trips along Santa Monica Freeway (I-10) at Budlong Avenue. These numbers of Project-generated trips at CMP freeway monitoring stations are well below the CMP threshold of 150 trips discussed under the *L.A. CEQA Thresholds Guide* heading. Therefore, it is concluded that the Project would have a less-than-significant impact to freeway operations and no further analysis is required.

#### (G) Residential Streets

The Project would have a significant impact on neighborhood residential streets if project traffic increases ADT volumes as listed in Table IV.J-4 of the Draft EIR. Traffic distribution by the Project through residential neighborhoods is unlikely, because no residential neighborhoods provide access to the Project Site. Access to the Project Site is provided by a major roadway (Spring Street) and secondarily by other major roadways (Broadway, Main Street, 6<sup>th</sup> Street, 7<sup>th</sup> Street, and 8<sup>th</sup> Street). See Table IV.J-4 of the Draft EIR and the discussion following that table for more detail. No significant impacts related to neighborhood intrusion will occur.

#### (H) Project Access

Vehicle ingress and egress access to the on-site subterranean parking structure would be provided from the alley in the rear of the Project Site, and a passenger pick-up and drop-off valet area would be provided along Spring Street in front of the Project Site. The alley would be accessible from 6<sup>th</sup> Street and/or 7<sup>th</sup> Street, and no vehicle access to the on-site subterranean parking structure would be provided from Spring Street.

The passenger pick-up and drop-off valet area would be located directly in front of the Project Site. The loading/valet area would be approximately 60 feet long, spanning the width of the Project's frontage along Spring Street, and would not obstruct use of the bike lane as a proposed mountable curb would provide separation between the bike lane and the loading/valet area. Additionally, the existing driveway used to access the existing on-site parking lot would be removed, including the curb cut. Vehicles would enter the loading/valet area from the westernmost lane along Spring Street and exit back into the westernmost lane when departing the loading/valet area. As the loading/valet area would be located directly in front of the Project Site, which is located approximately mid-block along Spring Street between 6<sup>th</sup> Street and 7<sup>th</sup> Street, the loading/valet area would be located a sufficient distance from nearby roadway intersections so not to interfere with driver, bicyclist, and/or pedestrian visibility and safety. Moreover, guests and patrons would drop their cars off at the loading/valet area and the valet drivers would enter the on-site parking structure from the rear alley, thereby minimizing the duration of vehicles at the loading/valet area.

The rear of the Project Site that is accessed from the alley would provide three vehicle entry points and two vehicle discharge points. Specifically, two entry points for deliveries related to the hotel and commercial services that lead into a delivery loading area, and one entry point for the on-site parking structure that leads to a car elevator. The car elevator provides access to the subterranean parking structure on the lower levels. The two vehicle discharge points would be separate from the entry points. No pedestrian access would be provided from the rear alley.

Pedestrian access to the Project Site would be provided via the existing sidewalk along Spring Street. The sidewalk spanning the Project's frontage along Spring Street would be visually enhanced with terrazzo, contributing to a visually defined pedestrian space. The proposed building would include five points of entry for pedestrians along the Spring Street façade: two entrances for the bar gallery and an entrance each for the restaurant, hotel, and roof bar. As vehicle access to the on-site subterranean parking structure would be provided from the rear alley and as vehicles utilizing the loading/valet area would remain on the existing street, no hazardous conditions are expected to result from potential vehicle-pedestrian conflicts.

As such, operation of the Project will not modify the existing roadway configurations or otherwise introduce a design feature or physical configuration that inhibits safe visibility of pedestrians, bicyclists, and drivers to and from the Project Site. The Project would improve pedestrian safety on the sidewalk along Spring Street from the removal of the existing driveway and utilizing the existing street for vehicles accessing the loading/valet area. Additionally, a mountable curb would provide separation between the bike lane and loading/valet area. The driveways accessed from the rear alley would be designed in accordance with LADOT standards and approvals. Furthermore, the Project would provide adequate emergency access in conformance with City requirements. Therefore, impacts related to Project access during operation of the Project will be less than significant.

During construction, the Project would maintain both emergency and safe access through the provisions of the Work Area Traffic Control Plan and Construction Management Plan, which are proposed as Project design features (see PDF TR-1 and PDF TR-2). Specifically, through these provisions, access shall remain unobstructed for land uses in proximity to the Project Site during construction, safe pedestrian access on adjacent sidewalks shall be maintained to the extent feasible, and include covered walkways, where appropriate. Moreover, pedestrians, bicyclists, and drivers would be safely routed around construction-related closure(s), as appropriate. As discussed above, pedestrians wanting to travel south along Spring Street could use a temporary passage to be placed along the western side of Spring Street or could walk to the eastern side of Spring Street, using the numerous crosswalks at signalized intersections and crossings along Spring Street, and continue southbound using the existing sidewalk. Bicyclists wanting to travel south along Spring Street could ride to the southbound bike lane provided along Grand Avenue, located approximately four blocks west of the Project Site, or use any of the other southbound streets in the area to by-pass the construction area before returning to Spring Street. Flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment. Any traffic lane or sidewalk closures would need to be coordinated with and approved by LADOT prior to being implemented. Because construction-related closure(s) would be temporary in nature, and would not require long-term complete closures of the adjacent roadway, such impacts are expected to be less than significant.

#### (I) Cumulative Impacts

See Section VII below for the cumulative impact analysis from project operation. The geographic scope for potential cumulative construction traffic impacts is the extent of the related projects located in the immediate vicinity of the Project Site. 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, other studies and reports, and field verification and observations. A total of 131 related projects were identified. The related projects are listed in Table III-1 (List of Related Projects) in Section III (Environmental Setting) of the Draft EIR. For purposes of preparing a conservative analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the related projects were included in the future traffic conditions analysis. Trip generation estimates for the related projects are shown in Table 3.1 of the Traffic Study (Appendix J to the Draft EIR), which estimates that the related projects would generate 356,171 daily trips; 25,237 AM peak hour trips; and 35,145 PM peak hour trips. While the related projects will increase the amount of daily trips overall, because of the large geographic distribution of the related projects, not all of these trips would travel through the study area and traverse the study intersections. Therefore, to narrow the geographic of this cumulative analysis, the following six related projects – Nos. 13, 19, 44, 72, 88, and 116 – were isolated because they are within a few blocks of the Project Site (ranging in distances of approximately 540 feet to 705 feet from the Project Site). See Figure III-1 (Related Projects Map) in Section III (Environmental Setting) of the Draft EIR. Three of these related projects are also located along Spring Street. Due to the close distance of these three related projects, there may be some overlap with construction activities, such as temporary vehicle and/or bike lane or sidewalk closures along Spring Street. In terms of construction, these related projects may or may not be developed within the same construction schedule as the Project. However, under a worst-case scenario, it is assumed that these projects would be built within the same construction schedule as the Project, but these impacts would be temporary and limited to the construction phase of each project, and each of the related projects would be required to submit a construction work site traffic control plan to LADOT for review and approval prior to the start of any construction work. The plan would 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. Most, if not all, of the construction workers are anticipated to arrive and depart the individual construction sites during off-peak hours (i.e., arrive prior to 7:00 AM and, typically, leave the site before 3:00 PM), thereby avoiding construction related trips during the AM and PM peak traffic periods. In addition, the haul truck routes for the related projects would be approved by LADOT and/or the Department of Building and Safety according to the location of the individual construction site and the ultimate destination. Therefore, cumulative construction impacts are considered to be less than significant.

### Project Design Features

PDFs TR-1 to TR-2, which are incorporated into the Project and incorporated into these Findings as fully set forth herein, help reduce the potential traffic impacts of the project related to Transportation/Traffic. These project design features were considered in the analysis of potential impacts.

### Mitigation Measures

There will be less-than-significant impacts related to the Transportation/Traffic impact analysis described above. Therefore, no mitigation measures are required.



## 9. Utilities and Service Systems

As demonstrated in Draft EIR Section IV.K and Appendix I:

### (A) Water

#### (i) Water Treatment Facilities

The Los Angeles Department of Water and Power (“LADWP”) ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,263 miles of pipes, and more than 100 storage tanks and reservoirs. 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. In 2014, ultraviolet treatment was added to the LAAFP treatment process. The LAAFP treats approximately 600 million gallons of water per day.

Project water use has been estimated and is presented in Table IV.K.1-2 of the Draft EIR, Estimated Daily Water Consumption. The Project would consume a net total of approximately 28,164 gpd or 0.028 million gallons per day (“mgd”) of water. Compliance with regulatory water conservation measures, including Title 20 and 24 of the California Administrative Code, would reduce the projected water demand. Chapter XII of the LAMC comprises the City of Los Angeles Emergency Water Conservation Plan. The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the State level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses public utilities and energy, and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use. Overall, the Project’s water demand is expected to comprise a small percentage of LADWP’s existing water supplies. Furthermore, the LADWP has sent a “Water Availability-Will Serve” letter indicating that the Project can be supplied with water from the municipal system subject to the Water System rules and conditions set by the LADWP (see Appendix I of the Draft EIR). Consequently, implementation of the Project is not expected to measurably reduce the LAAFP’s capacity; therefore, no new or expanded water treatment facilities will be required, and impacts with respect to water treatment facilities are less than significant.

#### (ii) Water Supplies

##### a. Construction

Water would be used during grading and earthwork primarily to reduce fugitive dust and to aid in earth compaction. Water consumption rates for construction-related activities are estimated to be approximately 0.89 acre-feet per acre. Therefore, the Project would consume a total of approximately 0.178 acre-feet of water over 24 months of construction. The amount of water used would be nominal for such purposes. Furthermore, the LADWP has sent a “Water Availability-Will Serve” letter indicating that the Project can be supplied with water from the municipal system subject to the Water System rules and conditions set by the LADWP. Therefore, the LADWP has adequate water supply and

groundwater sources to accommodate the nominal consumption of water for grading purposes. Since grading activity is temporary in nature, consumption would spread over two months during the excavation process and the LADWP has adequate supply to accommodate the anticipated water demand during construction.

b. Operation

As shown on Table IV.K.1-2 of the Draft EIR (Estimated Daily Water Consumption), the average daily domestic net water demand of the Project is estimated to be approximately 28,164 gpd (or 31.4 acre-feet per year). In addition to supplying water for domestic uses, the LADWP also supplies water for fire protection services, in accordance with the Fire Code. The required water flow for fire protection purposes is 2,250 gpm for the Project. Water lines in the project vicinity include a 12-inch line in Spring Street. The existing static water pressure surrounding the Project area ranges from 62 to 65 psi, with a maximum pressure of 85 psi. Based on these static pressures, there are no known problems or deficiencies in the Project area. However, if water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the applicant or the LADWP. To the extent such upgrades result in a temporary disruption in service, proper notification to LADWP customers would take place. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because any disruption of service would be of a short-term nature, replacement of the water mains would be within public rights-of-way, and any foreseeable infrastructure improvements would be limited to the immediate project vicinity.

Compliance with the Project Design Features and water conservation measures as listed below, including Title 20 and 24 of the California Administrative Code, would reduce the projected water demand. The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the State level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses public utilities and energy, and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use. Overall, the Project's water demand is expected to comprise a small percentage of LADWP's existing water supplies.

Furthermore, the LADWP has sent a "Water Availability-Will Serve" letter indicating that the Project can be supplied with water from the municipal system subject to the Water System rules and conditions set by the LADWP. Therefore, implementation of the Project would not result in the need for new or expanded water entitlements, and a less-than-significant impact will occur.

The Project would further reduce its potable water demand by incorporating several conservation measures listed in the Draft EIR. Therefore, the Project would further reduce its demand on water supply through the implementation of water conservation measures. As such, the Project will not result in the need for new or expanded

entitlements, and a less-than-significant impact will occur.

(iii) Demand for Water Supplies

The LADWP *2015 Urban Water Management Plan* confirmed that water use in the City has remained relatively constant over the previous five years and about the same as in the 1970s despite the fact that over 1.1 million more people now live in Los Angeles. The *2015 Urban Water Management Plan* (“2015 UWMP”) water demand projection for 2040 is approximately 709,500 acre-feet per year. The Project is anticipated to consume approximately 28,164 net gallons per day (gpd), or approximately 31.4 afy of water. There would be ample amounts of imported water to service the Project. Based upon the analysis in the 2015 UWMP, the LADWP anticipates that it will have sufficient water supplies to meet the projected water demand for its Water Division service area. Therefore, Project impacts to water supply are less than significant.

(iv) Water Infrastructure

Water service for the Project would be provided by the LADWP. The Project Site is serviced via a 12-inch-diameter line beneath Spring Street. No new or additional water main infrastructure improvements are necessary to accommodate the Project. The existing water mains can accommodate the Project’s demand for water supply service. Where estimated water requirements for the Project can be served by the existing water mains, water service would be provided routinely in accordance with the City of Los Angeles Department of Public Works (“LADPW”) Rules and Regulations. The LADWP routinely replaces or repairs lines as needed. The Project would also be subject to the water system standards and rules set forth by LADWP.

(v) Population

The City estimates that the operation of the Project would generate approximately 120 full- and part-time jobs. In 2008, SCAG estimated that the City of Los Angeles subregion had 1,735,200 employees. According to SCAG, the subregional employment is expected to increase by 82,500 between 2008 and 2020, with additional growth of 89,100 jobs between 2020 and 2035. The addition of these new jobs would be within the SCAG growth projection, representing approximately 0.15 percent of the Citywide total growth for the period of 2008 to 2020, and approximately 0.13 percent of the Citywide total growth for the period of 2020 to 2035. Since the employment growth associated with the Project would be within the projected growth for the City of Los Angeles subregion, impacts related to water supplies are anticipated to be less than significant.

(vi) Scheduled Water Infrastructure Improvements

The Applicant would be responsible for upgrading any necessary water infrastructure on the Project Site. Where estimated water requirements for the Project can be served by the existing water mains, water service would be provided routinely in accordance with the LADWP rules and regulations. With respect to off-site water infrastructure, the Project Site is serviced via a 12-inch-diameter line beneath Spring Street. No new or additional water main infrastructure improvements are necessary to accommodate the Project. The existing water mains can accommodate the Project’s demand for water supply service. Where estimated water requirements for the Project can be served by the existing water

mains, water service would be provided routinely in accordance with the LADWP rules and regulations. The LADWP routinely replaces or repairs lines as needed. The Project would be subject to the water system standards and rules set forth by LADWP. Therefore, there would be scheduled water infrastructure improvements to reduce or offset service impacts. Impacts to water infrastructure will be less than significant.

(vii) Cumulative Impacts

a. Water Supplies

Implementation of the Project, in combination with existing and future projects within the service area of LADWP, would generate demand for additional water supplies. In terms of the City's overall water supply condition, the water demand for any project that is consistent with the City's General Plan has been taken into account in the adopted Urban Water Management Plan ("UWMP"). In conjunction with The City of Los Angeles Water Supply Action Plan, the UWMP anticipates that the future water supplies would be sufficient to meet existing and planned growth in the City to the year 2030 under wet and dry year scenarios. The Project would be consistent with the General Plan and, therefore, has been taken into account in the UWMP. The anticipated water demand from the Project falls within the UWMP's projected water supplies for normal, single-dry, and multiple-day years through 2040, and within the UWMP's 25-year water demand growth projection.

As shown in Table IV.K.1-3 of the Draft EIR, the related projects would consume a total average water demand of approximately 0.096 acre-feet annually. The estimate of the related projects' water demand is conservative because it does not account for water conservation measures required by the City of Los Angeles Green Building Code. The Project, in combination with the related projects, would yield a cumulative average water demand of approximately 0.097 acre-feet annually. Specifically, based on LADWP's 2015 *Urban Water Management Plan* water demand projections, the water demand for the City in 2040 during average year hydrological conditions is expected to reach approximately 675,685 acre-feet. The estimated annual cumulative water demand of approximately 0.097 acre-feet per year would represent approximately 0.014 percent of the water demand for the City in 2040 during an average year, single-dry year, and multiple-dry year period. Thus, the total annual cumulative water demand of approximately 0.097 acre-feet associated with the Project and the related projects would be within the available and projected water demand of the 2015 UWMP. As also indicated in the UWMP, local water supplies and new water conservation are projected to increase from the current 12 percent to 43 percent by 2040. Consideration of existing sources of supply, coupled with the combined effect of continued actions to assure the reliability of the City's water supply, is expected to result in adequate water supplies for the LADWP service area through at least 2040. This increased local supply mix will allow the LADWP to reduce its Metropolitan Water District water supply purchases by half, increasing flexibility and overall reliability, particularly during periods of water shortage. Furthermore, through LADWP's Urban Water Management Plan process and the City's *Securing L.A.'s Water Supply*, the City will meet all new demand for water due to projected population growth through a combination of water conservation and water recycling. These plans outline the creation of sustainable sources of water for the City of Los Angeles to reduce dependence on imported supplies. LADWP is planning to achieve these goals by

expanding its water conservation efforts through public education, installing high efficient water fixtures, providing incentives, and expanding the City's outdoor water conservation program. To increase recycled water use, LADWP is expanding the recycled water distribution system to provide water for irrigation, industrial use, and groundwater recharge. Compliance of the Project and future development projects with regulatory requirements that promote water conservation, such as the LAMC, including the City's Green Building Code, would also assist in assuring that adequate water supply is available on a cumulative basis. Accordingly, demand from the Project, in conjunction with other projects within the LADWP service area, is expected to be within the supplies available to LADWP, and cumulative impacts related to water supply will be less than significant.

b. Local Water Infrastructure

Through the Ten-Year Capital Improvement Program, the LADWP can provide reliable sources of water to the residents of the City, as discussed previously. As LADWP has indicated that there are no known infrastructure deficiencies in the Project vicinity, it is anticipated that the local water infrastructure serving the Project Site could adequately accommodate the increased demand to serve the Project, in combination with the related projects and regional growth. Furthermore, new development projects would be subject to LADWP review to assure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. LADWP, LADPW, and the LAFD would conduct ongoing evaluations to ensure facilities are adequate. Therefore, cumulative impacts to water infrastructure will be less than significant.

(B) Wastewater

(i) Wastewater Infrastructure

a. Construction

During construction, a minimal amount of wastewater would be generated by the construction employees. Portable toilets would be provided by a private company and the wastewater would be disposed of off-site. Furthermore, no new connections to the sewer system would be required to accommodate the construction workers. Overall, there would be a negligible potential impact on sewer facilities and there would not be an increase in wastewater flows beyond the available capacity of the existing conveyance and treatment systems.

b. Operation

Implementation of the Project would increase the average and peak daily wastewater flows from the Project Site. As shown in Table IV.K.2-2 of the Final EIR (Project Average Daily Wastewater Generation), the Project is estimated to generate a net increase of approximately 28,725 gpd. As discussed previously, the design capacity of the Hyperion Treatment Plant ("HTP") is 450 million gpd and the HTP's current average wastewater flow is 362 million gpd. Therefore, the HTP would have sufficient treatment capacity to

accommodate the Project's average daily total scenario wastewater generation of 0.029 million gpd (net increase represents 0.028 million gpd), which would represent approximately 0.00033 percent of the remaining capacity (and the net increase represents 0.00032 percent of remaining capacity). Since the Project would not exceed the capacity of the HTP, it would not require the construction of additional treatment facilities. Therefore, the Project impacts to wastewater treatment capacity are less than significant.

### c. Stormwater Drainage Facilities

Construction and operation of the Project would rely on existing stormwater drainage facilities. The Project Site is currently developed with a surface parking lot and a restaurant, and is entirely covered with impermeable surfaces. As discussed in Section IV.H of the Draft EIR (Hydrology and Water Quality), the Project would not substantially increase the amount of surface runoff or waste discharge from the Project Site. Therefore, stormwater runoff from the Project Site would not exceed the capacity of the existing stormwater drainage systems, and a less-than-significant impact will occur.

### (ii) Wastewater Capacity

#### a. Construction

During construction, a minimal amount of wastewater would be generated by the construction employees. Portable toilets would be provided by a private company and the wastewater would be disposed of off-site. Furthermore, no new connections to the sewer system would be required to accommodate the construction. Overall, there would be a negligible potential impact on sewer facilities and there would not be an increase in wastewater flows beyond the available capacity of the existing conveyance and treatment systems. Furthermore, the Los Angeles Bureau of Sanitation ("LABS") has sent a Sewer Capacity Availability Request ("SCAR") indicating that there is sewer capacity available to handle the anticipated discharge of the Project.

#### b. Operation

Based on the current hydraulic capacity available in the local sewer system, the City has determined that there is capacity available to handle the anticipated discharge of 28,725 gpd from the Project. In addition, before the LADBS formally accepts a set of plans and specifications for a project for plan check, the LADPW must confirm that there is allotted sewer capacity available for the Project. The LABS has sent a SCAR indicating that there is sewer capacity available to handle the anticipated discharge of the Project. In conclusion, wastewater impacts are less than significant because the existing local sewer system has capacity for the discharge of the Project.

### (iii) Sewer Capacity

The Project could have a significant impact if it were to have a measurable increase in wastewater flows at 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. Based on the current hydraulic capacity available in the local sewer system, the City has determined that there is capacity available to handle the anticipated discharge of 28,725 gpd from the

Project. In addition, before the LADBS formally accepts a set of plans and specifications for a project for plan check, the LADPW must confirm that there is allotted sewer capacity available for the Project. The LABS has sent a SCAR indicating that there is sewer capacity available to handle the anticipated discharge of the Project. In conclusion, wastewater impacts are less than significant because the existing local sewer system has capacity for the discharge of the Project.

(iv) Wastewater Treatment Capacity

The Project's scenario wastewater generation of 0.028 million gpd would be well within the HTP's remaining capacity of 88 million gpd. Therefore, the Project will have a less than significant impact.

(v) Cumulative Impacts

a. Treatment Capacity

The Project, in combination with existing and future projects within the area served by the HTP, would result in cumulative increases in wastewater generation. As shown in Table IV.K.2-3 of the Draft EIR, development of the Project in conjunction with the related projects would result in an increase in the demand for sanitary sewer service in the LABS's service area. As identified in Section III (Environmental Setting) of the Draft EIR, there are 131 related projects located in the Project vicinity. Assuming that each of these related projects is tributary to some or all of the City sewers serving the Project Site, forecasted growth from the related projects would generate an average daily wastewater flow of approximately 11,448,093 gpd or approximately 11.45 mgd. Combined with the Project's net increase in wastewater generation of 28,725, this equates to a cumulative increase in average daily wastewater flow of approximately 11,476,848, or 11.48 mgd. Based on the existing and future capacity of the Hyperion Service Area of approximately 362 mgd, the Hyperion Service Area is expected to have adequate capacity to accommodate the 11.48 mgd cumulative wastewater flows. In addition, increased wastewater flows to the HTP are addressed in the Integrated Resources Plan, which includes a plan to ensure that existing wastewater processing facilities are sufficient to handle projected flows through 2020 of the expected 18.7 percent population growth for the City. The environmental impacts of potentially expanding the existing facilities have already been analyzed in the Draft and Final EIRs prepared and certified for the Integrated Resources Plan. In June 2012, LABS and the LADWP issued the *Water Integrated Resources Plan Five Year Review*, which identified that actual average wastewater flows to the HTP in 2010 were approximately 26.5 percent below projections based upon 2008 demographic data from SCAG. Accordingly, the requirement for physical expansions of the HTP to address increased flows that are included in the IRP have not been triggered and it would appear likely that the requirements set forth in the IRP will remain valid beyond the 2020 horizon year of the IRP. Furthermore, as discussed previously, the design capacity of the HTP is 450 million gpd and the HTP's current average wastewater flow is 362 million gpd. Therefore, the HTP has a remaining capacity of approximately 88 million gpd. The sewage generation of the Project and existing and future within the service area of the HTP would be well within the design capacity of the HTP. Therefore, cumulative impacts to wastewater treatment capacity will be less than significant.

### b. Conveyance Infrastructure

Implementation of the Project, in combination with the related projects and other expected growth within the HTP service area, would increase the demand for wastewater conveyance infrastructure and treatment services provided by the LABS. Sewer conveyance for the identified related projects would be provided by LABS. Each of the related projects would need to obtain a final approval from LABS for a sewer capacity connection permit. The sewer line capacity for each related project would be evaluated on a case-by-case basis and would be mitigated to the extent feasible in accordance with CEQA. Specifically, similar to the Project, other new development projects would be required to coordinate with the LABS via a SCAR to determine adequate sewer capacity. In addition, new development projects would also be subject to LAMC Sections 64.11 and 64.12, which require approval of a sewer permit prior to connection to the sewer system. In order to connect to the sewer system, related projects in the City of Los Angeles would be subject to payment of the City's Sewerage Facilities Charge. Payment of such fees would help offset the costs associated with infrastructure improvements that would be needed to accommodate wastewater generated by overall future growth. Furthermore, each related project would be required to comply with applicable water conservation programs, including the City of Los Angeles Green Building Code. Therefore, cumulative impacts on wastewater conveyance infrastructure will be less than significant.

### (C) Solid Waste

#### (i) Landfill Capacity

##### a. Construction

Implementation of the Project would generate construction and demolition waste. Construction and demolition debris includes concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. Construction debris would consist primarily of debris from the demolition of the approximately 600-square-foot restaurant building that would be disposed of as inert waste. Much of this material would be recycled and salvaged to the maximum extent feasible at a minimum of 75 percent diversion from the landfill. Construction activities generate a variety of scraps and wastes, with the majority of recyclables being wood waste, drywall, metal, paper, and cardboard. The construction of the Project is estimated to generate a total of approximately 213 tons of solid waste over the entire construction period, and approximately 87 tons of demolition debris. The remaining daily intake of the Sunshine Canyon Landfill is 4,518 tons per day. As such, Sunshine Canyon Landfill would have adequate capacity to accommodate the construction waste generated by the Project over its entire construction period.

This forecasted solid waste generation is a conservative estimate as it assumes no reductions in solid waste generation would occur due to recycling. The construction and demolition waste would be delivered to City-certified construction and demolition waste processors, where it would be recycled as feasible. Moreover, the *Countywide Integrated Management Plan 2014 Annual Report* (the "2014 Annual Report") concludes that there is current capacity of 64.7 million tons available in the County for the disposal of inert waste. Therefore, the Project-generated demolition debris of 87 tons and construction waste of 213 tons (i.e., asphalt and construction debris) would represent a very small



percentage of the inert waste disposal capacity in the region. This is considered a less-than-significant impact, as the Project will not create a need for additional solid waste disposal facilities to adequately handle project construction-generated inert waste.

b. Operation

The Project would generate solid waste that is typical of hotel use and be consistent with all federal, State, and local statutes and regulations regarding proper disposal. As shown in Table IV.K.3-3 of the Draft EIR, Project Estimated Daily Solid Waste Generation, the Project would generate approximately 1,253 ppd of net solid waste. All solid waste-generating activities within the City, including the Project, would continue to be subject to the requirements set forth in AB 939. Therefore, it is estimated that the Project would divert 50 percent of its solid waste generated pursuant to the proposed City and County Specific Plans, thereby diverting this waste from landfills. Nonetheless, it is conservatively assumed that all 1,253 ppd of the Project's solid waste would be disposed of at regional landfills. As discussed previously, the average daily intake of the Sunshine Canyon Landfill is approximately 7,582 tons and the permitted daily intake is 12,100 tons per day. According to the *2014 Annual Report*, the Sunshine Canyon Landfill had approximately 64.7 million tons of remaining capacity. As such, the landfill's permitted daily intake of 12,100 tpd would accommodate the net daily operational waste generated by the Project of 1,253 ppd. Moreover, during its operation, the Project would provide a recycling collection and storage program for non-hazardous waste by dedicating recycling areas for glass, plastic, paper, aluminum, as well as employing techniques such as cardboard balers, aluminum can crushers, recycling chutes, and collection bins. The Project would also implement recycling during construction, such as recycling concrete cylinder test samples and steel reinforcing bars. Therefore, a less-than-significant impact associated with operational solid waste will occur.

(ii) Local Statutes and Regulations

a. California Integrated Waste Management Act of 1989

The AB 939 requirement to reduce the solid waste stream in landfills by 50 percent means that half of the Project's total solid waste generated (1,253 net ppd) must be recycled rather than disposed of in a landfill. The Project would comply with AB 939 requirements and approximately 50 percent of the Project's waste would be diverted for reuse or recycling; the remaining solid waste generated during operation would be disposed of in landfills. The Project would comply with the LABS Solid Resources Infrastructure Facility Plan to reduce the amount of solid waste being disposed into landfills by promoting diversion techniques that increase recycling of solid waste, consistent with AB 939. Since the Project is not anticipated to substantially increase solid waste generation in the City or the amount disposed into the landfills, the Project would comply with AB 939. Therefore, there will be no impact.

b. City of Los Angeles General Plan Framework Element

The Project would implement strategies to create minimal waste and utilize recycled materials, which in turn would reduce the number of refuse haul trips. The Project would include enclosed trash areas and recycling storage areas and divert 50 percent of the

construction waste debris away from landfills. The Project would be consistent with the City of Los Angeles General Plan Framework goal of maximizing source reduction and materials recovery and minimizing the amount of waste requiring disposal. Therefore, there will be no impact.

c. Los Angeles Municipal Code

The LAMC requires a project to be designed to incorporate a recycling area or room. The Project would comply with this requirement and have sufficient containers to accommodate the amount of solid waste and recycling generated by the premises, and landscape waste would be placed in designated green waste bins (see project design features PDF SW-2, PDF SW-3, and PDF SW-4). Therefore, there will be no impact.

(iii) Solid Waste Infrastructure

As discussed above, the local landfill has sufficient permitted capacity to accommodate the Project's construction and operational solid waste. The Project would also comply with all applicable statutes and regulations related to solid waste. Therefore, there will be a less-than-significant impact on solid waste infrastructure.

(iv) Cumulative Impacts

a. Construction

The Los Angeles County Integrated Waste Management Plan, *2014 Annual Report* anticipates an 9.18 percent increase in population growth within the County of Los Angeles between 2014 and 2029 and an increase of 13.07 percent in employment. The construction of the Project is estimated to generate a total of approximately 213 tons of solid waste over the entire construction period, and approximately 87 tons of demolition debris. Like the Project, the related projects and other reasonably foreseeable growth within the City would generate inert construction and demolition waste. Also, like the Project, the related projects and reasonably foreseeable growth would be subject to Citywide Construction and Demolition Waste Recycling Ordinance, and the construction and demolition waste would be recycled to the extent feasible. As indicated above, the remaining disposal capacity for Sunshine Canyon Landfill is 64.7 million tons; and the LADPW estimates that the life span of the landfill is 23 years based on the 2014 average disposal rate of 7,582 tons per day. Given this future capacity, it is expected that all construction and debris waste can be accommodated for during that time, and cumulative impacts regarding the disposal of construction and debris waste would not occur. Moreover, the *2014 Annual Report* concludes that there is adequate capacity within permitted solid waste facilities (i.e., landfills) to serve the County through the 15-year planning period of 2014 through 2029. Therefore, cumulative impacts due to demolition and construction waste are less than significant.

b. Operation

Whereas in the past solid waste disposal occurred solely within landfills located in the County, the trend in recent years is increased solid waste disposal at landfills located outside of the County. The use of out-of-County landfills will increase in the future given the difficulties associated with permitting new or expanded landfill facilities within the

County. As such, the appropriate context within which to view the Project's potential solid waste impacts is total disposal capacity available at landfills located within, as well as outside of, the County. In addition, in order to satisfy the disposal capacity requirements of AB 939, the County is developing facilities utilizing conversion technologies (defined as a wide array of biological, chemical, thermal [excluding incineration] and mechanical technologies capable of converting post-recycled residual solid waste into useful products and chemicals, green fuels, such as hydrogen, natural gas, ethanol and biodiesel, and clean, renewable energy such as electricity).

Pursuant to California Code of Regulations ("CCR") Section 18755.5, the County prepared a *Countywide Siting Element* in June 1997. The *Countywide Siting Element* has identified goals, policies, and strategies to maintain adequate permitted disposal capacity on an ongoing basis through a 15-year planning period, and for the long term. To provide this needed disposal capacity, the *Countywide Siting Element* identified sites that may be suitable for development of new or expansion of existing Class III landfills. The *Countywide Siting Element* also identified out-of-County landfills that may be available to receive waste generated in the County. Additionally, the *Countywide Siting Element* includes goals and policies to facilitate the use of out-of-County and remote landfills and foster the development of alternatives to landfill disposal.

The City SWMPP, inclusive of its annual reports, serves as the primary planning documents for the County's waste disposal needs, which include solid waste generated throughout the City. The *2014 Annual Report* forecasts conditions over a 15-year planning horizon. With each subsequent annual report, the 15-year planning horizon is extended by one year, thereby providing sufficient time to address any future shortfalls in landfill capacity. The *2014 Annual Report* concludes that there is enough capacity within permitted solid waste facilities (i.e., landfills) to serve the County through the 15-year planning period of 2014 through 2029 through a combination of all or some of the following:

- Maximize waste reduction and recycling;
- Expand existing landfills;
- Study, promote, and develop alternative technologies;
- Expand transfer and processing infrastructure; and
- Out-of-county disposal (including waste-by-rail).

The County will continually address landfill capacity through the preparation of Annual Reports. The preparation of each Annual Report provides sufficient lead time (15 years) to address potential future shortfalls in landfill capacity. Table IV.K.3-4, Cumulative Average Daily Solid Waste Generation, quantifies the solid waste generation associated with the related projects. Forecasted growth from the related projects would generate an average of 1,363,909 pounds of solid waste per day. Combined with the Project's net increase in solid waste of 1,253, this equates to a cumulative increase average of approximately 1,365,162 pounds of solid waste per day. Per the *2014 Annual Report*, the forecasted 2019 waste generation volume for the County is approximately 23.8 million

tons. Moreover, the estimated Project generation net increase would represent a negligible fraction of the cumulative waste generation in 2019. Thus, the Project's contribution to the County's estimated cumulative waste stream in the Project buildout year (2020) would not be cumulatively considerable. As the *2014 Annual Report* concludes that there is enough capacity within permitted solid waste facilities (i.e., landfills) to serve the County through the 15-year planning period of 2014 through 2029, the combined cumulative operational waste disposal impacts would be less than significant.

It is also anticipated that related projects and other reasonably foreseeable growth would be subject to environmental review on a case-by-case basis to ensure that they would not conflict with AB 939 waste diversion goals or the solid waste policies and objectives in the County's Summary Plan, Siting Element, as well as the City's SRRE and its updates, the City SWMPP, and the General Plan Framework. Therefore, cumulative impacts associated with solid waste regulations, plans, and programs will be less than significant.

### Project Design Features

Project Design Features PDF SW-1 – SW4, which are incorporated into the project, help reduce the potential solid waste impact of the Project related to Utilities and Service Systems. This project design feature was considered in the analysis of potential impacts.

### Mitigation Measures

There will be less-than-significant impacts related to Utilities and Service Systems. Therefore, no mitigation measures are required.

## **9. Energy**

As demonstrated in Draft EIR Section IV.L and Appendix B:

### **(A)Energy Consumption**

#### **(i) Electricity**

##### **a. Construction**

During construction of the Project, short-term energy consumption would result primarily from lighting, lifts, cranes, small power tools, and electrical equipment (i.e., computers) inside temporary construction trailers. The lighting necessary for construction would not result in a substantial increase in on-site electricity consumption over the existing use estimated at 78 kWh of electricity per day (see Table IV.L-1 of the Draft EIR). During construction, the electricity would be supplied to the construction site with temporary charging stations supplied with power from the existing electrical grid. Construction would occur over approximately 24 months. The electrical consumption generated by construction lighting and tools would be substantially less than the operational consumption of the Project. Electrical consumption of small power construction tools range from 300 to 6,000 watts during run time and a typical temporary construction lighting tower would have 4 x 1,000 watt fixtures. Construction would occur for approximately eight hours per evening/night, totaling approximately 32 kWh per day. This

amount is minimal (approximately 0.96 percent) when compared to the daily operational electrical demand of the Project of approximately 3,318.17 kWh per day (refer to Table IV.L-3 [Project Estimated Electricity Consumption], of the Draft EIR). Furthermore, construction electricity would be offset by the shutting off of the electricity supply to the restaurant use on the Project Site. Therefore, energy consumption during the construction of the Project would be finite and limited (i.e., all equipment would be turned off when not in use), and would not result in wasteful, inefficient or unnecessary consumption of energy. Impacts will be less than significant.

b. Operation

Implementation of the Project would increase the demand for electricity at the Project Site. The existing land uses on the Project Site consume approximately 98 kilowatt-hours per day. Table IV.L-3 of the Draft EIR presents an estimate of the Project's electricity demand. CalEEMod, which is based on the 2013 Title 24 standards, was utilized to calculate the electricity consumption for the Project. The CalEEMod calculations reflect that the 2013 Title 24 standards provide 30 percent greater energy efficiency than the 2008 Title 24 standards. However, this estimate does not take into consideration the Project's energy conservation features that would be included in accordance with existing regulations and would lower the demand for electricity further, thereby providing a conservative analysis. As shown in Table IV.L-3 of the Draft EIR, the Project would consume approximately 5,073 kWh per day, a net increase of approximately 4,975 kWh per day compared to the existing land uses. The LADWP would supply the entire Project from the existing electrical system. Electrical conduits, wiring and associated infrastructure would be brought from existing LADWP lines in the surrounding streets to the Project Site during construction. In the fiscal year ending June 2013, the LADWP clients consumed approximately 23.5 billion kWh with an end-use sector breakdown of: 12.8 billion kWh for the commercial sector, 8.4 billion kWh for residential, 1.9 billion for industrial, and 0.4 billion for other sectors. The Project would have a net electricity demand of approximately 1.8 million kWh per year ( $4,975.37 \times 365$ ). This represents less than 0.008 percent of the LADWP network demand for the fiscal year ending June 2013. The LADWP has indicated that the Project's demand for electricity could be served via existing infrastructure, and no improvements or additions to LADWP's off-site distribution system would be needed.

The LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 33 percent of the State's energy from renewables by 2020. Eligible renewable resources include biodiesel, biomass, hydroelectric and small hydro, Los Angeles Aqueduct hydro power plants, digester gas, fuel cells, geothermal, landfill gas, municipal solid waste, ocean thermal, ocean wave and tidal current technologies, renewable derived biogas, multi-fuel facilities using renewable fuels, solar photovoltaic, solar thermal electric, wind, and "other renewables." In addition, all new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24 of the CCR. The Project would be designed in accordance with the 2013 standards of Title 24, California's Energy Efficiency Standards for Nonresidential Buildings. The CalEEMod calculations reflect that the 2013 Title 24 standards provide 30 percent greater energy efficiency than the 2008 Title 24 standards. These standards include minimum energy efficiency requirements related to building envelope, mechanical

systems (e.g., HVAC and water heating systems), indoor and outdoor lighting, and illuminated signs. The incorporation of the Title 24 standards into the Project would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy. In addition, the Project incorporates energy efficiency measures in accordance with existing regulations that would meet and/or exceed minimum State standards and, therefore, would not result in the inefficient, unnecessary, or wasteful use of energy. Furthermore, the Applicant would implement the following: (1) PDF SW-1 (Section IV.K. Utilities-Solid Waste) of the Draft EIR, which states the Project would implement a demolition and construction debris recycling plan; and (2) PDF SW-4 (Section IV.K. Utilities-Solid Waste) of the Draft EIR, which states the Project would have a solid waste diversion rate target of 70 percent of non-hazardous materials. These PDFs would further reduce the Project's overall energy demand. Therefore, there will be a less-than-significant impact.

(ii) Natural Gas

a. Construction

During construction of the Project, short-term energy consumption would result primarily from lighting, lifts, cranes, and small power tools. Construction would occur over an approximate 24-month period. Construction activities are not anticipated to consume natural gas. Therefore, no impacts to natural gas will occur.

b. Operation

Implementation of the Project would increase the demand for natural gas at the Project Site. The existing land uses on the Project Site consume approximately 383.30 kBTU per day (see Table IV.L-2 of the Draft EIR). As shown in Table IV.L-4 of the Draft EIR (Project Estimated Natural Gas Consumption), the estimated net natural gas consumption is approximately 13,206.78 kBTU per day. CalEEMod, which is based on the 2013 Title 24 standards, was utilized to calculate the natural gas consumption for the Project. The 2013 Title 24 standards are 30 percent more efficient than the 2008 Title 24 standards.

The *2016 California Gas Report* projects that California natural gas demand is expected to decline at an annual rate of 0.6 percent per year from 2016 to 2035 in the Southern California Gas ("SCG") service area. Therefore, natural gas supplies are expected to meet Southern California's gas demand. SCG undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service and would upgrade the infrastructure as needed. Therefore, the Project would not result in the need to build new natural gas infrastructure and the site would be served by existing distribution lines. Further, the Project would be subject to the State Energy Conservation Standards contained in Title 24 of the CCR, which is a set of prescriptive standards establishing mandatory maximum energy consumption levels for buildings. The Project would comply with Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. With modern energy efficient construction materials and compliance with Title 24 standards, the Project would be consistent with the State's energy conservation standards and, therefore, would not conflict with adopted energy conservation plans. The Project would also include energy efficient design

features in accordance with existing regulations. Furthermore, the Applicant would implement the following: (1) PDF SW-1 (Section IV.K. Utilities-Solid Waste) of this Draft EIR, which states the Project would implement a demolition and construction debris recycling plan; and (3) PDF SW-4 (Section IV.K. Utilities-Solid Waste) of this Draft EIR, which states the Project would have a solid waste diversion rate target of 70 percent of non-hazardous materials. These PDFs would further reduce the Project's overall energy demand. As such, the Project will not result in the inefficient, unnecessary, or wasteful use of energy. Therefore, impacts are less than significant.

(iii) Transportation Energy

a. Construction

Construction of the Project is expected to last approximately two years and is tentatively scheduled to and continue through 2020. Construction activities would fall into four principal phases: (1) demolition of the existing structure and pavement, and site preparation; (2) excavation and grading; (3) shell and core building construction, including installation of drainage and utilities; and (4) installation of interior tenant improvements and mechanical systems.

During construction of the Project, short-term energy consumption would result primarily from petroleum-based fuels used to power off-road construction vehicles and equipment on the Project Site, construction workers traveling to and from the Project Site, and delivery and haul truck trips. As discussed in further detail in Section IV.J (Transportation/Traffic), the highest average hourly volume of truck trips is expected to be 55 trips per hour (total including both inbound and outbound trips). During the five-month period when the construction and finishing phases overlap, the average hourly volume of truck trips would be approximately 45 trips per hour (total including both inbound and outbound trips). However, consumption of such resources would be temporary and would cease upon the completion of construction.

The transportation fuel required by construction workers depends on the total number of worker trips estimated for the duration of construction activity. Caltrans found that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) is projected at 22.816 miles per gallon (mpg) and the worse-case estimate for diesel trucks is projected at 6.272 mpg in 2020.

Assuming construction worker vehicles have an average fuel economy consistent with the Caltrans projected 2020 average for mpg for gasoline and diesel, based on the maximum projected number of workers during each phase, and on the Project's estimated construction VMT of 2.068 million per year the Project would use approximately 90,637 gallons of gasoline. In 2014, California consumed a total of 343,568 thousand barrels (or 10.822 billion gallons) of gasoline for transportation. Construction of the Project would use approximately 329,719 gallons of diesel, assuming heavy-duty construction equipment (such as haul route trucks) is primarily diesel-fueled. This would represent 0.0008 percent of the statewide gasoline consumption and 0.003 percent of the statewide diesel consumption. The expected construction gasoline and diesel fuel gas for the Project would be negligible compared with statewide supplies and would be accommodated by local or regional suppliers and vendors.

Development of the Project would not result in the need to manufacture construction materials or create new building material facilities to supply the Project and the Applicant would acquire all necessary materials from existing market supplies. While it is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete, it is reasonable to assume that with energy conservation measures in place throughout the construction industry the production of building materials would employ all reasonable energy conservation practices in the interest of minimizing the cost.

Regarding truck trips for hauling demolition material, the City has adopted several plans and regulations to reduce, recycle, and reuse solid waste generated in the State. The Project's compliance with these regulations would further reduce the number of trips and fuel required to transport construction debris and in turn would reduce the unnecessary consumption of energy. Therefore, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. As such, impacts regarding transportation energy will be less than significant.

#### b. Operation

The Project Site is near several bus routes and rail lines. Several Metro bus lines travel along Spring Street, and the Project Site is located approximately 0.3 mile from the Metro Pershing Square Red/Purple Line subway station at 5<sup>th</sup> Street and Hill Street, all of which would provide hotel employees and guests with various public transportation opportunities and reduce vehicle miles resulting in a reduction in the consumption of petroleum-based fuels.

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers. Based on the Project's estimated VMT of 4.449 million per year, and assuming the Project's mix of vehicle types (automobiles, trucks, and motorcycles) have an average fuel economy of 22.816 mpg, approximately 194,995 gallons of fuel would be required in a year. In 2014, California consumed a total of 343,568 thousand barrels (or 10.822 billion gallons) of gasoline for transportation. This would represent less than 0.0018 percent of the statewide gasoline consumption. Furthermore, alternative-fueled electric, and hybrid vehicles, to the extent these types of vehicles would be used by visitors to the Project Sites would reduce the Project's consumption of gasoline and diesel. Therefore, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. As such, impacts regarding transportation energy will be less than significant.

### (B) Energy Supply, Energy Delivery Systems or Infrastructure

#### (i) Electricity

##### a. Construction

During construction of the Project, short-term energy consumption would result primarily from lighting, lifts, cranes, small power tools, and electrical equipment (i.e., computers) inside temporary construction trailers. The lighting necessary for construction would not result in a substantial increase in on-site electricity consumption over the existing use estimated at 78 kWh of electricity per day (see Table IV.L-1 of the Draft EIR). During construction, the electricity would be supplied to the construction site with temporary



charging stations supplied with power from the existing electrical grid. Construction would occur over approximately 24 months. The electrical consumption generated by construction lighting and tools would be substantially less than the operational consumption of the Project. Electrical consumption of small power construction tools range from 300 to 6,000 watts during run time and a typical temporary construction lighting tower would have 4 x 1,000 watt fixtures. Construction would occur for approximately eight hours per evening/night, totaling approximately 32 kWh per day. This amount is minimal (approximately 0.96 percent) when compared to the daily operational electrical demand of the Project of approximately 3,318.17 kWh per day (refer to Table IV.L-3 of the Draft EIR [Project Estimated Electricity Consumption]). Furthermore, construction electricity would be offset by the shutting off of the electricity supply to the restaurant use on the Project Site. Therefore, energy consumption during the construction of the Project would be finite and limited (i.e., all equipment would be turned off when not in use), and would not result in wasteful, inefficient or unnecessary consumption of energy. Therefore, impacts are less than significant and there is no need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure during Project construction.

b. Operation

As shown on Table IV.L-3 of the Draft EIR, the Project would consume approximately 4,358.56 kWh per day, a net increase of approximately 4,280.56 kWh per day compared to the existing land uses. The LADWP has indicated that the Project's demand for electricity could be served via existing infrastructure, and no improvements or additions to LADWP's off-site distribution system would be needed. Therefore, impacts related to electricity supply and infrastructure are less than significant.

(ii) Natural Gas

According to the *2016 California Gas Report*, California has developed additional natural gas storage facilities and pipelines to accommodate demand growth. This additional pipeline capacity has contributed to long-term supply availability. As such, the SCG operates in an environment where interstate pipeline capacity exists in excess of anticipated demand. Therefore, there is adequate pipeline capacity to deliver natural gas to the City. Furthermore, natural gas supplies vary with time and a natural gas survey will have to be completed at the time of project approval. SCG undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service and would upgrade the infrastructure as needed. As such, Project impacts related to natural gas infrastructure are less than significant.

(iii) Transportation Energy

According to the California Energy Commission ("CEC"), transportation accounts for nearly 37 percent of California's total energy consumption and roughly 37 percent of the State's greenhouse gas emissions. California is currently working on developing flexible strategies to reduce petroleum use. Overall, gasoline consumption in California has declined and the CEC predicts that the demand for gasoline will continue to decline over the next ten years. Eventually, there will be an increase in the use of alternative fuels,

such as natural gas, biofuels, and electricity. As such, Project impacts related to petroleum infrastructure will be less than significant.

### (C) Energy Conservation Measures

The Project would be designed in accordance with the Los Angeles Green Building Code and Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., HVAC and water heating systems), indoor and outdoor lighting and illuminated signs. The incorporation of the Title 24 standards into the project would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption energy. In summary, the Project incorporates energy efficiency measures that would meet and/or exceed minimum City and State standards. Therefore, the impact is less than significant.

### (D) Cumulative Impacts

#### (i) Electricity

Development of the Project, in combination with the related projects and projected population growth in the greater City area, could increase demand for electricity supplied by the LADWP. The LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 33 percent of the State's energy from renewables by 2020. In the fiscal year ending June 2013, the LADWP clients consumed approximately 23.5 billion kWh with an end-use sector breakdown of: 12.8 billion kWh for the commercial sector, 8.4 billion kWh for residential, 1.9 billion for industrial, and 0.4 billion for other sectors. The Project would have a net electricity demand of approximately 1.8 million kWh per year ( $4,975.37 \times 365$ ). This represents less than 0.008 percent of the LADWP network demand for the fiscal year ending June 2013. In addition, all new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24 of the CCR. It is possible that implementation of the related projects (and other development in the greater City area) could require the removal of older structures that were not designed and constructed to conform with the more recent and stringent energy efficiency standards. Thus, it is possible that with implementation of some of the related projects and other development, the resulting demand for electricity supply could be the same or less than the existing condition. Nonetheless, the 2015 Integrated Resource Plan "IRP" considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. Through IRP, the LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Any potential cumulative impacts related to electric power service would be addressed through this process. Therefore, cumulative impacts related to electricity supply and infrastructure, and energy conservation are considered less than significant.

#### (ii) Natural Gas

Development of the Project, in combination with the related projects and projected

population growth in the greater City area, could increase demand for natural gas supplied by SCG. However, the *2016 California Gas Report* projects that California natural gas demand is expected to decline at an annual rate of 0.6 percent per year from 2016 to 2035 in the SCG service area. Therefore, natural gas supplies are expected to meet Southern California's gas demand, including the Project's estimated net natural gas consumption of approximately 13,206.78 kBTU per day. All new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24 of the CCR. It is possible that implementation of the related projects (and other development in the greater City area) could require the removal of older structures that were not designed and constructed to conform with the more recent and stringent energy efficiency standards. Thus, it is possible that, with implementation of some of the related projects and other development, the resulting demand for natural gas supply could be the same or less than the existing condition. Nonetheless, SCG undertakes expansion or modification of natural gas service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing natural gas service. Any potential cumulative impacts related to natural gas service would be addressed through this process. Therefore, cumulative energy impacts related to natural gas will be less than significant.

(iii) Transportation Energy

Development of the Project, in combination with the related projects and projected population growth in the greater City area, could increase transportation energy consumption and cumulatively increase the need for energy for transportation-related uses. Based on the Traffic Study prepared for the Project, included in Appendix J to the Draft EIR, there are 131 related projects anticipated in the Project area, which would generate approximately 60,382 daily trips. In 2014, California consumed a total of 343,568 thousand barrels (or 10.822 billion gallons) of gasoline for transportation. Construction of the Project would use approximately 329,719 gallons of diesel, assuming heavy-duty construction equipment (such as haul route trucks) is primarily diesel-fueled. This would represent 0.0008 percent of the statewide gasoline consumption and 0.003 percent of the statewide diesel consumption. Based on the Project's estimated VMT of 4.449 million per year, and assuming the Project's mix of vehicle types (automobiles, trucks, and motorcycles) have an average fuel economy of 22.816 mpg, approximately 194,995 gallons of fuel would be required in a year. In 2014, California consumed a total of 343,568 thousand barrels (or 10.822 billion gallons) of gasoline for transportation. This would represent less than 0.0018 percent of the statewide gasoline consumption. The potential use of alternative-fueled, electric, and hybrid vehicles utilized by visitors to the Project Site would reduce the Project's consumption of gasoline and diesel; however, the above estimates do not account for these other more energy efficient vehicle types. Therefore, this estimate is conservative.

As described above, petroleum currently accounts for 92 percent of California's transportation energy. However, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce VMT all of which would reduce reliance on petroleum. Therefore, gasoline consumption in California has declined. The CEC predicts that the demand for gasoline will continue to decline over the next ten years and there will be an increase in the use of alternative fuels,

such as natural gas, biofuels, and electricity. Furthermore, similar to the Project, future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other project features that promote the reduction of VMT. Thus, while there would be an increase in consumption of petroleum-based fuels, the Project's contribution to cumulative impacts related to transportation energy consumption will be less than significant.

#### Mitigation Measures

There would be less-than-significant impacts related to Energy. Therefore, no mitigation measures are required.

### **VII. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION**

The following impact area was concluded by the Draft EIR to be less than significant with the implementation of mitigation measures described in the Final EIR. Based on that analysis and other evidence in the administrative record relating to the project, the City finds and determines that mitigation measures described in the Final EIR reduce potentially significant impacts identified for the following environmental impact categories to below the level of significance. Pursuant to Public Resources Code Section 21081, the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the each of the following significant effects on the environment.

#### **1. Transportation/Traffic:**

##### **(A) Conflict with Applicable Plan, Ordinance, or Policy**

##### **i. Operation**

##### **1. Project Traffic**

Table IV.J-5 of the Draft EIR (Project Trip Generation) summarizes the trip generation rates and estimated trips for daily, AM peak hour, and PM peak hour periods. Because the commercial components of the Project would be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area. Certain adjustments to the trip generation were therefore made with LADOT approval to reflect these conditions. For the hotel use, a reduction of 15 percent for transit trips and walk-ins was applied. For the trips generated by the restaurant uses, a reduction of 20 percent for internal trips from the Project was applied, and a 15 percent reduction for use of transit and walk-in trips from the surrounding area was applied. In addition, a pass-by rate of 10 percent was applied per LADOT Traffic Study Guidelines. For the trips generated by the bar/lounge use, a reduction of 20 percent for internal trips from the Project was applied, and 15 percent for transit use and walk-in trips from the surrounding area was applied. While the ITE trip rate for a hotel includes trips to hotel facilities, including restaurants and meeting rooms, in order to prepare a conservative analysis, separate trip estimates were made for these uses, as shown in Table IV.J-5.

The Project's trip distribution was based on the type of land uses proposed, the likely origins and destinations of Project visitors based on the distribution of population and employment in the region, the characteristics of the street system in the area of the Project, and the most likely access and egress routes to/from the Project Site.

The Project's peak hour traffic volumes are illustrated in Figures IV.J-5 of the Draft EIR (Project Only Traffic Volumes – AM Peak Hour) and IV.J-6 of the Draft EIR (Project Only Traffic Volumes – PM Peak Hour) for the AM and PM peak hours, respectively. As shown in Table IV.J-5 of the Draft EIR, the Traffic Study estimates that the Project would generate a net total of 2,045 daily vehicle trips, 116 AM peak hour trips, and 196 PM peak hour trips.

## 2. Existing with Project Traffic Impact Analysis

Existing with Project Conditions traffic volumes were analyzed to determine the projected V/C ratios and LOS for each study intersection. Table IV.J-6 of the Draft EIR (Existing [2016] with Project Conditions – Intersection LOS) summarizes the LOS for the Existing with Project Conditions at the study intersections for the AM and PM peak hours. The estimated Project traffic was added to existing traffic conditions to estimate the peak hour traffic volumes illustrated in Figures IV.J-7 (Existing with Project Traffic Volumes – AM Peak Hour) and IV.J-8 (Existing with Project Traffic Volumes – PM Peak Hour). The analysis summarized in Table IV.J-6 indicates that, for both the AM and PM peak hours, the addition of Project traffic would not cause the LOS to change at any of the study intersections, and that any increase in V/C ratios would be less than the threshold for a significant impact. Therefore, the Project results in less-than-significant traffic impacts in the existing (2016) with Project traffic condition.

## 3. Future with Project Traffic Impact Analysis Before Mitigation

The estimated Project traffic was added to the projected year 2019 future traffic conditions in the Future with Project Conditions to obtain future traffic volumes with the Project for both peak periods at each study intersection. Future with Project traffic volumes were analyzed to determine the projected V/C ratios and LOS for each study intersection. Table IV.J-8 of the Final EIR (Future with Project Conditions – Intersection LOS) summarizes the LOS for the Future with Project Conditions. The Future with Project Conditions peak hour traffic volumes are illustrated in Figures IV.J-11 (Future with Project Traffic Volumes – AM Peak Hour) and IV.J-12 (Future with Project Traffic Volumes – PM Peak Hour).

The analysis summarized in Table IV.J-8 of the Draft EIR indicates that for the AM peak hour, the addition of Project traffic would cause the LOS to change at one study intersection (Main Street and 7<sup>th</sup> Street) from LOS B to LOS C, but the incremental increase in V/C ratio at all the study intersections would be less than the threshold for a significant impact. During the PM peak hour, the Project would result in a significant traffic impact at one study intersection (Spring Street and 7<sup>th</sup> Street). The addition of Project traffic would not cause the LOS to change at this study intersection, but the incremental increase in V/C ratio would exceed the allowable threshold. Therefore, the Project is expected to result in a significant traffic impact in the Future with Project Conditions, and mitigation is required.

a. Future with Project with Mitigation Impact Analysis

The significantly impacted study intersection (Spring Street and 7<sup>th</sup> Street) was reviewed to determine if any potential physical improvements or geometric reconfigurations could be implemented at this location. However, for this intersection it was determined that no feasible physical improvements are available, since the intersection is built-out with the existing roadway right-of-way fully developed to include the maximum number of travel lanes with bike lanes along both Spring Street and 7<sup>th</sup> Street. While there is no identifiable physical improvement to the roadways that could reduce the impact, there are signal improvements that would reduce the impact. Specifically, in coordination with LADOT staff, traffic signal operational improvements, consisting of the installation of a CCTV camera and the associated infrastructure, were identified at the following two signalized intersections:

- Spring Street and 6<sup>th</sup> Street
- Spring Street and 7<sup>th</sup> Street

Both of these locations are study intersections (see Appendix J of the Draft EIR, Traffic Study). Together, these improvements would enhance the effectiveness of the traffic signal system in the area of the Project, specifically along Spring Street. In such cases, LADOT *Traffic Study Policies and Procedures* allow for a reduction in the V/C ratio of 0.010 for each intersection where the traffic signal upgrades are to be implemented. The results of implementing this improvement are shown in Table IV.J-9 of the Draft EIR (Future with Project with Mitigation Conditions – Intersection LOS [PM Peak Hour]). With the implementation of this improvement, as is required by mitigation measure MM TR-1 stated below, the increase in the V/C ratio will be below the threshold for a significant impact. Therefore, this mitigation measure will mitigate the PM peak hour impact to a less-than-significant level.

Mitigation Measure

This mitigation measure applies to Threshold (a) to reduce potentially significant Project impacts to future traffic conditions in the PM peak hour to a less-than-significant level.

**MM TR-1:** A preliminary Transportation Demand Management (TDM) program shall be prepared and provided for LADOT review prior to the issuance of the first building permit for the Project, and a final TDM program shall be approved by LADOT prior to the issuance of the first certificate of occupancy for the Project. The TDM program should include, but not be limited to, the following strategies:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator (on-site or off-site);
- Design the Project to ensure a bicycle, transit and pedestrian friendly environment;
- Provide on-site transit routing and schedule information;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Provide up to two on-site car share spaces.

The Project shall upgrade traffic signal equipment at the following two study intersections:

- Intersection No. 5. Spring Street and 6th Street – Installation of CCTV camera and associated infrastructure.
- Intersection No. 6. Spring Street and 7th Street – Installation of CCTV camera and associated infrastructure.

Table IV.J-9 of the Draft EIR shows the change in V/C ratio after implementation of mitigation measure MM TR-1, listed above. As shown, the mitigation measure reduces the significant impact to Spring Street and 7<sup>th</sup> Street to a less-than-significant level. Therefore, with implementation of this mitigation measure, impacts from Project operation will be less than significant.

#### 4. Cumulative Impacts

The geographic scope for cumulative impacts related to operational traffic is the study area identified by LADOT, which includes the area in which the Project would contribute traffic that would potentially result in significant impacts. The Future with Project Traffic Impact Analysis includes trip generation estimates from the related projects, ambient growth, and from the Project so as to account for a cumulative traffic scenario. In the AM peak hour, the Project would not result in a significant impact to any of the study intersections; however, in the PM peak hour, the Project would result in a significant impact to the intersection of Spring Street and 7<sup>th</sup> Street. The addition of Project traffic would not cause the LOS to change at the study intersection, but the incremental increase in V/C ratio would exceed LADOT's allowable threshold for an intersection operating at LOS E. Under the Future with Project with Mitigation Impact Analysis, with incorporation of mitigation requiring traffic signal operational improvements, the impact to Spring Street and 7<sup>th</sup> Street will be reduced to a less-than-significant level. Therefore, the Project's less-than-significant impacts during operation would not result in a cumulatively considerable impact on roadway system performance.

Implementation of the Project in conjunction with regional growth and traffic generated by the related projects would increase the amount of traffic at CMP-monitored facilities and freeway operations. The maximum number of trips that is estimated to be generated by the Project to any CMP arterial monitoring station would be 4 trips during the PM peak hour at Washington Boulevard and Alameda Street (see Table IV.J-10 of the Draft EIR), which is under the CMP's 50-trip threshold. Moreover, the maximum number of trips that is estimated to be generated by the Project to any CMP freeway monitoring station would be 12 northbound/eastbound and southbound/westbound trips during the PM peak hour at the Harbor Freeway (SR-110) south of the Hollywood Freeway (US-101) and the Harbor Freeway (SR-110) north of Alpine Street (see Table IV.J-11), and the maximum number of one-way Project trips that is estimated to be added to any other single freeway segment would be 11 eastbound and/or 11 westbound trips along Santa Monica Freeway (I-10) at Budlong Avenue. The Project-generated trips at CMP freeway monitoring stations and freeway segments would be under the CMP's 150-trip threshold. With these low incremental volumes that are well below the CMP thresholds, the Project will not result in significant impacts to CMP facilities or freeway operations, and therefore, the Project will not result in a cumulatively considerable contribution to any significant cumulative impacts.

Implementation of the Project in conjunction with regional growth and transit trips generated by the related projects would increase the demand and use of transit. The Project is estimated to generate a maximum of 49 transit trips, which would occur during the PM peak hour. This amount would be 0.3 percent of the total existing transit capacity. With this low incremental increase relative to the existing transit capacity, the Project would not result in significant impacts to the transit system serving the area of the Project Site. Because of the multiple sources of public transit (i.e., Metro buses and subway lines) that are available in the immediate vicinity, the Project and related projects are not expected to exceed the capacity of the transit system. Finally, not only because of the availability of public transit but also because of the dense and pedestrian friendly nature of Downtown area and the availability of bicycle facilities and the LAMC requirements for bike parking, vehicle miles traveled can be expected to be reduced from the Project and related projects.

Implementation of the Project in conjunction with regional growth and related projects located in the immediately vicinity of the Project Site would increase the amount of traffic in the study area, which would affect Project Site access by vehicles, bicycles, and pedestrians. As discussed above, the cumulative traffic impact of the Project, regional growth, and the related projects would not result in a significant impact to any of the study intersections with implementation of mitigation measure MM TR-1 (see Table IV.J-9). Moreover, the Project's configuration would not result in Project-specific access impacts or hazardous conditions, as is also discussed above, and in Section VII (Effects Not Found to be Significant). Thus, there will not be any significant operational traffic cumulative impacts.

### ***Mitigation Measure***

The City finds that Mitigation Measure TR-1, which is incorporated into the Project and incorporated into these Findings as fully set forth herein, reduces the potential potentially significant Project impacts to future traffic conditions in the PM peak hour to a less-than-significant level.

### ***Finding***

The City finds that, with implementation of the Mitigation Measure TR-1, impacts related to operational future traffic conditions in the PM peak hours are less than significant. No further mitigation measure is required.

### ***Rationale for Finding***

Table IV.J-9 of the Draft EIR shows the change in V/C ratio after implementation of mitigation measure MM TR-1, which requires implementation of a Transportation Demand Management (TDM) and updated of traffic signal equipment at the intersection No. 5. Spring Street and 6th Street and the intersection No. 6. Spring Street and 7th Street. Table IV.J-9 of the Draft EIR shows the change in V/C ratio after implementation of mitigation measure MM TR-1, listed above. As shown, the mitigation measure will reduce the significant impact to Spring Street and 7<sup>th</sup> Street to a less-than-significant level. Therefore, with implementation of this mitigation measure, impacts from Project operation



are less than significant.

### **Reference**

For a complete discussion of impacts associated with Transportation/Traffic, please see Section IV.J and Appendix J of the Draft EIR, and Errata Attachment C.

## **VII. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION**

### **1. Noise**

#### **(A) Exposure of Excessive Noise**

##### **i. Construction**

Construction of the Project would require the use of heavy equipment for the demolition of the existing on-site building and surface parking lot, grading/excavation, installation of new utilities, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment potentially could be operating concurrently and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The U.S. EPA has compiled data regarding the noise-generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table IV.H-7 of the Draft EIR (Noise Range of Typical Construction Equipment) and in Table IV.H-8 of the Draft EIR (Typical Outdoor Construction Noise Levels), respectively.

The noise levels shown in Table IV.H-8 of the Draft EIR represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. As shown in Table IV.H-8, construction noise during the heavier initial periods of construction is presented as 86 dBA  $L_{eq}$  when measured at a reference distance of 50 feet from the center of construction activity. These noise levels would diminish notably with distance from the construction site at a rate of 6 dBA per doubling of distance (noise from stationary or point sources is reduced by about 6 dBA for every doubling of distance at acoustically hard locations). For example, a noise level of 86 dBA  $L_{eq}$  measured at 50 feet from the noise source to the receptor would decline to 80 dBA  $L_{eq}$  at 100 feet from the source to the receptor, and fall by another 6 dBA  $L_{eq}$  to 74 dBA  $L_{eq}$  at 200 feet from the source to the receptor. These noise attenuation rates assume a flat and unobstructed distance between the noise generator and the receptor. Intervening structures and vegetation would further attenuate (reduce) the noise.

As shown in Table IV.H-9 of the Draft EIR (Estimated Exterior Construction Noise at Sensitive Receptors), the construction noise levels forecasted for the proposed construction work would result in noise increases at all of the sensitive receptors. Increases in noise levels at off-site receptors during construction would be temporary,

and would not generate continuously high noise levels. Occasional single-event disturbances from construction are possible (e.g., construction activities related to the “pour” of the foundation resulting in temporary noise from concrete mixers). In addition, the construction noise experienced at off-site locations during the initial periods of construction (i.e., demolition and grading work) typically would be reduced in the later construction periods (i.e., interior building construction). As the structure would be built, the noise from interior construction work would be reduced at off-site locations because the proposed structure would break the line-of-sight and interrupt noise transmission from the interior construction area to the nearby sensitive receptors.

As defined in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if construction activities lasting more than one day increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Furthermore, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than 10 days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise-sensitive land use, would also normally result in a significant impact. Since construction activities would last for more than 10 days in a three-month period, the Project would cause a significant noise impact during construction if the ambient exterior noise levels at sensitive receptors increase by 5 dBA or more. Based on the results shown in Table IV.H-9 of the Draft EIR, the ambient exterior noise levels at all of the identified off-site sensitive receptors except Sensitive Receptor No. 10 could be exceeded by 5 dBA or more. Other sensitive receptors located more than 240 feet from the Project Site would not experience construction noise level increases greater than 4.9 dBA over existing conditions, which would be under the 5 dBA threshold identified in the *L.A. CEQA Thresholds Guide*. Therefore, Project construction activities would expose persons to and generate noise levels in excess of City standards, and this impact would be significant.

## (B) Exposure of Excessive Groundborne Noise and Vibration

### i. Construction

Construction activities associated with the Project would require the use of heavy equipment for demolition, excavation, and building construction. These activities would generate temporary increases of ground-borne vibration. Table IV.H-12 of the Draft EIR (Vibration Source Levels for Construction Equipment) identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate during the construction of the Project. Based on the information presented in Table IV.H-12 of the Draft EIR, vibration velocities could reach as high as approximately 0.089 inches per second PPV at 25 feet from the source activity, depending on the type of construction equipment in use. This corresponds to a RMS velocity level (in VdB) of 87 VdB at 25 feet from the source activity.

There are three buildings within 20 feet of the Project Site that are considered to be historic buildings. This analysis has conservatively classified these buildings as extremely susceptible to vibration damage. These buildings are: 1) residences to the north located adjacent to the Project Site (621 S. Spring Street); 2) residences to the south located adjacent to the Project Site (639 S. Spring Street); and 3) Palace Theater, located approximately 20 feet west of the Project Site. According to the FTA, ground vibration from construction activities do not often reach the levels that can damage

structures. Nevertheless, a conservative quantified construction vibration assessment has been included in this analysis.

Based on the reference data provided in Table IV.H-12, Table IV.H-13 (Estimated Vibration Levels at Nearest Sensitive Receptors) shows that worst-case construction vibration levels at Sensitive Receptor Nos. 1, 2, and 3 could have the potential to exceed the FTA's 0.12 PPV (inches per second) standard for historic buildings or buildings that are extremely susceptible to vibration damage. In order to adhere to the Secretary of Interior Standard 93 and Section 91.3307.1 (Protection Required) of the LAMC, the Project would be required to avoid damage from vibration impacts on adjacent historic buildings. Therefore, the Project includes a structure monitoring program during construction activities to ensure historic resources and adjacent buildings are protected in accordance with regulations (see PDF NOI-2) With compliance with PDF NOI-2 incorporating a structure monitoring program, impacts related to construction vibration damage will be less than significant.

In terms of human annoyance resulting from vibration generated during construction, the sensitive receptors near the Project Site could be exposed to increased vibration levels. Table IV.H-13 of the Draft EIR (Estimated Vibration Levels at Nearest Sensitive Receptors) shows that construction vibration levels could exceed the 80 VdB Category 2 threshold for residences at Sensitive Receptor No. 1 and 2. In addition, construction vibration levels could exceed the 83 VdB Category 3 threshold for Sensitive Receptor No. 3. The calculations below are based on measurements from the nearest points of the two properties. Since construction vibration levels could exceed the 80 VdB Category 2 threshold and 83 VdB Category threshold, construction-generated human annoyance vibration impacts would be significant. The Project would implement the following Project design feature (PDF) to reduce impacts from exposure of excessive groundborne noise and vibration.

**PDF NOI-3:** All construction work shall be performed so as not to physically destroy or damage Sensitive Receptors 1, 2, and 3 (621 S. Spring Street, 639 S. Spring Street, and Historic Palace Theater) within the Financial District in adherence with the Secretary of Interior Standard 9 and LAMC Section 91.3307.1 (Protection Required). The Project Applicant shall complete a structure monitoring program during construction including the following steps and procedures:

- a) Conduct a preconstruction survey to document existing conditions of Sensitive Receptors 1, 2, and 3 (621 S. Spring Street, 639 S. Spring Street, and Historic Palace Theater). Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the adjacent buildings.
- b) A registered civil engineer or certified engineering geologist shall develop a structure monitoring program that will include, but not be limited to, identification of specific measurements of vibration levels that shall not be exceeded for each adjacent building (Sensitive Receptors 1, 2, and 3 [621 S. Spring Street, 639 S. Spring Street, and Historic Palace Theater]), vibration monitoring, elevation and lateral monitoring points, crack monitors, and other instrumentation deemed necessary to protect the structures from construction-related damage.

- c) The structure monitoring program shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to initiating any construction activities.
- d) The structure monitoring program shall include a Monitor to survey for vertical and horizontal movement, as well as any exceedances of the vibration thresholds established for each building under section (b) above. If the thresholds are met or exceeded, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction-related damage to the structure.

Even with implementation of the PDF, the Project's construction impacts from exposure of excessive groundborne noise and vibration remains significant and unavoidable.

#### (C) Temporary Increase in Ambient Noise

Construction of the Project would result in a temporary or periodic noise increase from the use of heavy equipment for the demolition of the existing on-site structure and surface parking lot, grading/excavation, installation of new utilities, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment could potentially be operating concurrently and noise levels would vary based on the amount of equipment in operation and the location of the activity. The Project's construction noise would expose persons to noise levels that exceed standards and would be substantial increases in the Project vicinity above levels existing without the Project. Mitigation measures MM NOI-1 through MM NOI-7 as set forth in the Draft EIR would not reduce construction noise to a level below established standards. Therefore, temporary and periodic noise impacts from construction of the Project are significant and unavoidable.

#### (D) Exceed Ambient Noise Levels - Sensitive Uses

A project would normally have a significant impact on noise levels from construction if construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use. Construction of the Project would result in a temporary or periodic noise increase from the use of heavy equipment for the demolition of the existing on-site structure and surface parking lot, grading/excavation, installation of new utilities, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment could potentially be operating concurrently and noise levels would vary based on the amount of equipment in operation and the location of the activity. The Project's construction noise would expose persons to noise levels that exceed standards and would represent substantial increases in the Project vicinity above levels existing without the Project. Specifically, construction-related noise would exceed existing ambient exterior noise levels by 10 dBA or more at Sensitive Receptor Nos. 1 through 6. Mitigation measures MM NOI-1 through MM NOI-7 as set forth in the Draft EIR would not reduce construction noise to a level below established standards. Therefore, temporary and periodic noise impacts from construction of the

Project are significant and unavoidable.

(E) Exceed Ambient Noise Levels - Construction Lasting More than 10 Days

A project would normally have a significant impact on noise levels from construction if construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use. Project construction would span more than 10 days in a three-month period. Construction of the Project would result in a temporary or periodic noise increase from the use of heavy equipment for the demolition of the existing on-site structure and surface parking lot, grading/excavation, installation of new utilities, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of construction, several types of equipment could potentially be operating concurrently and noise levels would vary based on the amount of equipment in operation and the location of the activity. The Project's construction noise would expose persons to noise levels that exceed standards and would represent substantial increases in the Project vicinity above levels existing without the Project. Specifically, construction-related noise would cause the ambient exterior noise levels at all of the identified off-site sensitive receptors except Sensitive Receptor No. 10 to be exceeded by 5 dBA or more. Mitigation measures MM NOI-1 through MM NOI-7 as set forth in the Draft EIR would not reduce construction noise to a level below established standards. Therefore, temporary and periodic noise impacts from construction of the Project are significant and unavoidable.

(F) Exceed Ambient Noise Levels - Construction During Certain Hours

A project would normally have a significant impact on noise levels from construction if construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or anytime on Sunday. As stated previously and required by existing regulations, construction and demolition would be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, and prohibited on all Sundays and federal holidays. Therefore, the Project's construction activity would not result in a 5 dBA increase at noise-sensitive uses between evening and nighttime hours as no construction activities would be undertaken at these times, and this impact would be less than significant. However, construction noise impacts, which would occur during the daytime hours as permitted by the regulatory framework, will remain significant and unavoidable after implementation of mitigation measures MM NOI-1 through MM NOI-7 as set forth in the Draft EIR.

Mitigation Measures

The following mitigation measures are implemented to reduce construction noise and vibration levels to the maximum extent feasible.

**MM NOI-1:** Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest off-site land uses (Sensitive Receptors 1, 2, and 3 [i.e., 621 S. Spring Street, 639 S. Spring Street, and Historic Palace Theater]).

**MM NOI-2:** Construction and demolition activities shall be scheduled so as to avoid operating several loud pieces of equipment simultaneously.

**MM NOI-3:** Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.

**MM NOI-4:** Power construction equipment operated at the Project Site shall be equipped with effective noise control devices (i.e., mufflers and/or motor enclosures) consistent with manufacturers' standards. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. Construction contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications.

**MM NOI-5:** A temporary noise control barrier such as plywood structures or flexible sound control curtains shall be erected around the Project Site boundary as feasible. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10 dBA. The supporting structure shall be engineered and erected in order to comply with Los Angeles Municipal Code noise requirements, including those set forth in Chapter XI, Article 2 of the Los Angeles Municipal Code. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

**MM NOI-6:** All construction truck traffic shall be restricted to truck routes approved by the Department of Building and Safety, which shall avoid residential areas and other noise-sensitive receptors (in accordance with the L.A. CEQA Thresholds Guide, noise-sensitive receptors include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks).

**MM NOI-7:** Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to the immediate surrounding off-site properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

#### Level of Significance After Mitigation

Construction-related noise levels would exceed ambient exterior noise levels at nine of the 10 identified off-site sensitive receptors by 5 dBA or more. The mitigation measures listed above would reduce construction noise impacts to the maximum extent feasible. Nonetheless, construction-related noise impacts will remain significant and unavoidable.

With respect to human annoyance from construction-related vibration levels, construction vibration levels would exceed the 80 VdB Category 2 threshold and 83 VdB Category 3 threshold, and construction-generated human annoyance vibration impacts would be significant. The mitigation measures listed above would reduce construction vibration levels to the maximum extent feasible. Nonetheless, construction-related vibration

impacts with respect to human annoyance will remain significant and unavoidable.

(G) Cumulative Impacts

i. Construction

Construction of the Project in combination with the related projects would result in an increase in construction noise and vibration in this heavily urbanized area of the City. Related Project No. 72 (601 S. Main Street) is located approximately 260 feet east of the Project Site and could potentially combine construction noise and vibration levels with the Project construction activities. However, this related project and all of the related projects would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. In addition, each of the related projects would be subject to Section 112.05 of the LAMC, which prohibits any powered equipment or powered hand tool from producing noise levels that exceed 75 dBA at a distance of 50 feet from the noise source within 500 feet of a residential zone. Noise levels are only allowed to exceed this noise limitation under conditions where compliance is technically infeasible. As previously discussed, construction noise levels for the Project could exceed existing ambient noise levels by more than 10 dBA for more than one day at any noise-sensitive receptors or for more than 5 dBA for 10 days in a three-month period. Similarly, construction vibration levels could exceed the FTA's thresholds at sensitive receptors during construction of the Project. Therefore, as Project construction noise and vibration impacts would be considered significant, it is possible that Project construction activities could combine with construction activities associated with related projects to generate a cumulatively considerable noise and vibration impact during construction. As such, cumulative impacts with respect to construction noise and vibration will be significant.

***Project Design Feature***

The City finds that Project Design Feature NOI-3, which are incorporated into the Project and incorporated into these Findings as fully set forth herein, reduce the potential construction noise impacts of the Project. This Project Design Feature were taken into account in the analysis of potential impacts.

***Mitigation Measures***

The City finds that Mitigation Measures NOI-1 through NOI-7, which are incorporated into the Project and incorporated into these Findings as fully set forth herein, reduce the potential construction noise impacts of the Project. These mitigation measures were taken into account in the analysis. There are no additional feasible mitigation measures the Project could implement to avoid significant construction noise impacts.

***Finding***

With implementation of Mitigation Measures NOI-1 through NOI-7, construction noise impacts would be lessened to the maximum extent feasible. However, construction-related noise impacts at nine of the 10 identified off-site sensitive receptors will remain significant and unavoidable, for which the City has adopted a Statement of Overriding Considerations. These mitigation measures also lessen construction vibration levels to the maximum extent feasible. However, construction-related vibration impacts with

respect to human annoyance will remain significant and unavoidable, for which the City has adopted a Statement of Overriding Considerations.

### ***Rationale for Finding***

Noise impacts from on-site construction activities would be significant at all identified Sensitive Receptors except for Sensitive Receptor 10. Compliance with the required mitigation measures would reduce noise levels related to on-site construction noise to the extent feasible. In particular, implementation of project design feature PDF-NO1-2 would require the applicant to complete a structure monitoring program to ensure all construction work shall be performed so as not to physically destroy or damage Sensitive Receptors 1, 2, and 3. MM NOI-1 requires that noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) be conducted as far as possible from Sensitive Receptors 1, 2, and 3. MM NOI-2 requires that construction and demolition activities be scheduled so as to avoid operating several loud pieces of equipment simultaneously. MM NOI-3 requires that flexible sound control curtains be placed around all drilling apparatuses, drill rigs, and jackhammers when in use. MM NOI-4 requires that power construction equipment operated at the Project Site be equipped with effective noise control devices (i.e., mufflers and/or motor enclosures). In addition, Mitigation Measure MM NOI-5 requires a temporary noise barrier to be installed surrounding the Project Site to reduce construction noise at the adjacent residential structures. However, the temporary noise barrier would only be effective in reducing the construction noise at the ground level, and would not be effective at reducing noise levels at upper levels above the barrier. The estimated construction-related noise reductions attributable to Mitigation Measures MM NOI-5 although not easily quantifiable, would also ensure that noise impacts associated with on-site construction activities would be reduced to the extent feasible with the goal of a 10dBA reduction. The minimum 10 dBA noise reduction provided by the prescribed Mitigation Measures is considered a substantial reduction (i.e., reduction of the loudness in half). However, such impacts would remain significant and unavoidable.

### ***Reference***

For a complete discussion of impacts associated with Noise, please see Section IV.H and Appendix H of the Draft EIR, and Final EIR Appendix H.

## **IX. ALTERNATIVES TO THE PROJECT**

In addition to the Project, the Draft EIR evaluated a reasonable range of four alternatives to the Project. These alternatives are: 1) No Project Alternative; 2) Reduced Project Alternative; 3) Residential Project; and (4) Commercial Project. In accordance with CEQA requirements, the alternatives to the Project include a “No Project” alternative and alternatives capable of eliminating the significant adverse impacts of the Project. These alternatives and their impacts, which are summarized below, are more fully described in Section VI of the Draft EIR.



## **1. Summary of Findings**

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines section 15096(g)(2), that none of the alternatives or feasible mitigation measures within its powers would substantially lessen or avoid any significant effect the Project would have on the environment.

## **2. Project Objectives**

An important consideration in the analysis of alternatives to the Project is the degree to which such alternatives would achieve the objectives of the Project. As more thoroughly described in the Draft EIR, Project Description, the City has established specific objectives concerning the Project. The following objectives support the underlying purpose of the project:

- 1) Promote fiscal benefits, economic development and job creation in the City of Los Angeles, and the Downtown area.
  - a. Contribute to the revitalization of the Historic Core as a major entertainment and tourist hub with hotel, restaurant, and bar uses.
  - b. Encourage the investment in the Central City Community Plan area of all types of businesses, including commercial office, retail, manufacturing, and tourism, which, in turn, expand job opportunities for all of the City's residents. A total of 120 part-time and full-time jobs will be created as a result of the project.
  - c. Generate an estimated \$2.5 million annually in transient occupancy tax for the City.
  - d. Promote the development of economic enterprises, including retail, commercial, and hospitality uses that provide short- and long-term employment opportunities and improve the Project area's tax base.
- 2) Provide a mix of uses which create an active, 24-hour downtown environment for residents and which would also foster increased tourism.
  - a. Support the development of hotels that are easily accessible to the Convention Center, STAPLES Center, and the Figueroa Corridor, as well as the Historic District's retail and cultural facilities. Support the City's goal of adding 4,000 hotel rooms within walking distance to the Convention Center by 2020.
  - b. Facilitate the renewal and rehabilitation of an underutilized property with a destination hotel with commercial uses that will draw tourists to the Historic Downtown area.
  - c. Promote nightlife activity by encouraging restaurants, bars, and other specialty uses to reinforce existing pockets of activity.

- d. Proposed land uses that address the needs of all the visitors to Downtown Los Angeles for business, conventions, trade shows, and tourism.
- e. Promote the livability of adjacent uses by designing a project that supports the historic uses and character of the surrounding historic district.
- f. Encourage the use of alternative modes of transportation for visitors and employees by locating the project in a transit accessible area (i.e., Metro bus lines and subway stations) and pedestrian-oriented area, and by providing on-site bicycle parking.

### **3. Project Alternatives Analyzed**

#### **(A) Alternative 1 – No Project**

Under Alternative 1, the Project Site would remain in its current condition and no new development would occur for the foreseeable future. The 9,307-square foot (0.2 acre) Project Site is currently developed with a public self-service surface parking lot, with approximately 31 parking spaces, and an approximately 600-square-foot restaurant.

##### **(i) Impact Summary**

The Project would result in significant and unavoidable impacts related to short-term construction noise and construction vibration related to human annoyance. The No Project Alternative would avoid these significant and unavoidable Project-related impacts because no construction would occur on the Project Site.

##### **(ii) Findings**

Alternative 1 would reduce all the Project's less than significant environmental impacts. The No Project Alternative is environmentally superior to the Project. However, Alternative 1 would not meet any of the Project Objectives. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible the No Project Alternative described in the Draft EIR.

##### **(iii) Rationale for Findings**

No changes to existing land uses or operations on-site would occur under Alternative 1. Overall, Alternative 1 would not meet any of the Project Objectives. Specifically, Alternative 1 would not provide hotel and commercial uses that maximizes the physical, social, and economic potential of the Project Site, would not contribute to the efforts to revitalize the Historic Core as a major entertainment and tourist hub with hotel, restaurant, and bar uses; would not encourage the investment in the Central City Community Plan area of all types of businesses, including commercial office, retail, manufacturing, and tourism, which, in turn, expand job opportunities for all of the City's residents; would not create transient occupancy tax for the City; would not promote the development of economic enterprises, including retail, commercial, and hospitality uses that provide short- and long-term employment opportunities and improve the Project area's tax base; would not provide a mix of uses which create an active, 24-hour downtown environment

for residents and which would also foster increased tourism; would not support the development of hotels that are easily accessible to the Convention Center, STAPLES Center, and the Figueroa Corridor, as well as the Historic District's retail and cultural facilities; would not facilitate the renewal and rehabilitation of an under-utilized property with a destination hotel with commercial uses that will draw tourists to the Historic Downtown area; would not promote nightlife activity by encouraging restaurants, bars, and other specialty uses to reinforce existing pockets of activity; would not include land uses that address the needs of all the visitors to Downtown Los Angeles for business, conventions, trade shows, and tourism; would not promote development that helps to reenergize the Historic Core and Historic District; would not support the goal of the Central City Community Plan to develop Broadway and Spring Streets as the two signature streets of the Historic Core with new development that complement the area's historic character; would not contribute toward the creation of a symbol of pride and identity in the Central City Community Plan area through developing a high-rise building designed in a contemporary architectural style that respects the Historic District, and that would contribute to Downtown Los Angeles's skyline; and would enhance the surrounding streetscape by constructing a new sidewalk with enhanced paving which would significantly improve the pedestrian experience and appearance along historic Spring Street.

(B) Alternative 2 – Reduced Project / Existing Zoning

Under Alternative 2, Reduced Project, no Transfer of Floor Area Rights would be requested (the Project requests a TFAR for a maximum of 49,999 square feet of floor area). This would result in the construction of a building with approximately 55,842 square feet of floor area, which includes: 60 hotel rooms, approximately 7,050 square feet of restaurant space, and 6,720 square feet of indoor bar space. Alternative 2 would be up to approximately 18 stories (plus a basement level), reaching a maximum height of approximately 235 feet. The design and configuration of this Alternative would be similar to the Project. The main difference would be the reduced total square footage, building height, number of hotel rooms and on-site parking, resulting in a building with 50 percent of the mass of the Project. The lower Spring Street façade would be built to the street wall and rise to a height of 150 feet, consistent with the adjacent historic buildings, the historic Spring Street Financial District, and as required by the Downtown Design Guide. The tower element of the building above the 150-foot street wall would step back approximately 10 to 15 feet from the lower Spring Street façade and would be 235 feet in height. The height of the building would exceed the heights of the adjacent and most nearby buildings in the historic Spring Street Financial District. Similar to the Project, the main hotel reception entrance would be provided in the center of the building. A loading area is proposed at the rear of the ground level, which would be accessed from the adjacent alley. Valet service would be provided at the curb along Spring Street for guests and patrons and most visiting vehicles would be parked on-site. Approximately 30 spaces would be provided in the on-site parking structure. Alternative 2 would include the same PDFs and require the same mitigation measures as the Project. Alternative 2 assumes the development of the related projects listed in Section III.2 of the Draft EIR (Related Projects).

(i) Impact Summary

Alternative 2 would reduce many of the Project's less-than-significant impacts, including impacts associated with air quality, geology seismic hazards, greenhouse gas emissions, land use compatibility, operational noise and vibration, fire protection, transportation and traffic, utilities and service systems, and energy. Other impacts would be similar under this Alternative when compared with the Project. However, as with the Project, Alternative 2 would not avoid the significant and unavoidable Project-related impacts from short-term construction noise and construction vibration related to human annoyance since it would still require construction in proximity to uses that would be impacted by construction noise and vibration. The fact that it would require a lesser amount of construction would reduce the overall duration of the impact, but not the intensity.

(ii) Findings

Alternative 2 would not meet the Project Objectives to the same extent as the Project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 2 described in the Draft EIR.

(iii) Rationale for Findings:

Alternative 2 would meet the objectives of the Project by promoting fiscal benefits, economic development and job creation in the City, and the Downtown area; providing a mix of uses which create an active, 24-hour downtown environment for residents and which would also foster increased tourism; and promoting development that helps to reenergize the Historic Core and Historic District. However, due to the reduced size of Alternative 2, it would achieve these objectives to a lesser degree than the Project, and would also implement State, regional, and local policies that promote the concentration of development in urbanized areas served by transit in general, and Downtown Los Angeles in particular, to a lesser degree than the Project.

(C) Alternative 3 – Residential Project

Alternative 3, Residential Project, would construct a residential building with ground floor retail space, totaling approximately 105,841 square feet of floor area. The same TFAR would be required for the Residential Project Alternative as would be required for the Project. Alternative 3 would include: 138 apartment residential units, approximately 2,000 square feet of retail space, 1,000 square feet of gym space, 1,000 square feet of building management office space, and 16,490 square feet of outdoor spaces. The residential units would consist of 100 studios and 38 one-bedroom units. Alternative 3 would extend up to approximately 33 stories (plus a basement level), reaching a maximum height of approximately 400 feet.

The design and exterior configuration of this alternative would be similar to the Project. The main difference would be the proposed uses and floor plan. The ground-floor space would feature retail uses. The parking would be located on the 2<sup>nd</sup> through 9<sup>th</sup> floors. The 138 residential units would be distributed on the 10<sup>th</sup> to 33<sup>rd</sup> floors.

The residential lobby is proposed at the south end of the building; the retail entry would be at the north end. A loading area for retail services is proposed at the rear of the ground level accessed from the adjacent alley. Approximately 140 spaces would be provided in the on-site parking.

(i) Impact Summary

Alternative 3 would not avoid the significant and unavoidable Project-related impacts from short-term construction noise and construction vibration with respect to human annoyance since it would still require construction in proximity to uses that would be impacted by construction noise and vibration, and these impacts would remain significant and unavoidable. Alternative 3 would reduce many of the Project's less-than-significant impacts, including impacts associated with operational air quality, greenhouse gas emissions, land use compatibility, operational noise, transportation and traffic, utilities and service systems, and energy-electricity. However, Alternative 3 would increase many of the Project's less-than-significant impacts, including public services, and energy-natural gas.

Other impacts would be similar under this Alternative when compared with the Project. Alternative 3 would not meet the Project Objectives to the same extent as the Project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 3 described in the Draft EIR.

(ii) Findings

Alternative 3 would not avoid the significant and unavoidable Project-related impacts from short-term construction noise and construction vibration with respect to human annoyance since it would still require construction in proximity to uses that would be impacted by construction noise and vibration, and these impacts would remain significant and unavoidable. Alternative 3 would reduce some of the Project's less than significant impacts, including impacts associated with operational air quality, greenhouse gas emissions, land use compatibility, operational noise, transportation/traffic, and electricity. Other impacts would be similar under this Alternative when compared with the Project. Alternative 3 would increase public services, and natural gas impacts. Alternative 3 would not meet the Project Objectives to the same extent as the Project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 3 described in the Draft EIR.

(iii) Rationale for Findings

Although Alternative 3 would have fewer impacts than the Project, it would not satisfy several of the Project Objectives of the Draft EIR. Specifically, the Residential Project Alternative would not meet the following Project Objectives: promote fiscal benefits, economic development and job creation in the City of Los Angeles, and the Downtown area, contribute to the efforts to revitalize the Historic Core as a major entertainment and tourist hub with hotel, restaurant, and bar uses, encourage the investment in the Central City Community Plan area of all types of businesses, including commercial office, retail,

manufacturing, and tourism, which, in turn, expand job opportunities for all of the City's residents, maximize transient occupancy tax for the City, provide a mix of uses which create an active, 24-hour downtown environment for residents and which would also foster increased tourism, support the development of hotels that are easily accessible to the Convention Center, STAPLES Center, and the Figueroa Corridor, as well as the Historic District's retail and cultural facilities, facilitate the renewal and rehabilitation of an under-utilized property with a destination hotel with commercial uses that will draw tourists to the Historic Downtown area, promote nightlife activity by encouraging restaurants, bars, and other specialty uses to reinforce existing pockets of activity, include land uses that address the needs of all the visitors to Downtown Los Angeles for business, conventions, trade shows, and tourism.

(D) Alternative 4 – Commercial Project

Alternative 4, Commercial Project, would construct a commercial office building with ground floor retail space, totaling approximately 105,841 square feet of floor area. The same TFAR would be required for the Commercial Project Alternative as would be required for the Project. Alternative 4 would include: approximately 84,000 square feet of office uses and 4,500 square feet of retail uses. Alternative 4 would be up to approximately 23 stories (plus a basement level), reaching a maximum height of approximately 325 feet.

The design and exterior configuration of this alternative would be similar to the Project. The main difference would be the proposed uses and floor plan. The ground floor space would include retail uses located on the first floor. The parking would be located on the 2<sup>nd</sup> through 8<sup>th</sup> floors. The 84,000 square feet of office space would be distributed on the 9<sup>th</sup> to 23<sup>rd</sup> floors.

The office lobby is proposed at the south end of the building; the retail would be at the north end. A loading area for office and retail services is proposed at the rear of the ground level accessed from the adjacent alley. Approximately 120 vehicle parking spaces would be provided in the on-site parking integrated into the structure.

(i) Impact Summary

Alternative 4 would not avoid the significant and unavoidable Project-related impacts from short-term construction noise and construction vibration with respect to human annoyance since it would still require construction in proximity to uses that would be impacted by construction noise and vibration, and these impacts would remain significant and unavoidable.

Alternative 4 would reduce many of the Project's less-than-significant impacts, including impacts associated with operational air quality, greenhouse gas emissions, operational noise, public services, transportation and traffic, utilities and service systems, and energy-natural gas. However, Alternative 4 would increase the Project's less-than-significant impacts, including hazards and energy-natural gas. Other impacts would be similar under this Alternative when compared with the Project. Alternative 4 would not meet the Project Objectives to the same extent as the Project.

(ii) Findings

Alternative 4 would not meet the Project Objectives to the same extent as the Project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 3 described in the Draft EIR.

(iii) Rationale for Findings

Alternative 4 would result in elimination of the hotel use when compared to the Project. With no hotel use, Alternative 4 would not meet a majority of the Project Objectives, to the same extent as the Project. Specifically, Alternative 4 would not meet the following Project Objectives, including to promote fiscal benefits, economic development and job creation in the City of Los Angeles, and the Downtown area, contribute to the efforts to revitalize the Historic Core as a major entertainment and tourist hub with hotel, restaurant, and bar uses, encourage the investment in the Central City Community Plan area of all types of businesses, including commercial office, retail, manufacturing, and tourism, which, in turn, expand job opportunities for all of the City's residents, maximize transient occupancy tax for the City, provide a mix of uses which create an active, 24-hour downtown environment for residents and which would also foster increased tourism, support the development of hotels that are easily accessible to the Convention Center, STAPLES Center, and the Figueroa Corridor, as well as the Historic District's retail and cultural facilities, facilitate the renewal and rehabilitation of an under-utilized property with a destination hotel with commercial uses that will draw tourists to the Historic Downtown area, promote nightlife activity by encouraging restaurants, bars, and other specialty uses to reinforce existing pockets of activity, include land uses that address the needs of all the visitors to Downtown Los Angeles for business, conventions, trade shows, and tourism.

(E) Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. Pursuant to Section 15126.6(c) of the CEQA Guidelines, the analysis below addresses the ability of the alternatives to "avoid or substantially lessen one or more of the significant effects" of the Project.

As shown in Table VI-23 of the Draft EIR, the alternative with the most number of impact categories where the impacts are less than the Project is Alternative 2 (Reduced Project). As such, the environmentally superior alternative is Alternative 2 (Reduced Project) because it would reduce the impacts of the Project with respect to Air Quality (construction and operation), Geology and Soils (seismic hazards), Greenhouse Gas Emissions (emissions and consistency with plans), Land Use (compatibility), Noise (operation noise and vibration), Public Services (police and fire protection), Traffic (construction and operation), Utilities and Service Systems (water, wastewater, solid waste, and energy supplies). Additionally, Alternative 2 would meet the objectives of the Project by promote

fiscal benefits, economic development and job creation in the City, and the Downtown area; providing a mix of uses which create an active, 24-hour downtown environment for residents and which would also foster increased tourism; and promoting development that helps to reenergize the Historic Core and Historic District. However, due to the reduced size of Alternative 2, it would achieve these objectives to a lesser degree than the Project, and would also implement State, regional, and local policies that promote the concentration of development in urbanized areas served by transit in general, and Downtown Los Angeles in particular, to a lesser degree than the Project.

## **X. OTHER CEQA CONSIDERATIONS**

### **(A) Growth Inducing Impacts**

State CEQA Guidelines Section 15126.2(d) requires a discussion of the ways in which a project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The Project would involve the demolition of the existing surface parking lot and restaurant building and construction of a building with approximately 105,841 square feet of floor area, 170 hotel guest rooms and other amenities along with a restaurant. The Project would generate approximately 120 full- and part-time jobs and bring in new hotel guests to the area. This increased employee population and hotel guests would patronize local businesses and services in the area and would foster economic growth. The potential concentration of employment in this area of the City that would occur under the Project would be consistent with the regional growth management policies discussed in detail in Section IV. IG of the Draft EIR (Land Use and Planning). These policies promote development activity in existing developed areas, especially areas near existing transit and transportation infrastructure such as the Project Site. The Project would foster economic growth and revitalize an area by adding businesses to the Project Site. The employees and hotel guests associated with the Project could, in turn, patronize existing local businesses and services in the area. The Central City Community Plan policies also promote an arrangement of land use, circulation, and services which encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community. More specifically, the Community Plan encourages the development of projects that promote a safe, clean, attractive, and lively environment, support the development of a hotel and entertainment district surrounding the Convention Center/STAPLES Center with linkages to other areas of the Central City Community Plan and the Figueroa corridor, and to promote night life activity by encouraging restaurants, pubs, night clubs, small theaters, and other specialty uses to reinforce existing pockets of activity. The projected employment growth would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels, and that would result in an adverse physical change in the environment or introduce unplanned infrastructure (see Section VII of the Draft EIR [Effects Not Found to be Significant, Population and Housing]). Therefore, projected employment growth associated with the Project would be less than significant.

### **(B) Significant Irreversible Environmental Changes**

Section 15126.2(c) of the Guidelines states that the “uses of nonrenewable resources



during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.” Section 15126.2(c) further states “irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

The types and level of development associated with the Project would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include building materials, fuel and operational energy resources, and water.

Construction of the Project would require consumption of resources that are not replenishable or that may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics), and water. However, a minimum of 75 percent of the non-hazardous demolition and construction debris would be recycled and/or salvaged for reuse. In addition, as included in Project Design Feature SW-1, the Project is would implement a demolition and construction debris recycling plan. Similarly, Project Design Feature SW-2 requires that primary collection bins be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities; and Project Design Feature SW-3 requires that the Applicant shall continuously maintain in good order clearly marked, durable, and separate recycling bins on the same lot or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic, etc. Finally, Project Design Feature SW-4 requires that during occupancy and operations, the Project shall have a solid waste diversion rate target of 65 percent of non-hazardous materials. Thus, the consumption of non-renewable building materials such as lumber, aggregate materials, metals and plastics would be reduced.

During construction of the Project, short-term energy consumption would result primarily from lighting, lifts, cranes, small power tools, and electrical equipment (i.e., computers) inside temporary construction trailers. The lighting necessary for construction would not result in a substantial increase in on-site electricity consumption over the existing use. The electrical consumption generated by construction lighting and tools would be substantially less than the operational consumption of the Project. Energy consumption during the construction of the Project would be finite and limited (i.e., all equipment would be turned off when not in use), and would not result in wasteful, inefficient or unnecessary consumption of energy.

During ongoing operation of the Project, non-renewable fossil fuels would represent the primary energy source, and thus the existing finite supplies of these resources would be incrementally reduced. Fossil fuels, such as diesel, gasoline, and oil, would also be consumed in the use of construction vehicles and equipment. Construction activities for the Project would not require the consumption of natural gas but would require the use of fossil fuels and electricity. As the consumption of fossil fuels would occur on a temporary basis during construction, impacts related to the construction consumption of fossil fuels would be less than significant. Project consumption of non-renewable fossil fuels for energy use during Project operation is addressed in Section IV.L (Energy) of the Draft

EIR. As evaluated therein, the Project's increase in electricity and natural gas demand would be within the anticipated service capabilities of the LADWP and the SCG, respectively. In addition, the Project would include sustainable design to meet or exceed all City current building code and Title 24 requirements. As such, the development would be required to incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving and low-flow fixtures, non-VOC paints and adhesives. Furthermore, the Applicant would implement PDF WA-1, PDF SW-1, and PDF SW-4 to further reduce the Project's overall energy demand. Therefore, with the implementation of energy conservation features, energy would not be used in a wasteful manner, and long-term impacts associated with the consumption of fossil fuels would not be significant. Consumption of water during construction and operation of the Project is addressed in Section IV.K.1 (Utilities and Service Systems—Water) of the Draft EIR. As evaluated therein, the LADWP would be able to meet the Project's water demand. In addition, the Project would comply with the City's mandatory and voluntary water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years. Furthermore, pursuant to PDF WA-1, the Applicant or any applicable successor shall install high efficiency plumbing and plumbing fixtures. Compliance with PDF WA-1, water conservation measures, and regulatory compliance measures, including Title 20 and 24 of the California Administrative Code, would reduce the projected water demand. Thus, as evaluated in the Draft EIR, while Project operation would result in the irreversible consumption of water, the Project would not result in a significant impact related to water supply.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the Project. However, this resource consumption would not be considered substantial and would be consistent with growth and anticipated change in the Los Angeles area. The loss of such resources would not be highly accelerated and such resources would not be used in a wasteful manner. Therefore, although irreversible environmental changes would result from the Project, such changes are concluded to be less than significant.

## **XI. GENERAL FINDINGS**

1. The City, acting through the Department of City Planning, is the "Lead Agency" for the Project that is evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the Project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR and Errata to the Final EIR reflect the independent judgment of the City.

2. The EIR evaluated the following potential project and cumulative environmental impacts: Aesthetics; Air Quality; Cultural Resources; Geology and Soils; Greenhouse Gas Emissions; Hydrology and Water Quality; Land Use and Planning; Noise; Public Services; Transportation; Utilities; and Energy. Additionally, the EIR considered Growth Inducing Impacts and Significant Irreversible Environmental Changes. The significant environmental impacts of the Project and the alternatives were identified in the EIR.

3. The City finds that the EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

4. Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. The City staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents associated with project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated to describe refinements suggested as part of the public participation process.

5. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned response to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

6. The Final EIR documents include changes to the Draft EIR. The Final EIR provides additional information that was not included in the Draft EIR. Having reviewed the information contained in the Draft EIR and the Final EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there are no new significant impacts, substantial increase in the severity of a previously disclosed impact, significant information in the record of proceedings or other criteria under CEQA that would require recirculation of the Draft EIR, or preparation of a supplemental or subsequent EIR.

Specifically, the City finds that:

1. The Responses To Comments contained in the Final EIR fully considered and responded to comments claiming that the Project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the Project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.

2. The City has thoroughly reviewed the public comments received regarding the Project and the Final EIR as it relates to the Project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require

recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.

3. None of the information submitted after publication of the Final EIR, including testimony at and documents submitted for the public hearings on the Project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

4. The Errata to the Final EIR addresses minor changes and refinements to the proposed Project. All the information added to the Final EIR pursuant to the Errata merely clarifies, corrects, adds to, or makes insignificant modifications to information in the Draft and Final EIR. The City has reviewed the information in this Errata and has determined that it does not change any of the basic findings or conclusions of the Final EIR, does not constitute "significant new information" pursuant to CEQA Guidelines Section 15088.5(a), and does not require recirculation of the Draft EIR. This Errata, combined with the Draft EIR and Final EIR, including technical appendices and reports thereof, comprise the Final EIR.

5. The mitigation measures identified for the Project were included in the Draft and Final EIRs. As revised, the final mitigation measures for the Project are described in the Mitigation Monitoring Program ("MMP"). Each of the mitigation measures identified in the MMP is incorporated into the Project. The City finds that the impacts of the Project have been mitigated to less than significance by the feasible mitigation measures identified in the MMP.

6. CEQA requires the Lead Agency approving a project to adopt a MMP or the changes to the project which it has adopted or made a condition of project approval to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City and as adopted by the City serve that function. The MMP includes all the mitigation measures and project design features adopted by the City in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the MMP.

7. In accordance with the requirements of Public Resources Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

8. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the City Department of City Planning, Environmental Review Section, 200 North Main Street, Room 750, Los Angeles, California 90012.

9. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

10. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Project.

11. The EIR is a Project EIR for purposes of environmental analysis of the Project. A Project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the Project by the City and other regulatory jurisdictions.

12. The City finds that none of the public comments to the Draft EIR or subsequent public comments or other evidence in the record, including any changes in the Project in response to input from the community and the Council Office, include or constitute substantial evidence that would require recirculation of the Final EIR prior to its certification and that there is no substantial evidence elsewhere in the record of proceedings that would require substantial revision of the Final EIR prior to its certification, and that the Final EIR need not be recirculated prior to its certification.

## **XII. STATEMENT OF OVERRIDING CONSIDERATIONS**

The Final EIR identified the following unavoidable significant impacts: 1) Noise – construction noise; and 2) Noise – construction groundborne noise and vibration. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decisions of the public agency allow the occurrence of significant impacts identified in the Final EIR that are not substantially lessened or avoided, the lead agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. Article I of the City's CEQA Guidelines incorporates all of the Guidelines contained in Title 15, California Code of Regulations, Sections 15000 et seq. and thereby requires, pursuant to Section 15093(b) of the CEQA Guidelines, that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a Project if it finds that significant adverse environmental effects identified in the Final EIR cannot be substantially lessened or avoided. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including, but not limited to, the Final EIR, the source references in the Final EIR, and other documents and material that constitute the record of proceedings.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts will result from implementation of the Project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the Project, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the Project against the Project's significant and unavoidable impacts, the City hereby finds that the each of the Project's benefits, as listed below, outweighs and overrides the significant unavoidable impacts of the Project.

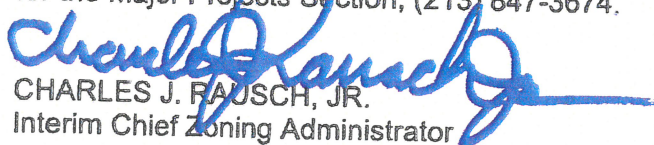
Summarized below are the benefits, goals and objectives of the Project. These provide the rationale for approval of the proposed Project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the significant unavoidable impacts of the Project and justify the approval, adoption or issuance of all of the required permits, approvals and other entitlements for the Project and the certification of the completed Final EIR. Despite

the unavoidable noise impacts caused by the construction of the Project, the City approves the Project based on the following contributions of the Project to the community:

- The Project's hotel and restaurant uses will draw tourists and visitors to the area, furthering the City's efforts to revitalize Downtown's Historic Core and create a regional mixed-use entertainment district in Downtown's Historic Core.
- The Project supports the goal of the Central City Community Plan to develop Broadway and Spring Streets as the two signature streets of the Historic Core with new development that complement the area's historic character.
- The Project design enhances the Downtown skyline with an iconic tower featuring contemporary architecture while also complementing the roof line and street wall of existing historic buildings in the Spring Street Financial National Register District.
- The Project will generate approximately 2.5 million dollars annually of much needed hotel transient occupancy tax for the City, which will improve the Project area's tax base, and will also provide 120 part-time and full-time jobs for both construction and operation of the Project.
- The Project increases the number of hotel rooms, which will help achieve the City's goal to add 4,000 hotel rooms within walking distance to the Convention Center by 2020, and which will also support the upcoming 2028 Olympics.
- The Project enhances the surrounding streetscape by replacing an underutilized surface parking lot with a new hotel and constructing a new sidewalk with enhanced paving, which will improve the pedestrian experience and appearance along historic Spring Street.
- The Project promotes the use of alternative modes of transit such as walking, bicycling and taking public transit by being located in a pedestrian-oriented area that also features bicycle facilities including a green bicycle lane adjacent to the Project Site along Spring Street. In addition, the Project is located adjacent to Metro Bus Lines 33, 40, 55, 355, and 733 along Spring Street, which altogether had a ridership of 13,713,638 in 2017.

The City finds that the Project's benefits, as listed above, would outweigh and override such significant unavoidable construction noise impacts.

Inquiries regarding this matter should be directed to Alejandro A. Huerta, Planning Staff for the Major Projects Section, (213) 847-3674.

  
CHARLES J. RAUSCH, JR.  
Interim Chief Zoning Administrator

CJR:LI:AH:dn

cc: Councilmember Jose Huizar - Fourteenth District  
Adjacent Property Owners

ZA-2015-2355-TDR-ZV-MCUP-SPR-1A

EXHIBIT C

Mitigation Monitoring Plan

# V. MITIGATION MONITORING PROGRAM

---

## 1. INTRODUCTION

To ensure that the mitigation measures identified in an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) are implemented, the California Environmental Quality Act (CEQA) requires the Lead Agency for a project to adopt a program for monitoring or reporting on the revisions it has required for a project and the measures it has imposed to mitigate or avoid significant environmental effects. As specifically set forth in Section 15097(c) of the CEQA Guidelines, the public agency may choose whether its program will monitor mitigation, report on mitigation, or both. As provided in Section 15097(c) of the CEQA Guidelines, “monitoring” is generally an ongoing or periodic process of project oversight. “Reporting” generally consists of a written compliance review that is presented to the decision-making body or authorized staff person. An EIR has been prepared to address the Project’s potential environmental impacts. The evaluation of the Project’s impacts takes into consideration project design features, which are measures proposed by the Applicant as a feature of the Project and which are detailed in the EIR. Where appropriate, the EIR also identifies mitigation measures to avoid or substantially lessen any significant impacts. This MMP is designed to monitor implementation of those project design features and mitigation measures.

This MMP has been prepared in compliance with the requirements of CEQA Section 21081.6 and CEQA Guidelines Section 15097. It is noted that while certain agencies outside of the City of Los Angeles (City) are listed as the monitoring/enforcement agencies for individual project design features and mitigation measures listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

It is the intent of this MMP to:

1. Verify compliance with the project design features and mitigation measures identified in the EIR;
2. Provide a framework to document implementation of the identified project design features and mitigation measures;
3. Provide a record of mitigation requirements;
4. Identify monitoring and enforcement agencies;
5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;
6. Establish the frequency and duration of monitoring; and
7. Utilize the existing agency review processes wherever feasible.

As shown on the following pages, the project design features (PDF) and required mitigation measures (MM) are listed and categorized by impact area, as identified in the Draft EIR, with an accompanying discussion of:

- **Monitoring Phase**, the phase of the project during which the mitigation measure or project design feature shall be monitored;



- Pre-Construction, including the design phase
- Construction
- Occupancy (post-construction)
- **Enforcement Agency**, the agency with the authority to enforce the mitigation measure or project design feature; and
- **Monitoring Agency**, the agency to which reports including feasibility, compliance, implementation, and development are made.
- **Monitoring Frequency**, the frequency at which the mitigation measure of project design feature shall be monitored.
- **Actions Indicating Compliance**, the action(s) of which the Enforcement or Monitoring Agency indicates that compliance with the identified mitigation measure or project design feature has been implemented.

The Project Applicant shall be obligated to provide certification prior to the issuance of site or building plans that the identified project design features have been included and compliance with the required mitigation measures has been achieved. All departments listed below are within the City of Los Angeles unless otherwise noted. The Project Applicant shall be responsible for implementing all project design features and mitigation measures unless otherwise noted.

In addition, prior to the issuance of building permits, the applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP. The Construction Monitor shall also prepare documentation of the applicant's compliance with the project design features and mitigation measures during construction every 90 days and as necessary post-Occupancy, in a form satisfactory to the Department of City Planning. The documentation must be signed by the applicant and Construction Monitor and be included as part of the applicant's Annual Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the mitigation measures and project design features within two businesses days if the applicant does not correct the non-compliance within a reasonable time of notification to the applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

## 2. MITIGATION MONITORING PROGRAM

### A. Aesthetics

#### 1. *Light/Glare*

**PDF AES-1** Outdoor lighting shall be shielded such that the light source cannot be seen from adjacent residential properties, the public right-of-way, or from above. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties. Illuminated areas would be localized and would minimize light trespass and spill.

**Enforcement Agency:**  
**Monitoring Agency:**

Department of Building and Safety  
Department of Building and Safety

**Monitoring Phase:** Pre-Construction;  
Construction

**Monitoring Frequency:** Once, prior to issuance of building permits;  
Once, during field inspection

**Action Indicating Compliance:** Issuance of building permits;  
Field inspection sign-off

**PDF AES-2** The Project shall use non-reflective building materials including concrete and matte-finished metals. Glass used in building façades and signs shall minimize glare (e.g., minimize the use of glass with mirror coatings). Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements shall be permitted.

**Enforcement Agency:** Department of City Planning;  
Department of Building and Safety

**Monitoring Agency:** Department of City Planning;  
Department of Building and Safety

**Monitoring Phase:** Pre-Construction;  
Construction

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

**Action Indicating Compliance:** Plan approval;  
Issuance of building permits

## B. Noise

**PDF NOI-1** Amplified sound shall be prohibited on the outdoor spaces of Level 4, and amplified sound on the outdoor spaces of Levels 24, 25 and 26 shall be limited to 84 dBA at approximately 40 feet from the center of the source. Prior to operation, Project personal shall test the sound level to confirm that the sound levels are consistent with the 84 dBA requirement as directed by a qualified acoustical engineer. Hotel management shall ensure event staff calibrate the sound systems and speaker arrangements prior to their use.

**Enforcement Agency:** Department of Building and Safety

**Monitoring Agency:** Department of Building and Safety

**Monitoring Phase:** Operations

**Monitoring Frequency:** Annually

**Action Indicating Compliance:** Documentation of noise management activities  
in annual compliance report

**PDF NOI-2** All construction work shall be performed so as not to physically destroy or damage Sensitive Receptors 1, 2, and 3 (621 S. Spring Street, 639 S. Spring Street, and Historic Palace Theater) within the Financial District in adherence with the Secretary of Interior Standard 9 and LAMC Section 91.3307.1 (Protection Required). The Project Applicant shall complete a structure monitoring program during construction including the following steps and procedures:

a) Conduct a preconstruction survey to document existing conditions of Sensitive Receptors 1, 2, and 3 (621 S. Spring Street, 639 S. Spring Street, and Historic Palace Theater). Documentation shall consist of video and/or

photographic documentation of accessible and visible areas on the exterior and select interior facades of the adjacent buildings.

- b) A registered civil engineer or certified engineering geologist shall develop a structure monitoring program that will include, but not be limited to, identification of specific measurements of vibration levels that shall not be exceeded for each adjacent building (Sensitive Receptors 1, 2, and 3 [i.e. 621 S. Spring Street, 639 S. Spring Street, and Historic Palace Theater]), vibration monitoring, elevation and lateral monitoring points, crack monitors, and other instrumentation deemed necessary to protect the structures from construction-related damage.
- c) The structure monitoring program shall be submitted to the Department of Building and Safety and the Department of City Planning, Office of Historic Resources, and received into the case file for the associated discretionary action permitting the project prior to initiating any construction activities.
- d) The structure monitoring program shall include a Monitor to survey for vertical and horizontal movement, as well as any exceedances of the vibration thresholds established for each building under section (b) above. If the thresholds are met or exceeded, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction-related damage to the structure.

<b>Enforcement Agency:</b>	Department of City Planning, Office of Historic Resources
<b>Monitoring Agency:</b>	Department of City Planning, Office of Historic Resources
<b>Monitoring Phase:</b>	Pre-Construction; Construction
<b>Monitoring Frequency:</b>	Once prior to issuance of building permits; Field inspection during construction
<b>Action Indicating Compliance:</b>	Documentation of Pre-construction Survey; Field inspection sign-off report from monitor

**MM NOI-1** Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest off-site land uses (Sensitive Receptors 1, 2, and 3 [i.e. 621 S. Spring Street, 639 S. Spring Street, and Historic Palace Theater]).

<b>Enforcement Agency:</b>	Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Phase:</b>	Pre-Construction; Construction
<b>Monitoring Frequency:</b>	Field inspection(s) during construction
<b>Action Indicating Compliance:</b>	Field inspection sign-off

**MM NOI-2** Construction and demolition activities shall be scheduled so as to avoid operating several loud pieces of equipment simultaneously.

<b>Enforcement Agency:</b>	Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Phase:</b>	Pre-Construction;

		Construction
	<b>Monitoring Frequency:</b>	Field inspection(s) during construction
	<b>Action Indicating Compliance:</b>	Field inspection sign-off
<b>MM NOI-3</b>	Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.	
	<b>Enforcement Agency:</b>	Department of Building and Safety
	<b>Monitoring Agency:</b>	Department of Building and Safety
	<b>Monitoring Phase:</b>	Pre-Construction; Construction
	<b>Monitoring Frequency:</b>	Field inspection(s) during construction
	<b>Action Indicating Compliance:</b>	Field inspection sign-off
<b>MM NOI-4</b>	Power construction equipment operated at the Project Site shall be equipped with effective noise control devices (i.e., mufflers and/or motor enclosures) consistent with manufacturers' standards. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. Construction contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications.	
	<b>Enforcement Agency:</b>	Department of Building and Safety; Department of City Planning
	<b>Monitoring Agency:</b>	Department of Building and Safety
	<b>Monitoring Phase:</b>	Pre-Construction; Construction
	<b>Monitoring Frequency:</b>	Field inspection(s) during construction
	<b>Action Indicating Compliance:</b>	Field inspection sign-off
<b>MM NOI-5</b>	A temporary noise control barrier such as plywood structures or flexible sound control curtains shall be erected around the Project Site boundary as feasible. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10 dBA. The supporting structure shall be engineered and erected in order to comply with Los Angeles Municipal Code noise requirements, including those set forth in Chapter XI, Article 2 of the Los Angeles Municipal Code. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.	
	<b>Enforcement Agency:</b>	Department of Building and Safety
	<b>Monitoring Agency:</b>	Department of Building and Safety
	<b>Monitoring Phase:</b>	Pre-Construction; Construction
	<b>Monitoring Frequency:</b>	Once prior to commencement of construction
	<b>Actions Indicating Compliance:</b>	Issuance of building permits
<b>MM NOI-6</b>	All construction truck traffic shall be restricted to truck routes approved by the Department of Building and Safety, which shall avoid residential areas and other noise-sensitive receptors (in accordance with the L.A. CEQA Thresholds Guide, noise-sensitive receptors include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks).	

**Enforcement Agency:** Department of Building and Safety  
**Monitoring Agency:** Department of Building and Safety  
**Monitoring Phase:** Pre-Construction;  
 Construction  
**Monitoring Frequency:** Once, prior to issuance of grading/excavation permits  
**Actions Indicating Compliance:** Issuance of haul route permit

**MM NOI-7** Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to the immediate surrounding off-site properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period. A hotline telephone number shall be provided to enable the public to call and address construction-related issues.

**Enforcement Agency:** Department of Building and Safety  
**Monitoring Agency:** Department of Building and Safety  
**Monitoring Phase:** Pre-Construction;  
 Construction  
**Monitoring Frequency:** Once prior to commencement of construction  
**Actions Indicating Compliance:** Issuance of notification

**C. Public Services**

**1. Fire**

**PDF PS-1** The Project shall implement a Construction Staging and Traffic Management Plan that would ensure emergency access to the Project Site is maintained at all times during construction through well-marked entrances.

**Monitoring Phase:** Pre-Construction;  
 Construction  
**Enforcement Agency:** Department of Transportation;  
 Police Department;  
 Department of City Planning  
**Monitoring Agency:** Department of City Planning  
**Monitoring Phase:** Pre-Construction;  
 Construction  
**Monitoring Frequency:** Once, prior to commencement  
 of issuance of building permits  
**Actions Indicating Compliance:** Issuance of building permits

**2. Police**

**PDF PS-2** The Project shall comply with the design guidelines outlined in the LAPD Design Out Crime Guidelines, which recommend using natural surveillance to maximize visibility, natural access control that restricts or encourages appropriate site and building access, and territorial reinforcement to define ownership and separate public and private space. Specifically, the Project shall:

- Provide on-site security personnel whose duties shall include but not be limited to the following:
  - Monitoring entrances and exits;
  - Managing and monitoring fire/life/safety systems; and

- Controlling and monitoring activities in the parking facilities.
- Install security industry standard security lighting at recommended locations including parking levels, and curbside queuing areas;
- Install closed-circuit television at select locations including (but not limited to) entry and exit points, loading dock, and parking levels;
- Provide adequate lighting of parking structures, elevators, and lobbies to reduce areas of concealment;
- Provide lighting of building entries and open spaces to provide pedestrian orientation and to clearly identify a secure route between the valet area and hotel access points; and
- Design entrances to, and exits from the building, to be open and in view of surrounding sites;

**Enforcement Agency:**

Los Angeles Police Department

**Monitoring Agency:**

Department of City Planning

**Monitoring Phase:**

Pre-Construction;  
Construction

**Monitoring Frequency:**

Once, prior to issuance of building permits;

**Actions Indicating Compliance:**

Issuance of building permit

**PDF PS-6**

Prior to the issuance of a certificate of occupancy for each construction phase and ongoing during operations, the applicant or its successor shall develop an Emergency Procedures Plan to address emergency concerns and practices. The plan shall be subject to review by LAPD.

**Enforcement Agency:**

Los Angeles Police Department

**Monitoring Agency:**

Department of City Planning

**Monitoring Phase:**

Pre-Construction;  
Construction

**Monitoring Frequency:**

Once, prior to issuance of building permits

**Actions Indicating Compliance:**

Issuance of building permits

**D. Traffic/Transportation**

**PDF TR-1**

A Work Area Traffic Control Plan shall be developed by the applicant and approved by the Los Angeles Department of Transportation. The Work Area Traffic Control Plan shall identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The plan shall minimize the potential conflicts between construction activities, street traffic, bicyclists and pedestrians, and shall include the following:

- A flagman shall be placed at the truck entry and exit from the Project Site onto Spring Street to control the flow of exiting trucks.
- Deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Access shall remain unobstructed for land uses in proximity to the Project Site during Project construction.
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This measure requires the applicant to maintain adequate and safe pedestrian

protection, including physical separation from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. Barriers, such as K-Rails, scaffolding, etc., shall be maintained at a height of 8 feet.

- 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.
- In the event of a lane or sidewalk closure, traffic and/or pedestrians shall be routed around any such lane or sidewalk closures.

**Enforcement Agency:**

Department of Transportation;

**Monitoring Agency:**

Department of Building and Safety;

Department of Building and Safety;

Department of Transportation

**Monitoring Phase:**

Pre-Construction;

Construction

**Monitoring Frequency:**

Field inspection during construction

**Actions Indicating Compliance:**

Field inspection sign-off

**PDF TR-2**

A Construction Management Plan shall be developed by the contractor and approved by the Los Angeles Department of Transportation. The Construction Management Plan shall include the following:

- Identify the locations of the off-site truck staging, which shall be in a legal area, and shall detail measures to ensure that trucks use the specified haul route, and do not travel through nearby residential neighborhoods.
- Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
- Establish requirements for the loading, unloading, and storage of materials on the Project Site.
- Establish requirements for the temporary removal of parking spaces, time limits for the reduction of travel lanes, and closing or diversion of pedestrian facilities to ensure the safety of pedestrian and access to local businesses.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring land uses.
- A Construction Worker Parking Plan shall be prepared which identifies off-site parking location(s) for construction workers and the method of transportation to and from the Project Site (if beyond walking distance) for approval by the City. The Construction Worker Parking Plan shall prohibit construction worker parking on residential streets and prohibit on-street parking.

**Enforcement Agency:**

Department of Transportation

**Monitoring Agency:**

Department of Transportation

**Monitoring Phase:**

Pre-Construction;

Construction

**Monitoring Frequency:**

Once, prior to issuance of building permit;

**Actions Indicating Compliance:**

Once, during field inspection  
 Issuance of building permits;  
 Field inspection sign-off

**MM TR-1** The Project shall upgrade traffic signal equipment at the following two study intersections:

- o Intersection No. 5. Spring Street and 6th Street – Installation of CCTV camera and associated infrastructure.
- o Intersection No. 6. Spring Street and 7th Street – Installation of CCTV camera and associated infrastructure.

**Enforcement Agency:**

Department of Transportation

**Monitoring Agency:**

Department of Transportation

**Monitoring Phase:**

Pre-Construction;

Construction

**Monitoring Frequency:**

Once, prior to issuance of Certificate of Occupancy

**Action Indicating Compliance:**

Field inspection sign-off;

Compliance Certification Report submitted  
 to Department of Transportation by project contractor

**E. Utilities**

**1. Solid Waste**

**PDF SW-1** The applicant or its successor shall implement a demolition and construction debris recycling plan for all buildings constructed as part of the Project, with the explicit intent of requiring recycling during all phases of site preparation and building construction. Off-site recycling centers, such as asphalt or concrete crushers, would be utilized to provide crushed materials for roadbed base.

**Enforcement Agency:**

Department of Public Works, Bureau of Sanitation

**Monitoring Agency:**

Department of Public Works, Bureau of Sanitation

**Monitoring Phase:**

Construction

**Monitoring Frequency:**

Field inspection(s) following construction

**Action Indicating Compliance:**

Field inspection sign-off

**PDF SW-2** Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities.

**Enforcement Agency:**

Department of Public Works, Bureau of Sanitation

**Monitoring Agency:**

Department of Public Works, Bureau of Sanitation

**Monitoring Phase:**

Pre-Construction

**Monitoring Frequency:**

Once, prior to issuance of building permits

**Action Indicating Compliance:**

Issuance of building permits

**PDF SW-3** The applicant or its successor shall continuously maintain in good order clearly marked, durable, and separate recycling bins on the same lot or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times for the collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.



**Enforcement Agency:** Department of Public Works, Bureau of Sanitation  
**Monitoring Agency:** Department of Public Works, Bureau of Sanitation  
**Monitoring Phase:** Operations  
**Monitoring Frequency:** Field inspection(s) following construction  
**Action Indicating Compliance:** Field inspection sign-off

**PDF SW-4** During occupancy and operations, the Project shall have a solid waste diversion rate target of 70 percent of non-hazardous materials.

**Enforcement Agency:** Department of Public Works, Bureau of Sanitation  
**Monitoring Agency:** Department of Public Works, Bureau of Sanitation  
**Monitoring Phase:** Operations  
**Monitoring Frequency:** Annually during operation  
**Action Indicating Compliance:** Documentation of solid waste diversion in annual compliance report

ZA-2015-2355-TDR-ZV-MCUP-SPR-1A

EXHIBIT D

Historic Resources Report

# **HISTORICAL RESOURCES ASSESSMENT AND ENVIRONMENTAL IMPACTS ANALYSIS REPORT**

**633 S. SPRING STREET  
LOS ANGELES, CALIFORNIA**



## **Prepared for**

LIZARD CAPITAL, LLC  
14 Wall Street, Suite 2000  
New York, New York 10005

## **Prepared by**

Margarita C. Jerabek, Ph.D.  
Amanda Y. Kainer, M.S.  
Virginia E. Harness, M.A.

PCR Services Corporation  
201 Santa Monica Boulevard, Suite 500  
Santa Monica, California 90401

**July 2016**



# Table of Contents

---

## PAGE

<b>I. INTRODUCTION .....</b>	<b>5</b>
A. Executive Summary .....	5
B. Project Site .....	6
C. Project Description .....	10
D. Methodology .....	11
<b>II. REGULATORY FRAMEWORK .....</b>	<b>13</b>
A. Federal Level .....	13
1. National Register of Historic Places .....	13
2. Secretary of the Interior's Standards for Rehabilitation .....	15
B. State Level .....	16
1. California Register of Historical Resources .....	16
2. California Office of Historic Preservation Survey Methodology .....	18
C. Local Level .....	18
1. City of Los Angeles .....	18
<b>III. HISTORIC CONTEXT .....</b>	<b>21</b>
A. Streetcar Commercial Development of Downtown Los Angeles (1873-1934) .....	21
1. Early 20th Century Commercial Development on S. Spring Street .....	21
2. Early 20th Century Commercial Development on S. Broadway .....	22
B. Development of South Spring Street and 633 S. Spring Street (1888-1970) .....	25
C. Walk-Up/Stand Restaurant (1920-1980) .....	37
D. Original Art Murals .....	37
1. JR, artist (b. 1983) .....	37
2. Vhils, artist (b. 1987) .....	38
<b>IV. EVALUATION .....</b>	<b>41</b>
A. Previous Evaluations .....	41
1. Historical Resources in the Project Vicinity .....	41
2. Previous Evaluations of 633 S. Spring Street .....	45
B. Evaluation of Potential Historical Resources Within the Project Site .....	45
1. SurveyLA Registration Requirements and Eligibility Standards .....	45
2. Architectural Description, Integrity Analysis, and Significance Evaluation of 633 S. Spring Street .....	47
C. Conclusion .....	49
<b>V. CEQA IMPACTS ANALYSIS .....</b>	<b>51</b>
A. Significance Thresholds .....	51
1. CEQA Guidelines .....	51
2. Historic Downtown Los Angeles Design Guidelines .....	52
B. Analysis of Project Impacts .....	54
1. Project Description .....	54
2. Affected Environment .....	54
3. Direct Impacts .....	58
4. Indirect Impacts .....	59

## Table of Contents (Continued)

5. Cumulative Impacts	64
C. Secretary of the Interior's Standards Review .....	68
D. Historic Downtown Los Angeles Design Guidelines.....	71
E. Conclusion.....	74
<b>VI. BIBLIOGRAPHY .....</b>	<b>77</b>
<b>APPENDICES .....</b>	<b>A-1</b>
Appendix A – Project Plans	
Appendix B – Professional Qualifications	
Appendix C – Building Permit Results	
Appendix D – Visual Impact Simulations	
Appendix E – Record Search Results	

## List of Figures

	Page
Figure 1. Project Location Map.....	8
Figure 2. View of Project Site from opposite side of S. Spring Street (PCR 2014) .....	9
Figure 3. 1888 Sanborn .....	23
Figure 4. 1894-1900 Sanborn .....	24
Figure 5. 1906 Sanborn .....	27
Figure 6. Los Angeles Furniture Company. Southwest elevation in 1907 (USC Digital Library).....	28
Figure 7. Los Angeles Furniture Company rear elevation (far right) in very early 1900s (USC Digital Library).....	29
Figure 8. Realty Board Building (Far Right) in 1921, formerly on the Project Site but demolished in 1937 (USC Digital Library).....	30
Figure 9. Realty Board Building (far right) c. 1920s (USC Digital Library).....	31
Figure 10. Parking lot (center) at 633 S. Spring c. 1940s (USC Digital Library) .....	32
Figure 11. 1955 Sanborn.....	33
Figure 12. Mai Mexican Kitchen, a simple concrete block structure housing a small restaurant (PCR 2014)..	34
Figure 13. Mural on the northeast side of 639 S. Spring Street, created by artist JR (PCR 2014) .....	38
Figure 14. Mural on the southwest side of 625 (621) S. Spring Street, created as a collaboration between artists Vhils and JR (PCR 2014).....	39
Figure 15. Map of Visual Impact .....	56
Figure 16. Adjacent Building Coverage (Adam Sokol Architecture Practice/HLW, Inc., April 2016).....	59
Figure 17. View Northeast Towards Project Site (Adam Sokol Architecture Practice/HLW, Inc., April 2016).....	60
Figure 18. Views Southwest Towards the Project Site (Adam Sokol Architecture Practice/HLW, Inc., April 2016) .....	61
Figure 19. Storefront of 625 (621) South Spring Street, showing a contemporary storefront (Google Earth 2014) .....	62
Figure 20. Altered storefront of 639 S. Spring Street, adjacent to the Project Site (Google Earth 2014).....	62
Figure 21. View Northwest Towards Project Site (Adam Sokol Architecture Practice/HLW, Inc., April 2016).....	70

# List of Tables

---

	Page
Table 1 633 S. Spring Street Major Building Permits.....	35





# I. INTRODUCTION

---

## A. EXECUTIVE SUMMARY

The purpose of this Historic Resources Assessment and Environmental Impact Analysis Report (“Report”), completed by PCR Services Corporation (PCR), is to identify and evaluate historical resources that may be affected by the implementation of Lizard Capital’s 633 S. Spring Street Hotel (“Project”), located at 633 S. Spring Street, Los Angeles, California on assessor parcel number 5144-002-012. This report was prepared to comply with the California Environmental Quality Act (CEQA), to assess the existing improvements on the subject property and neighboring parcels for eligibility as historical resources, and to analyze the potential impacts of the proposed Project on potential historical resources. This Report documents and evaluates the federal, state, and local significance and eligibility of the subject property. The Report includes a discussion of the survey methods used, a brief historic context of the property and surrounding area, the identification and evaluation of the subject property, and an impacts analysis.

The Project Site (“Project Site”) is located on the west side of the 600 block of South Spring Street in downtown Los Angeles and is a flat lot improved with a parking lot and a small one-story walk-up/stand restaurant (“Restaurant”) in the southwest corner of the lot. The Project Site is bounded to the southwest by Barclay’s Bank, to the northeast by the California-Canadian Bank and to the northwest by the Palace Theater. The Project Site lies within the boundaries of the National Register of Historic Places (“National Register”) listed Spring Street Financial District (“Financial District”) and directly abuts the National Register-listed Broadway Theater and Commercial District (“Broadway District”).

The Project Site has changed considerably since the late 19<sup>th</sup> century. In the late 1800s it was part of a residential neighborhood. In the early 20<sup>th</sup> century it became commercialized with the construction of the Los Angeles Furniture Company building on the site. By 1909 the lot was improved with a six-story brick building known as the Los Angeles Realty Board Building. This structure housed various offices for a number of different businesses until it was demolished in 1937. The lot has been a parking lot since at least 1939. The Project Site is currently improved with a one-story Restaurant added in 1967. Additionally, there are two original art murals overlooking the Project Site. The murals are located on the northeast and southeast side elevations of the buildings at 639 and 625 S. Spring Street, at the street edge and were created in 2010 by artists JR and Vhils. The property is not a contributor to the Financial District, and the Restaurant is listed as a “non-conforming intrusion” on the Financial District Department of Parks and Recreation (“DPR”) Form. Additionally, the Historic Downtown Design Guidelines encourage the redevelopment of parking lots within the Historic Downtown area with new buildings. Therefore, the redevelopment of this site is a priority.

The Project would erect a 390 foot tower and 150 foot street wall on the site. The proposed tower would be used as a hotel with retail space on the ground floor. Because the Project Site is a non-contributor within the Financial District, the proposed Project was analyzed for potential direct and indirect impacts to historical resources in the Project vicinity for compliance with CEQA 15064.5, and Project evaluated against the applicable Standards 9 and 10 of the Secretary of the Interior’s Standards for Rehabilitation and against the Historic Downtown Los Angeles Design Guidelines.

The Restaurant which currently occupies the southwest corner of the subject property was evaluated and determined ineligible as a historic resource. The Project would be constructed on a non-contributing parcel

within the Financial District and would not remove any historical resources from the Project Site; hence, the Project would result in no direct impact to historic resources Project Site.

The two murals overlooking the Project Site are not historical resources because they are works of fine art and do not meet any of the criteria for the national, State, or local register. The Project, as it is currently conceived, would retain both murals, which would remain publicly visible from the rooftop bar and restaurant entryways; however, the feasibility of retaining the murals is currently in question due to their deteriorated condition and concerns with regard to fire safety. Nonetheless, the Project would result in no impact to historical resources because the murals are works of art and are not considered to be historical resources. In the event the murals cannot be retained or are obscured under the Project, a project design feature shall be incorporated to document the appearance and history of the murals with 35mm photography and accompanied by a written narrative.

With regard to indirect impacts, the Project does not materially impair the integrity or significance of other historical resources, including contributors to the Financial District and Broadway District. The Project would not impair the Financial District's integrity of design, materials, workmanship, location, feeling, or association. However, the Project would impact the Financial District's integrity of setting due to the introduction of a contemporary building with greater height, size, and scale than the 150-foot tall contributors. However, indirect impacts to the historic setting of the Broadway District would be limited, as only distant views of the tower of the Project would be visible.

Furthermore, the proposed Project partially conforms to Standard 9 and fully conforms to Standard 10, as discussed above. The Project would follow the intent of the Standards by limiting the visual impact of the Project within the Financial District and including a compatible street wall design. Failure to fully conform to the Standards could be an adverse impact because of the height, size and scale of the tower, but the adverse impact would be less than significant. Additionally, the Project would generally comply with the Historic Design Guidelines and would restore a use to a parking lot site. Despite the diminished integrity of setting due to the construction of the Project, resulting in an adverse material change in the character of the Financial District setting, this adverse impact would be less than significant because the Project would not materially impair any Financial District contributors and would not detract from the eligibility of the Financial District, which would remain listed as a National Register historic district. Therefore, the indirect impact to the historic resources in the Project vicinity would be less than significant.

## **B. PROJECT SITE**

The Project Site is located at 633 S. Spring Street, Tract No. 523, Lot 1 (APN: 5144-002-012), as shown in Figure 1, *Project Location Map*. The Project Site is located on the west side of the 600 block of South Spring Street in downtown Los Angeles. A pedestrian inspection of the site was conducted by PCR on November 7, 2014. The flat lot is improved with a parking lot and a small one-story Restaurant constructed in 1967 at the southeast corner of the parcel (Figure 2). Located within a densely developed urban environment, the Project Site lies within the Financial District and abuts the Broadway District, both of which are listed in both the National Register of Historic Places and the California Register of Historical Resources.

The Project Site is overlooked by two contemporary murals installed in 2010. On the southwest side of the lot, above Mai Mexican Kitchen, a mural by French artist JR adorns the north elevation of 639 S. Spring Street. The mural is an enormous photograph pasted to the side of the building. The mural features the face of an

elderly bespectacled woman holding her eye open with her thumb and pointer finger, as shown in Figure 2. The mural on the opposing wall depicts a woman from the shoulders up, with her head resting on her fist and the other hand held against the side of her face. The mural is a mixture of large-scale pasted photograph and bas-relief sculpture. The bas-relief effect is used on the woman's face only and was created by chipping away at the bricks of the historic building at 625 S. Spring Street. The two murals were created in conjunction with a gallery show "EuroTrash," exhibited in Beverly Hills by Lazarides in the summer of 2010.<sup>1</sup> There is a third mural located on the rear elevation of the Palace Theater. The Palace Theater overlooks the Project Site and a narrow alley separates the Palace Theater from the Project Site. The painted sign, seen in Figure 2, appears to date from its time as the Palace Newsreel Theater, starting in 1939. Most likely the sign was painted on the rear of the building after the Realty Board Building was demolished on the Project Site in 1939.

---

<sup>1</sup> Zach Behrens, "European Street Artists Take to Spring Street in Downtown," *LAist*, June 4, 2010, accessed November 10, 2014, [http://laist.com/2010/06/04/european\\_street\\_artists\\_take\\_to\\_spr.php#photo-1](http://laist.com/2010/06/04/european_street_artists_take_to_spr.php#photo-1).









*Figure 2. View of Project Site from opposite side of S. Spring Street (PCR 2014)*

## C. PROJECT DESCRIPTION

The Project would involve the demolition of the existing surface parking lot and restaurant building and construction of a new building with approximately 105,841 square feet of floor area, which includes: 176 hotel rooms, 7,050 square feet of indoor restaurant space, 3,780 square feet of indoor roof bar space, 1,000 square feet of gym space, 1,000 square feet of office space, 2,940 square feet of gallery/bar space, and 1,200 square feet of conference/screening space. The Project would be up to approximately 32 stories (plus a basement level and a mechanical penthouse), reaching a maximum height of approximately 390 feet.

Facing Spring Street would be reception areas for the hotel in the center, roof bar on the left, and restaurant on the right. The roof bar and restaurant entries would both be approximately 60 feet tall, allowing for views of the existing murals within. The hotel reception in the center would also allow guests to access a gallery space and hotel bar in the basement. Above the hotel reception would be a screening and conference room. Floors three through nine would contain parking spaces that would be accessed via elevator from the rear alley. The rear portion of the building would contain a restaurant, with a kitchen on floor 10, dining room on floor 11, and bar, private dining rooms and outdoor terrace on floor 12. A total of up to 176 guest rooms are situated on floors 10-29. A roof bar and breakfast room would be on floor 30, with an upper level on floor 31. A pool and lounge area and hot tub would be on floor 32.

The main hotel reception entrance is proposed in the center of the Spring Street façade and access to the upper restaurant space is proposed on the north end of the building. A loading area for hotel and commercial services is proposed at the rear of the ground level accessed from the adjacent alley. Valet service would be provided at the curb along Spring Street for guests and patrons and visiting vehicles would be parked on-site whenever possible. Approximately 120 spaces would be provided in the on-site parking lot.

The building is designed with two distinct yet complimentary architectural elements and is intended to be evocative of the unique environment of Southern California's landscape, geology, climate, and palette, while also being respectful of and compatible with the context of the Financial District.

The lower Spring Street façade would be built to the street wall and rises to a height of 150 feet consistent with the adjacent historic buildings, the Financial District, and as required by the Downtown Design Guide. The lower Spring Street façade employs a grid of architectural concrete, with a high-quality, carefully detailed finish. This facade is intended to convey a contemporary feel, while evoking the scale and massing of the adjacent historic structures. The facade is generally comprised of six massive columns or piers, each up to approximately four-by-seven feet, with beams at each floor level of a similar size. These dimensions are intended to give the facade a sense of heft and mass not typically found in contemporary structures. In general, glazing within this facade would be recessed back several feet, resulting in a facade with depth, shadow and relief. On the upper floors, some spaces between columns would serve as small exterior balconies.

The lower four floors of the hotel primarily contain public functions and parking, with guest rooms beginning on the 10th floor. This is expressed on the facade with much taller stories at those levels, giving the building a subtle base that acknowledges the scale of other historic structures nearby. Likewise, the top level of the lower facade also has a somewhat higher ceiling height, resulting in a facade that, while more subtle, is still broken into a base, middle and top, consistent with the adjacent historic buildings. However,

the public entries of the building employ clear glass elements to indicate the entries to the hotel, roof bar, and restaurant. The roof bar entry, at the southwest edge of the facade, would have a 40-foot tall architectural-scale curtain to demarcate the entry, and offer glimpses of the existing mural within. Inside the ground floor, the two existing modern outdoor murals would be conserved and publicly visible in the roof bar and restaurant entries. The tower element of the building above the 150-foot street wall steps back approximately 10 to 15 feet from the lower Spring Street façade and would be constructed of simple concrete slabs, with aluminum and glass patio doors.

The Project plans are included in Appendix A.

## **D. METHODOLOGY**

A multi-step methodology was utilized to evaluate the potential impacts of the proposed Project on historical resources located within the Project vicinity to comply with CEQA. Site inspections and property history research were conducted to document and assist in assessing the existing conditions. PCR Historic Resources Director, Margarita C. Jerabek, Ph.D., reviewed initial Project concept plans and conducted an intensive visual inspection of the Project Site and surrounding vicinity on September 18, 2014. The field survey used the survey methods of the State of California Office of Historic Preservation (OHP). The intensive level pedestrian surveys included a physical examination of the Project Site and associated historic district in the Project vicinity along S. Spring Street, which were recorded through color 35 millimeter digital photography and manuscript notes. A second site visit was conducted on November 7, 2014 by Virginia E. Harness, M.A., Architectural Historian Technician, PCR. The purpose of the second site visit was to determine the approximate area of visual impact and further investigate the Financial District.

Site-specific research on the Project Site and vicinity included the review of select historical building permits, Sanborn fire insurance maps, historical issues of the Los Angeles Times, the Los Angeles Public Library Photograph Collection, the Los Angeles City Directories, and other published sources. Ordinances, statutes, regulations, guidelines, bulletins and technical materials relating to federal, state, and local historic preservation designation assessment processes and other programs were reviewed and analyzed. Potential historic resources were evaluated based upon criteria used by the National Register of Historic Places, the California Register of Historical Resources, and the City of Los Angeles Cultural Heritage Ordinance, in addition to evaluating the potential historic resources against the applicable Context/Theme/Property Type eligibility standards formulated for SurveyLA. The potential impacts of the proposed Project were then analyzed in accordance with Section 15064.5 of the CEQA Guidelines.

This document was prepared by Margarita C. Jerabek, Ph.D., Director of Historic Resources, Amanda Kainer, M.S., Senior Architectural Historian, and Virginia Harness, M.A., Architectural Historian Technician, who meet or exceed the Secretary of the Interior's Professional Qualification Standards in history, architectural history, and historic preservation planning. Qualifications are provided in Appendix B.





## II. REGULATORY FRAMEWORK

---

Historic resources fall within the jurisdiction of several levels of government. Federal laws provide the framework for the identification, and in certain instances, protection of historic resources. Additionally, states and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act (NHPA) of 1966, as amended and the California Public Resources Code (PRC), Section 5024.1, are the primary federal and state laws and regulations governing the evaluation and significance of historic resources of national, State, regional, and local importance. Descriptions of these relevant laws and regulations are presented below.

### A. FEDERAL LEVEL

#### 1. National Register of Historic Places

The National Register was established by the NHPA as “an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.”<sup>2</sup> The National Register recognizes properties that are significant at the national, state, and/or local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Four criteria for evaluation have been established to determine the significance of a resource:

- A. It is associated with events that have made a significant contribution to the broad patterns of our history;
- B. It is associated with the lives of persons significant in our past;
- C. It embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
- D. It yields, or may be likely to yield, information important in prehistory or history.<sup>3</sup>

Districts, sites, buildings, structures, and objects that are 50 years in age must meet one or more of the above criteria and retain integrity (this is, convey their significance) to be eligible for listing on the National Register. Under the National Register, a property can be significant not only for the way it was originally constructed, but also for the way it was adapted at a later period, or for the way it illustrates changing tastes, attitudes, and uses over a period of time.<sup>4</sup>

---

<sup>2</sup> 36 CFR Section 60.2.

<sup>3</sup> “Guidelines for Completing National Register Forms,” in *National Register Bulletin 16*, U.S. Department of Interior, National Park Service, September 30, 1986. This bulletin contains technical information on comprehensive planning, survey of cultural resources and registration in the NRHP.

<sup>4</sup> *National Register Bulletin 15*, p. 19.

Within the concept of integrity, the National Register recognizes seven aspects or qualities that, in various combinations, define integrity: Location, Design, Setting, Materials, Workmanship, Feeling, and Association:

1. *Location* is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.
2. *Design* is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.
3. *Setting* is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historic role. It involves *how*, not just *where*, the property is situated and its relationship to surrounding features and open space.
4. *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components.
5. *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. A property must retain key exterior materials dating from the period of its historic significance.
6. *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.
7. *Association* is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer.<sup>5</sup>

<sup>5</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, 44-45, <http://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>, accessed July 7, 2013.

To retain historic integrity, a property will always possess most of the aspects and depending upon its significance, retention of specific aspects of integrity may be paramount for a property to convey its significance.<sup>6</sup> Determining which of these aspects are most important to a particular property requires knowing why, where and when a property is significant.<sup>7</sup> For properties that are considered significant under National Register Criteria A and B, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (“*National Register Bulletin 15*”) explains, “a property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s).”<sup>8</sup> In assessing the integrity of properties that are considered significant under National Register Criterion C, *National Register Bulletin 15* states, “a property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique.”<sup>9</sup>

## 2. Secretary of the Interior’s Standards for Rehabilitation

The Secretary of the Interior is responsible for establishing standards for all programs under departmental authority and for advising federal agencies on the preservation of historic properties listed in or eligible for listing in the National Register. The Standards for Rehabilitation (codified in 36 CFR 67 for use in the Federal Historic Preservation Tax Incentives program [the “Standards”]) address the most prevalent treatment. “Rehabilitation” is defined as the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values.

The Standards pertain to historic buildings of all materials, construction types, sizes, occupancy, and encompass the exterior and the interior, related landscape features and the building’s site and environment as well as attached, adjacent, or related new construction. Specifically, Standard 9 pertains to new construction adjacent to a historical resource and emphasizes that the new project should be “differentiated from the old,” as well as compatible with a historical resource to ensure the adjacent historical resource retains its integrity and historical setting. The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility. The Standards are the following:

1. 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.

<sup>6</sup> The National Register defines a property as an “area of land containing a single historic resource or a group of resources, and constituting a single entry in the National Register of Historic Places.” A “Historic Property” is defined as “any prehistoric or historic district, site, building, structure, or object at the time it attained historic significance. *Glossary of National Register Terms*, [http://www.nps.gov/nr/publications/bulletins/nrb16a/nrb16a\\_appendix\\_IV.htm](http://www.nps.gov/nr/publications/bulletins/nrb16a/nrb16a_appendix_IV.htm), accessed June 1, 2013.

<sup>7</sup> *National Register Bulletin 15*, p. 44.

<sup>8</sup> “A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property’s historic character. . . Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register.” *Ibid*, p. 46.

<sup>9</sup> “A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style.” *Ibid*.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. 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 architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive 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.
7. 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.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. 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.
10. 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.

## **B. STATE LEVEL**

### **1. California Register of Historical Resources**

The OHP, as an office of the California Department of Parks and Recreation (“DPR”), implements the policies of the NHPA on a statewide level. The OHP also carries out the duties as set forth in the PRC and maintains the HRI and the California Register. The State Historic Preservation Officer (“SHPO”) is an appointed official who implements historic preservation programs within the State’s jurisdiction. Also implemented at the State level, CEQA requires projects to identify any substantial adverse impacts which may affect the significance of identified historical resources.

The California Register was created by Assembly Bill 2881 which was signed into law on September 27, 1992. The California Register is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which

resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change.”<sup>10</sup> The criteria for eligibility for the California Register are based upon National Register criteria.<sup>11</sup> Certain resources are determined by the statute to be automatically included in the California Register by operation of law, including California properties formally determined eligible for, or listed in, the National Register.<sup>12</sup>

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally Determined Eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward;
- Those California Points of Historical Interest (“PHI”) that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.<sup>13</sup>

Other resources which may be nominated to the California Register include:

- Individual historical resources;
- Historical resources contributing to historic districts;
- Historical resources identified as significant in historical resources surveys with significance ratings of Category 1 through 5;
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an HPOZ.<sup>14</sup>

To be eligible for the California Register, a historic resource must be significant at the local, State, or national level, under one or more of the following four 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; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, a historic resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be

<sup>10</sup> PRC Section 5024.1(a).

<sup>11</sup> PRC Section 5024.1(b).

<sup>12</sup> PRC Section 5024.1(d).

<sup>13</sup> *Ibid.*

<sup>14</sup> PRC Section 5024.1(e)

recognizable as a historic resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of seven aspects of integrity similar to the National Register, location, design, setting, materials, workmanship, feeling, and association. Also like the National Register, it must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.<sup>15</sup>

## 2. California Office of Historic Preservation Survey Methodology

The evaluation instructions and classification system prescribed by the California OHP in its manual, *Instructions for Recording Historical Resources* (March 1995) provide a three-digit evaluation rating code ("Status Code") for use in classifying potential historic resources. The first digit indicates one of the following general evaluation categories for use in conducting cultural resources surveys:

1. Listed on the National Register or the California Register;
2. Determined eligible for listing in the National Register or the California Register;
3. Appears eligible for the National Register or the California Register through survey evaluation;
4. Appears eligible for the National Register or the California Register through other evaluation;
5. Recognized as Historically Significant by Local Government;
6. Not eligible for any Listing or Designation; and
7. Not evaluated for the National Register or California Register or needs re-evaluation.

The second digit of the Status Code is a letter code indicating whether the resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a number that is used to further specify significance and refine the relationship of the property to the National Register and/or California Register. Under this evaluation system, categories 1 through 4 pertain to various levels of National Register and California Register eligibility. Locally eligible resources are given a rating code level 5. Properties found ineligible for listing in the National Register, California Register, or for designation under a local ordinance are given an evaluation Status Code of 6. Properties given an evaluation Status Code of 6Z are "found ineligible for the National Register, California Register, or Local designation through survey evaluation."<sup>16</sup>

## C. LOCAL LEVEL

### 1. City of Los Angeles

The City enacted a Cultural Heritage Ordinance in April 1962 which defines City Monuments. According to the Cultural Heritage Ordinance, City Monuments are sites, buildings, or structures of particular historic or

<sup>15</sup> Codified in *California Code of Regulations, Title 14, Chapter 11.5, Section 4852(c)* which can be accessed on the internet at <http://ohp.parks.ca.gov>

<sup>16</sup> *Ibid.*

cultural significance to the City in which the broad cultural, political, or social history of the nation, state, or City is reflected or exemplified, including sites and buildings associated with important personages or which embody certain distinguishing architectural characteristics and are associated with a notable architect. These City Monuments are regulated by the City's Cultural Heritage Commission and the City Council.

#### **a. Los Angeles Cultural Heritage Ordinance**

The Los Angeles Cultural Heritage Ordinance (Los Angeles Administrative Code, Chapter 9, Division 22, Article 1, Section 22.171.7) establishes criteria for designating local historic resources as City Monuments. A City Monument is any site (including significant trees or other plant life located on the site), building or structure or particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites:

- In which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified;
- Which are identified with historic personages or with important events in the main currents of national, State or local history;
- Which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or
  - Which are a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

A proposed resource may be eligible for designation if it meets at least one of the criteria above.

When determining historic significance and evaluating a resource against the Cultural Heritage Ordinance criteria above, the Cultural Heritage Commission and the staff of the Office of Historic Resources often ask the following questions:

- Is the site or structure an outstanding example of past architectural styles or craftsmanship?
- Was the site or structure created by a "master" architect, builder, or designer?
- Did the architect, engineer, or owner have historical associations that either influenced architecture in the City or had a role in the development or history of Los Angeles?
- Has the building retained "integrity"? Does it still convey its historic significance through the retention of its original design and materials?
- Is the site or structure associated with important historic events or historic personages that shaped the growth, development, or evolution of Los Angeles or its communities?
- Is the site or structure associated with important movements or trends that shaped the social and cultural history of Los Angeles or its communities?<sup>17</sup>

The questions provided above are general recommendations and are not included as City of Los Angeles regulatory framework. With regard to integrity, the seven aspects of integrity of the National Register and California Register are the same and the threshold of integrity for individual eligibility is similar.

<sup>17</sup> *What Makes a Resource Historically Significant? City of Los Angeles Office of Historic Preservation, <http://preservation.lacity.org/commission/what-makes-resource-historically-significant>, accessed April 20, 2016.*

## **b. SurveyLA Registration Requirements and Eligibility Standards**

SurveyLA is a citywide survey that identifies and documents historic resources representing important themes in the City's history. The undertaking is managed by the Department of City Planning's Office of Historic Resources, which maintains a website for SurveyLA.<sup>18</sup> All tools and methods for SurveyLA meet State and federal professional standards for survey work; these include *Citywide Historic Context Statement*, *Field Guide Survey System*, and *Community Outreach and Participation Program*. Professional historic preservation consultant teams are conducting the field surveys under the direction of the Office of Historic Resources. The surveys cover the period from approximately 1865 to 1980 and include individual resources such as buildings, structures, objects, natural features, and cultural landscapes, as well as areas and districts. Field surveys started in 2010 and are being completed in three phases by Community Plan Area. Currently, survey results are available to the public for 32 of the City's 35 Community Plan Areas; the remaining three Community Plan Areas include Central City (the Community Plan Area that includes the Project Site), Central City North, and Northeast Los Angeles.<sup>19</sup>

---

<sup>18</sup> City of Los Angeles Department of City Planning, *Los Angeles Historic Resources Inventory*, website: <http://historicplacesla.org>, accessed: March 14, 2016.

<sup>19</sup> City of Los Angeles Department of City Planning, *SurveyLA, Los Angeles Historic Resources Survey*, website: <http://preservation.lacity.org/where-surveyla>, accessed: March 14, 2016.



### III. HISTORIC CONTEXT

---

The historic context developed below presents the historical background necessary to evaluate the historical and architectural significance of the Project Site at 633 S. Spring Street. This overview includes the early commercial development of S. Spring Street and S. Broadway, as well as context for the walk-up/stand restaurant building type. Additionally, information is provided on the original art murals which overlook the property site and the artists who created them. The subject property is associated with two SurveyLA themes: Commercial Development of Downtown Los Angeles (1850-1980) and Walk/Up Stand Restaurant (1920-1980). The historic context is organized to correspond with the SurveyLA Historic Context Statement and is tailored to reflect the local history of the subject property.

#### A. STREETCAR COMMERCIAL DEVELOPMENT OF DOWNTOWN LOS ANGELES (1873-1934)

##### 1. Early 20th Century Commercial Development on S. Spring Street

The Project Site, which is now developed with a public self-service surface parking lot and the Restaurant, has evolved with the history of the neighborhood. Spring Street earned the nickname “Wall Street of the West” when it became the center of financial affairs for Los Angeles in the early 20<sup>th</sup> century. In the 19<sup>th</sup> century, Spring Street was a mostly residential neighborhood. The 600 block of S. Spring shown in the 1888 Sanborn Map (Figure 3) shows a residential street devoid of any commercial development. This was beginning to change as the turn-of-the-century approached, as shown in the 1894-1900 Sanborn map (Figure 4) with commercial development beginning to envelop the north end of the block while the southern section remained residential.

As the area commercialized in the 20<sup>th</sup> century, the buildings that now make up the Financial District began to go up. It began with the building of the Continental Building (considered Los Angeles’ first skyscraper) and the Herman Hellman Building in 1902 and spread southward from there. Between 1900 and 1920 many financial buildings and hotels sprang up along South Spring Street. After World War I the American economy took off and the financial district continued to expand southward. All of the buildings which compose the present Financial District were completed by 1931. Significant local investors in the institutions found on Spring Street included Col. J.B. Lankershim, I.N. Van Nuys, and the Hellman Brothers, among others. The street was composed of banks, insurance companies, the stock exchange, and investment companies. The Financial District served as the center of financial activity in Los Angeles until the 1960s. At that time, banks began to move west to Wilshire and Figueroa in the emerging “Gold Coast” area.<sup>20</sup>

The historic buildings in the Financial District were typically designed in the heavily classical Beaux-Arts style or, in the case of some later buildings, in the Art Deco style. The Financial District is characterized by a fairly intact street wall typically 150 feet tall (the height limit for buildings in Los Angeles until 1957). The buildings in the financial district were meant to convey stability, formality, and grandeur. As such, they tend to be monumental in scale and classical in form and detail. Street-level facades are typically over-scaled, with the street-level floor one-and-a-half to two times taller than the average story. The base of each building was generally designed to appear “heavier” than the structure above, as the façade composition was based on the

---

<sup>20</sup> Tom Sitton, “Spring Street Financial District National Register of Historic Places Inventory – Nomination Form,” United States Department of the Interior, National Park Service, 1977.

Classical column with a base, shaft, and capital. Street-fronts were characterized by “many large expanses of clear glass,” though many original storefronts have now been lost through various alterations, including removal of glazing and subdivision of street-level facades. The consistency of the street wall decreases towards the southern end of the district, where the urban fabric is more frequently disturbed by the presence of parking lots.<sup>21</sup> Within the 600 block of the Financial District, a total of four parking lots disrupt the street wall.

## 2. Early 20th Century Commercial Development on S. Broadway

Downtown Los Angeles is the product of three construction phases. The first phase was from 1900-1917; the second was from 1920 to 1931; and the third during the 1960s.<sup>22</sup> Before the turn of the century, the City’s commercial center was located at Spring Street and First Street in Downtown. The construction of a City Hall in the late 1880s on Broadway between Second Street and Third Street pulled the business center farther south and provided the impetus for the construction of large commercial buildings. Within Downtown Los Angeles, Broadway became a popular destination for shopping and leisure beginning in the early 20<sup>th</sup> century caused by the development of Hamberger’s (May Company), a large department store, at the corner of Broadway and 8<sup>th</sup> Street in 1905. Following the construction of Hamberger’s, a number of significant improvements were built along Broadway to include retailers, hotels, and commercial buildings.<sup>23</sup> Around 1910, nickelodeons and vaudeville theaters began to appear on Broadway. In 1918, the opening of Sid Grauman’s Million Dollar Theater established Broadway as the venue for the best first-run motion picture palaces. The theaters erected along Broadway included the following:

- Million Dollar Theater (307 South Broadway) in 1918;
- Cameo Theater (528 South Broadway) in 1910;
- Arcade Theater (534 South Broadway) in 1910;
- Globe Theater (744 South Broadway) in 1913;
- Loews Theater Building (701 South Broadway) in 1921;
- Palace/Orpheum Theater (842 South Broadway) in 1926;
- Tower Theater (802 South Broadway) in 1927;
- United Artists Theater (933 South Broadway) in 1957;
- Los Angeles Theater (615 South Broadway) in 1931; and
- Roxie Theater (518 South Broadway) in 1932.

Large crowds were drawn to the movie palaces during the 1930s and 1940s that, in turn, attracted the establishment of other businesses. The area declined in the 1960s and 1970s as newer movie theaters were constructed outside of Downtown, thus, signaling the demise of Broadway.

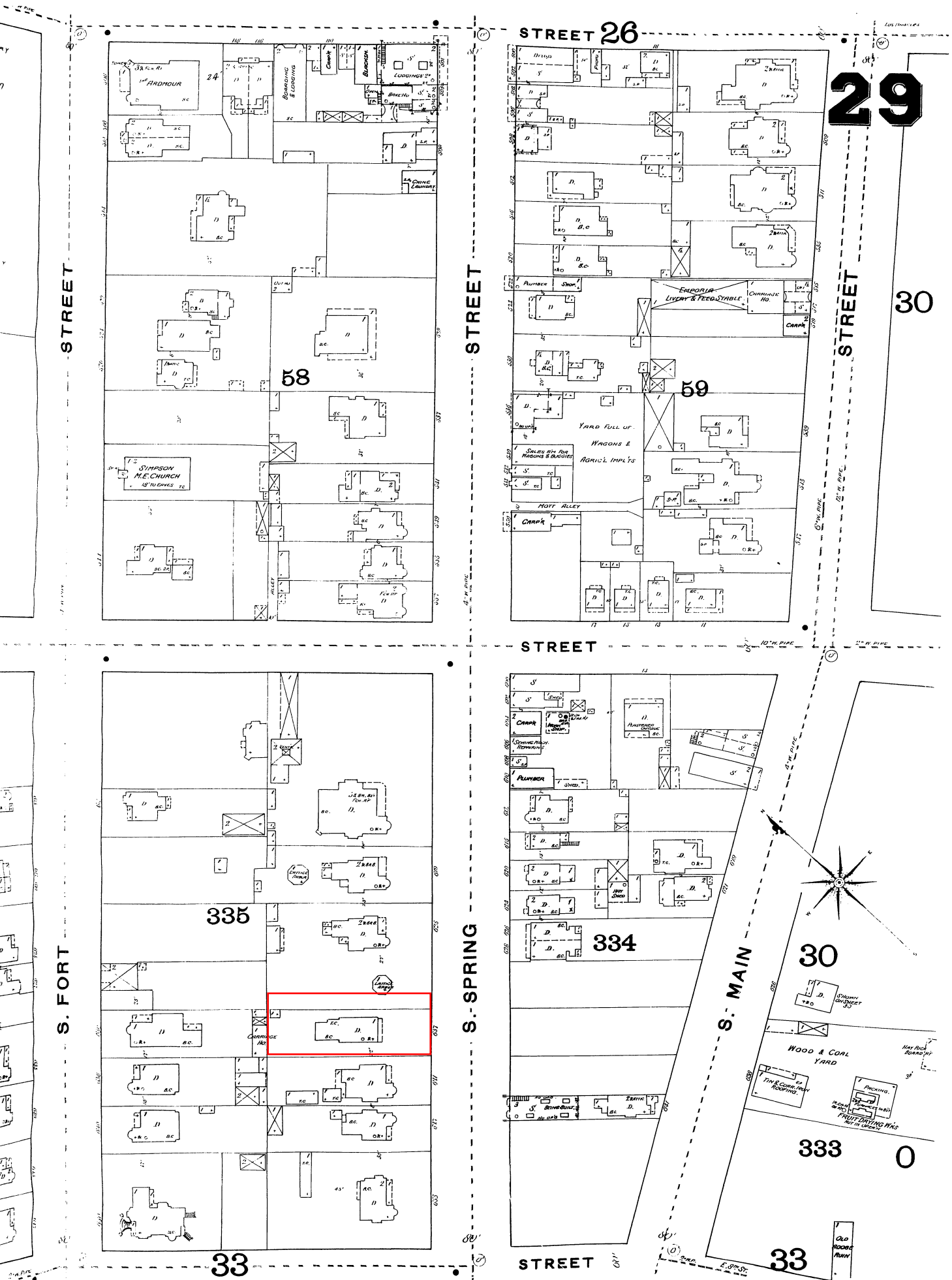
<sup>21</sup> Architectural Resources Group. *Historic Downtown Los Angeles Design Guidelines, Appendix on Spring Street*, July 2002.

<sup>22</sup> David Gebhard and Robert Winter, *Los Angeles: An Architectural Guide* (Salt Lake City: Gibbs Smith Publisher, 1994), p. 235.

<sup>23</sup> Tom Sitton, *Los Angeles County Museum of Natural History, National Register of Historic Places Inventory –Nomination Form, Broadway Theater and Commercial District, NPS-79000484-20843, Primary Number 19-166921 (October 20, 1977).*

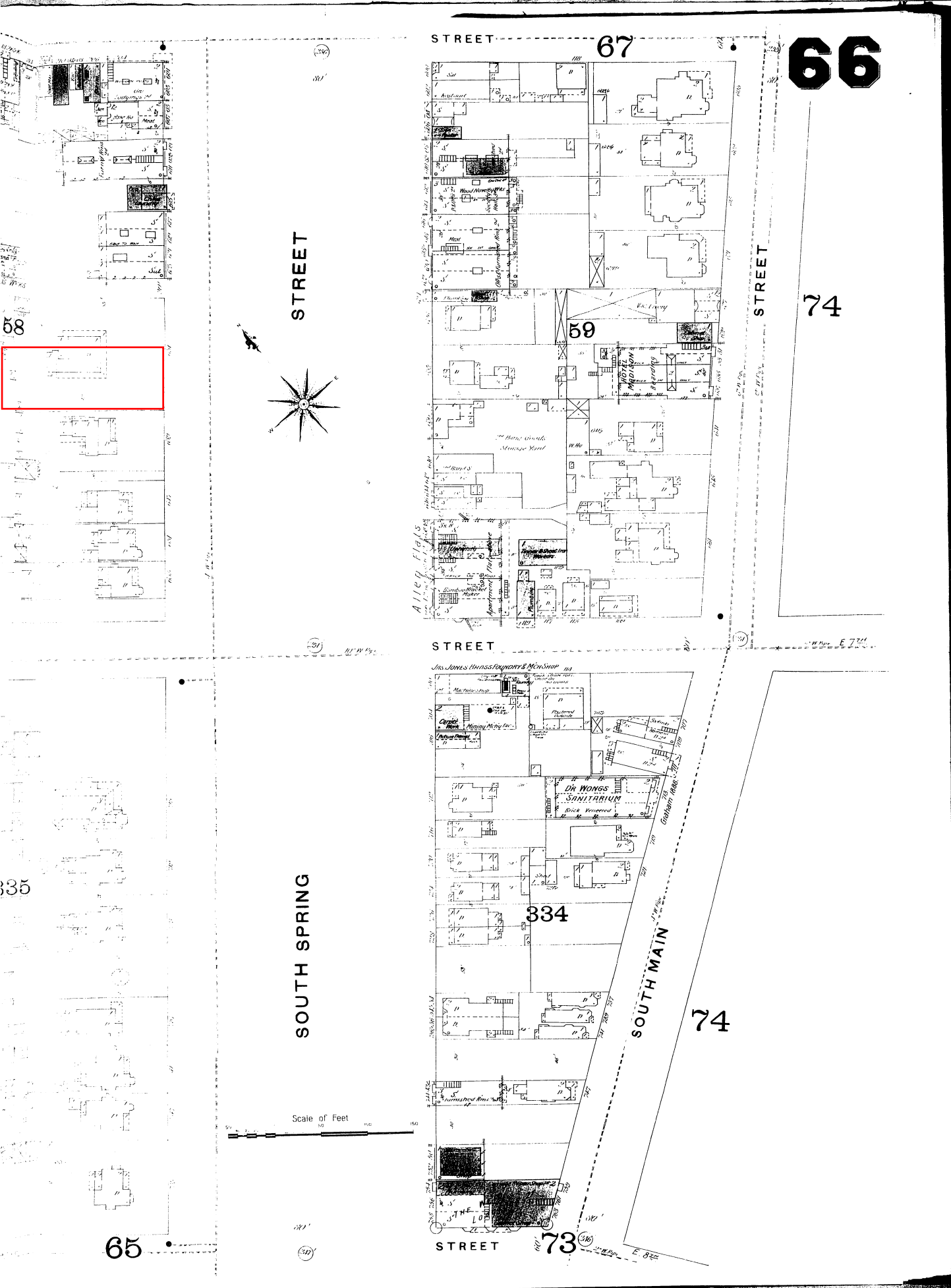
*Figure 3. 1888 Sanborn*

Figure 3. Sanborn Map 1888



*Figure 4. 1894-1900 Sanborn*

Figure 4. Sanborn Map 1894-1900



## **B. DEVELOPMENT OF SOUTH SPRING STREET AND 633 S. SPRING STREET (1888-1970)**

The Project Site, which is now developed with a public self-service surface parking lot and the Restaurant, has evolved with the history of the neighborhood. As shown in the 1888 Sanborn map (Figure 3), S. Spring Street was a residential neighborhood in the late 19<sup>th</sup> century. In 1888 the area was predominantly developed with single-family dwellings set well back from Spring Street. The majority of these houses included front porches and service outbuildings, suggesting this was a well-to-do area. The Project Site was adjoined to a neighboring lot with a single-family residence, and a lattice arbor sat to the southwest of the residence.<sup>24</sup> The 1894 Sanborn map (Figure 4) is partially illegible; however it is clear that while the neighborhood surrounding the Project Site still remained a primarily residential neighborhood during these years, commercial development began to encroach from the north.<sup>25</sup>

By 1906 the block had evolved away from its residential character (Figure 5). The area increasingly focused on commercial spaces, such as offices, hotels, and light industry. At this time, the Los Angeles Furniture Company (Figures 6 & 7) occupied the Project Site. Based upon available historic photographs, this appears to be same brick six-story building that was eventually torn down for the existing parking lot in 1937. It appears that in the 1910s and 1920s the furniture company building was split up into various offices. During this period, the building was called the Realty Board Building (Figures 8 & 9). Tenants included various real estate companies, the West Coast Art Company, a lithographing company, and various individuals who kept offices in the building this continued into the late 1930s, though at that time the types of people seeking office space in the building had shifted somewhat. Tenants listed in the 1938 City Directory (apparently published prior to the building's demolition in late 1937) included a shoe shiner, a florist, a restaurant owner, and a sign maker. A permit for the demolition of the Realty Board Building was issued in October of 1937 and, by 1939, the Project Site was listed as the location of J.M. Carpenter's auto park (Figure 10). A wood structure occupied by a parking office was erected in 1948, though this structure no longer exists.

The building permit history indicates that in 1951 a seven-by-ten-foot shoe shine house was moved to the southern corner of the Project Site from 803 S. Spring Street, with no other buildings on present. In 1954, a new parking lot office was constructed on the southwest side of the lot, 75 feet back from S. Spring Street. By the 1955 the surrounding block was dense with The National Automobile & Casualty building to the southwest and the California Bank Building, S. Spring Building, and Hotel Hayward to the northeast (Figure 11). The Project Site continued to serve as a parking lot with a store, presumably the shoe shine, located in the southern corner.

The one-story small commercial building currently located on the Project Site and referred to the Restaurant in this Report was constructed in 1967, also in the southeast corner of the lot (Figure 12). According to the original building permit, the Restaurant was constructed by Conley Pryor & Associates for Welma RK Inc. The permit also indicates that by 1967 the Project Site did not have any other buildings or improvements. The Restaurant was a masonry building of concrete blocks with a wood roof. That same year a sun shelter was added to the Restaurant to expand it. The last alteration to the Project Site documented major building permits was the addition of a metal and plastic sign in January of 1970 which has since been removed.

---

<sup>24</sup> *Sanborn Fire Insurance Maps 1888*

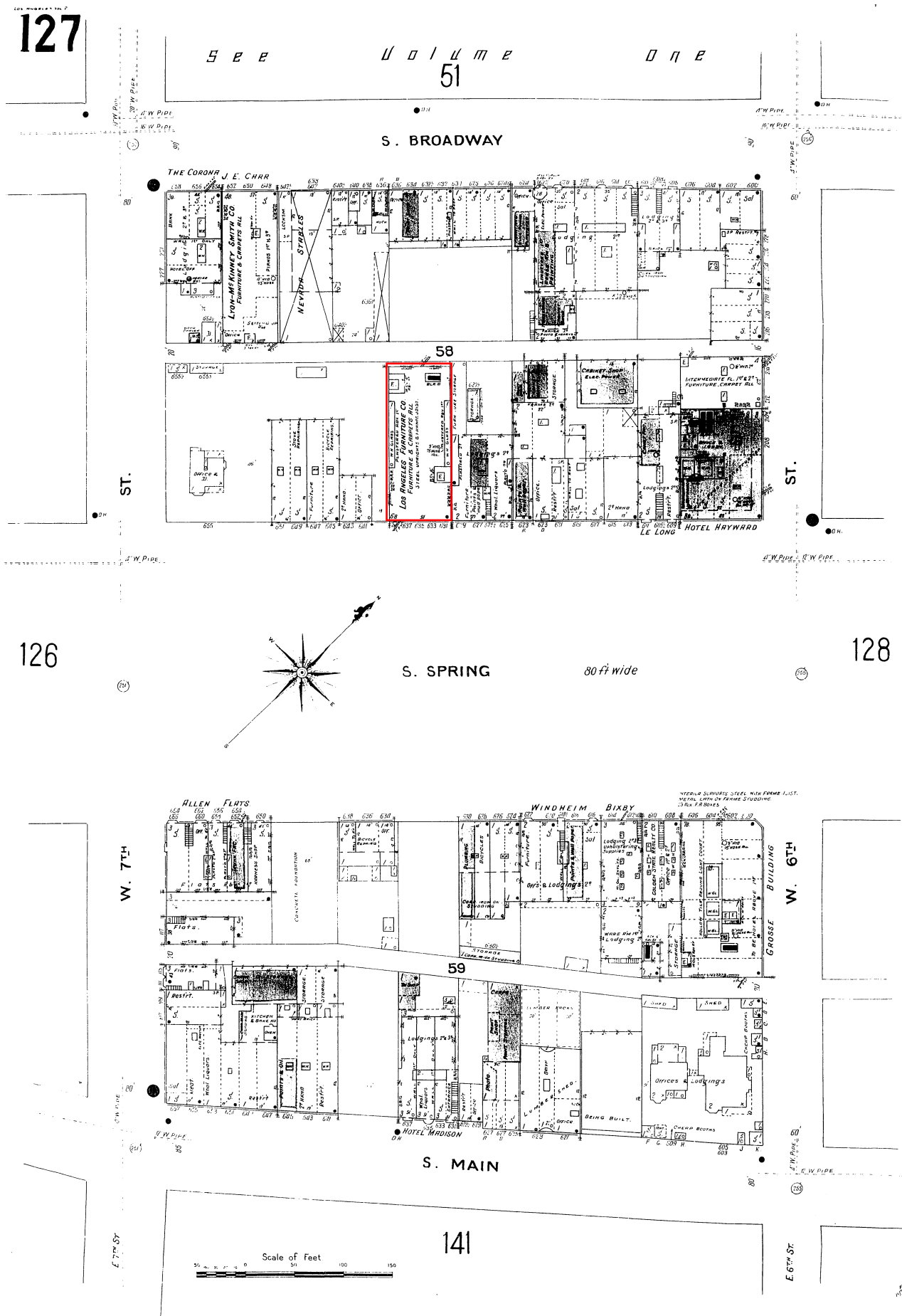
<sup>25</sup> *Sanborn Fire Insurance Maps 1894-1900*

The building permit history for new construction, additions, and demolition on the Project Site is summarized in Table 1 below, and copies of the building permits researched for this Project are provided in Appendix C. Only building permits for major changes to the Project Site were reviewed in the process of this investigation.



*Figure 5. 1906 Sanborn*

Figure 5. Sanborn Map 1906





*Figure 6. Los Angeles Furniture Company. Southwest elevation in 1907 (USC Digital Library)*



*Figure 7. Los Angeles Furniture Company rear elevation (far right) in very early 1900s (USC Digital Library)*



*Figure 8. Realty Board Building (Far Right) in 1921, formerly on the Project Site but demolished in 1937 (USC Digital Library)*



*Figure 9. Realty Board Building (far right) c. 1920s (USC Digital Library)*



*Figure 10. Parking lot (center) at 633 S. Spring c. 1940s (USC Digital Library)*

*Figure 11. 1955 Sanborn*



Figure 11. Sanborn Map 1955

127

S E E V O L U M E O N E

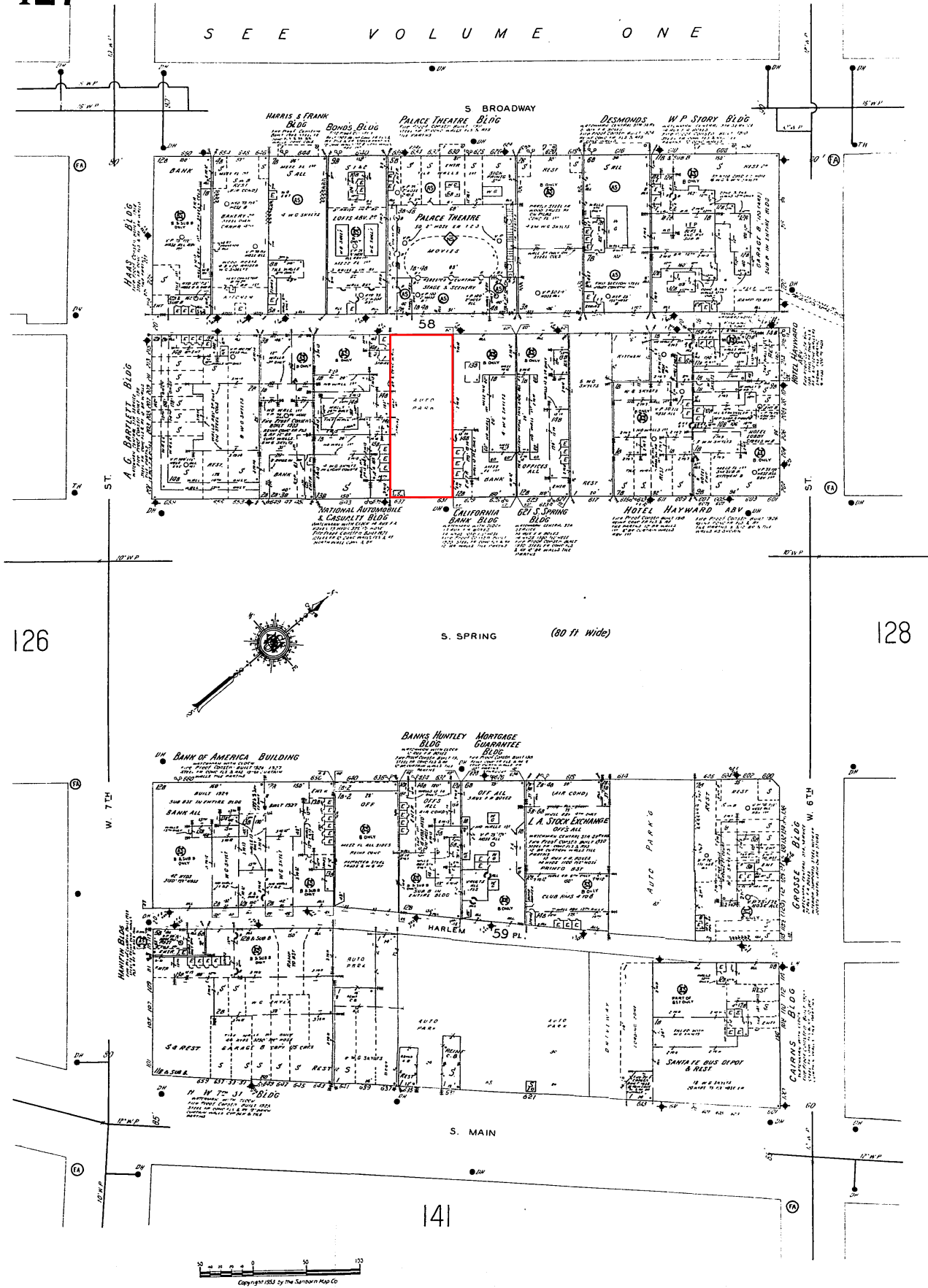




Figure 12. Mai Mexican Kitchen, a simple concrete block structure housing a small restaurant (PCR 2014)

Table 1

## 633 S. Spring Street Major Building Permits

Issued	Permit#	Owner	Architect	Contractor	Engineer	Valuation	Description
6/20/1910	5054	M. J. Connell	J.C. Austin	Reliance Building & Realty Co.		\$380.00	(illegible) out lath & plaster partitions in light courts
1/12/1912	420	Los Angeles Realty Board	Ernest Lee Connel	Gary Eckart		\$2,385.00	Putting in partitions for offices 2x3 (illegible)
1/17/1912	615	P.L. Wilson		H.A. Cole		\$3,500.00	Put in 2 windows & (illegible) 4th floor office 631 so. Spring into offices as (illegible)
9/11/1912	11072	West Coast Art Co.		J.F. McIntosh		\$1,000.00	To install partition across room of 2x8 - wood lath and plaster 1/3 glaze and oak floor to divide back rooms with T & G and 1/3 glaze 6th floor
2/24/1919	1175	Benson Lithographing Co., Tenant	W.J. Saunders	R. Leer		\$420.00	Add board and batten partitions to 5th floor only
10/8/1937	33001	F.E. Harris and C.F. Harris		L.A. Wrecking Co., Inc.		\$2,000.00	60'x150' 6 story (94 ft high) brick building to be demolished and removed
11/12/1948	29088	System Auto Parks					4'x8' parking lot office (wood)
1/15/1951	2982	Andrew Oaks				\$100.00	Relocation of 7'x10' aluminum building used as show shine from 803 S. Spring
10/29/1954	1344	Walt Auto Parks & Garage (Walter M. Briggs)		Fred J. Peltey		\$200.00	Auto park office (wood with composite roof)
5/13/1965	94888	J. Cota		Owner		\$1,000.00	repair fire damage
8/22/1967	51740	Welma RK Inc.	Conley Pryor & Assoc.	Owner		\$1,380.00	Concrete building with wood roof for restaurant

Table 1 (Continued)

## 633 S. Spring Street Major Building Permits

Issued	Permit#	Owner	Architect	Contractor	Engineer	Valuation	Description
9/28/1967	53793	Welma RK Inc.		Owner	Robert Haussler	\$800.00	addn of sun shelter std. #133
1/27/1970	2565	Walk-N Dog		National Neon Products		\$400.00	4 single face plastic roof sign

### C. WALK-UP/STAND RESTAURANT (1920-1980)

The Project Site includes a public self-service surface parking lot and the Restaurant. Walk-up restaurants emerged out of the roadside fast food culture that began to become prevalent in America during the mid-twentieth century with the expanding influence of the automobile. This particular form of roadside architecture evolved from the drive-in. The walk-up was essentially a drive-in stripped down to bare essentials, reducing the number of employees required to operate it. Customers would park and walk up to a window through which they could order and be served, and outdoor seating was often provided in the form of picnic tables. Chain walk-up restaurants are typically characterized by pre-fabricated steel-frame buildings clad in porcelain and glass. In the case of chains, distinct architectural forms were often used as a form of advertising, the best known example being the golden arches incorporated into the design of early McDonald's walk-ups.<sup>26</sup> Many roadside walk-ups were also built independent of any association with a restaurant chain. Some examples in the Los Angeles area include Henry's Tacos, Shoestring, Cupid's Hot Dogs, and Foster's Freeze, among others. Walk-up restaurants in the Los Angeles area are typically characterized by their small scale, rectilinear massing and plan, no indoor public space, an open-sided sun shelter with picnic table seating, roof signage, highly visible roadside location, and often located on a corner lot.<sup>27</sup>

### D. ORIGINAL ART MURALS

Two original art murals overlook the Project Site. The murals are located on the northeast and southeast side elevations of the buildings at 639 and 625 S. Spring Street, at the street edge. The mural on 639 S. Spring Street is by French street artist, JR, and the mural on 625 S. Spring Street is a collaboration between JR and the Portuguese artist, Vhils (Figure 13 and Figure 14). The murals were created in advance of the two artists participation in the four-man gallery show held at Lazarides in Beverly Hills called "Eurotrash." The other two participants in the show were Connor Harrington and Antony Micallef. The show ran at Lazarides Beverly Hills location from June 9th to July 3rd of 2010. The Lazarides Gallery is typically based in London, and was only temporarily in the Los Angeles area.

The two murals were created with the permission of the property owners. The mural of 639 S. Spring Street is a large-format photograph wheat pasted in sections to the side of the building. This is typical of the medium in which JR works. The mural on 625 S. Spring Street was initially created in the same fashion, but then Vhils went back over the face of the wheat pasted photo applying his surface scratching technique to expose the layers of brick beneath the plastered wall and creating a bas-relief effect.<sup>28</sup>

#### 1. JR, artist (b. 1983)

The street artist JR was born in France in 1983. His true identity is unknown. His work is characterized by the wheat pasting of large-scale photos (typically black and white) on the exteriors of buildings. His exhibitions are often illegal. His first major work was an illegal exhibition in Paris titled "Portrait of a Generation," where the artist pasted portraits of "suburban thugs" on the walls around a well-to-do section of Paris. In 2007 he worked with the artist Marco on a Project called "Face 2 Face," which involved installing

<sup>26</sup> John A. Jackle and Keith A. Sculle, *Fast Food: Roadside Restaurants in the Automobile Age* (Baltimore: The Johns Hopkins University Press, 1999), 57-59.

<sup>27</sup> SurveyLA

<sup>28</sup> Michael Slenske, "The Gangster: On the run with London's bad-boy gallerist," *Modern Painters* 22 no. 7, 2010, 54-61, 76.

portraits of Israelis and Palestinians on barrier infrastructure in Israel and Palestine. His exhibition “Women Are Heroes” was installed in various international locations in 2008. That same year he worked on “Wrinkles of the City,” in Cartegna (Spain), Shanghai, Los Angeles, and Havana. In 2010, a film about the exhibition “Women Are Heroes” went to the Cannes Film Festival and competed for the Camera d’Or. The following year JR was awarded the TED Prize, which he used to fund “Inside Out,” a participatory international art Project inviting people to print and paste their own portraits in support of various causes and ideas.<sup>29</sup>

## 2. Vhils, artist (b. 1987)

Alexandre Farto, better known as Vhils, was born in Portugal in 1987. He grew up in Seixal, a suburb of Lisbon. Vhils was profoundly influenced by the massive urban development occurring in Portugal during the 1980s and 1990s. In the early 2000s he was a prolific graffiti artist, and it was during his years as a graffitist that he took the name Vhils. He works in a variety of media, including masonry, wood, billboards, metal, paper, Styrofoam, cork, and explosives, among others.<sup>30</sup> However, his signature style is to carve out large scale portraits on the exteriors of buildings. To do this, Vhils will often use industrial methods to remove exterior surfaces, including drilling and controlled explosions. The subjects of his bas-relief wall portraits are almost always anonymous individuals, typically people the artist met during travels. His choice of subject is part of Vhils’s artistic goal to make the commonplace iconic.<sup>31</sup>



Figure 13. Mural on the northeast side of 639 S. Spring Street, created by artist JR (PCR 2014)

<sup>29</sup> “JR,” accessed November 11, 2014, <http://www.jr-art.net/jr>.

<sup>30</sup> “About,” Alexandre Farto aka Vhils, accessed November 11, 2014, <http://www.alexandrefarto.com/index.php?page=vhils>.

<sup>31</sup> “Vhils,” Lazarides, accessed November 11, 2014, <http://www.lazinc.com/artist/vhils>.



*Figure 14. Mural on the southwest side of 625 (621) S. Spring Street, created as a collaboration between artists Vhils and JR (PCR 2014)*





## IV. EVALUATION

---

### A. PREVIOUS EVALUATIONS

#### 1. Historical Resources in the Project Vicinity

The records search for cultural resources within the Project vicinity (approximately 0.25-mile radius) involved review of previous surveys records and reports on file at the South Central Coastal Information Center (SCCIC) records center and PCR's in-house files. The records search PCR commissioned from the SCCIC is included in Appendix F. Located within a dense, urban setting with limited visibility, the 0.25-mile radius records search was conducted to capture all known resources within the Project vicinity which may have views of the Project Site for the purpose of analyzing potential indirect impacts. PCR also consulted the National Register, California Register, Statewide Historical Resources Inventory ("HRI"), California Points of Historical Interest ("PHI"), California Historical Landmarks ("CHL"), and City Monument database to identify previously identified historical resources within the Project vicinity.

The Financial District (P19-166981) was designated in July of 1977 and the nomination was amended in 1978 to expand the boundary eastward to include the Farmers and Merchant Bank Building at 401 S. Main Street.<sup>32</sup> It contains 27 contributing structures (including 23 financial buildings and three hotels) constructed between 1902 and 1931 (the period of significance), and in 1999 one additional contributor was added.<sup>33</sup> The Financial District includes both sides of S. Spring Street, approximately bounded by Seventh Street and Fourth Street. Buildings in the district are typically Beaux-Arts in style or, in the case of some later buildings, Art Deco style. Buildings tend to be monumental in scale and classical in form and detail. Street-level facades are typically over-scaled. The base of each building was generally designed to appear "heavier" than the structure above, as the façade composition was based on the Classical column with a base, shaft, and capital. The contributing buildings range in height from three to 12 stories and the maximum building height is 150 feet due to the City limitations on building height to a maximum of 150 feet enforced between 1905 and 1957. Therefore, at the time of both nominations, the Financial District had a high level of integrity. A site survey of the Financial District, as part of the Historic Report, found the Financial District appears to be in the same condition and continues to retain a high level of integrity. A total of 16 contributors to the Financial District have a direct and indirect view of, or are adjacent to, the Project (as shown in Figure 15). The Broadway Commercial and Theater District (P19-166921) was also designated in July of 1977 and the boundary was expanded in 1985.<sup>34</sup> The Broadway District includes both sides of South Broadway between Third Street and Ninth Street. This Broadway District includes approximately 60 contributors, primarily commercial buildings and theaters, 38 non-contributors, and three vacant lots. The contributors within the district were constructed between 1894 and 1931 (period of significance) and are typically one-story to 12-story commercial buildings. Styles found in the district include Classical, Commercial, Art Deco,

---

<sup>32</sup> Tom Sitton, Los Angeles Museum of Natural History, National Register of Historic Places Inventory –Nomination Form, Spring Street Financial District, NPS-79000489-9999, Primary Number 19-166981, October 14, 1977.

Teresa Grimes, National Register of Historic Places Registration Form, Spring Street Financial District, NPS-00000387-9999, Primary Number 19-166981, June 28, 1999.

<sup>33</sup> The 1999 Financial District Nomination Amendment noted one contributor was demolished located at 432 S. Spring Street.

<sup>34</sup> Tom Sitton, Los Angeles Museum of Natural History, National Register of Historic Places Inventory –Nomination Form, Broadway Theater and Commercial District, NPS-79000484-20843, Primary Number 19-166921, October 20, 1977.

Kathryn Gualtieri, State Historic Preservation Officer, State of California Office of Historic Preservation, Letter to Expand Broadway District Boundary, Addressed to Jerry Rogers, Keeper, National Register of Historic Places, National Park Service, December 26, 1985.

and Moderne, among others. Typically, the theater facades are more elaborate than the other commercial buildings. A Section 106 Review evaluated the integrity of the Broadway District in 1998 found the integrity to remain intact despite alterations to the storefronts, and a field survey as part of the Historic Report confirmed those findings.<sup>35</sup> Six (6) contributors to the Broadway Commercial and Theater District have a direct or indirect view of or are adjacent to the Project (as generally depicted in Figure 15).

There are a number of historic resources in Downtown Los Angeles. The historic resources listed below are noted as having a direct or indirect view of the Project Site, and are listed in the National Register as a part of either the Financial District or Broadway District and/or as City-designated Los Angeles Historic-Cultural Monuments ("LAHCM"). The National Register Status ("NRS") 1D code denotes the property is a contributor to a district or multiple resource property listed in the National Register by the Keeper and listed in the California Register.

*Note: Resources marked with an asterisk (\*) are also designated Los Angeles Historic-Cultural Monuments.*

### Financial District

- Security Building, 510 S Spring Street, (NRS 1D: July 1977)\*
  - View: Indirect
  - Distance: Approx. 860 feet northeast
- President Trading Co., 514 S Spring Street, (NRS 1D: July 1977)
  - View: Indirect
  - Distance: Approx. 805 feet northeast
- Spring Arcade Building, 541 S Spring Street, (NRS 1D: July 1977)
  - View: Indirect
  - Distance: Approx. 500 feet northeast
- Lloyd's Bank, 548 S Spring Street, (NRS 1D: July 1977)
  - View: Indirect
  - Distance: Approx. 385 feet northeast
- Hotel Hayward, 601 S Spring Street, (NRS 1D: July 1977)
  - View: Indirect
  - Distance: Approx. 360 feet northeast
- Pacific Stock Exchange, 618 S Spring Street, (NRS 1D: July 1977)\*
  - View: Direct
  - Distance: Approx. 120 feet east
- E.F. Hutton Building, 623 (621) S Spring Street, (NRS 1D: July 1977)

---

<sup>35</sup> *Ibid.*

- View: Indirect
- Distance: Approx. 60 feet northeast
- California-Canadian Bank, 625 (621) S Spring Street, (NRS 1D: July 1977)
  - View: Direct
  - Distance: Adjacent, northeast
- Mortgage Guarantee Building, 626 S Spring Street, (NRS 1D: July 1977)
  - View: Direct
  - Distance: Approx. 80 feet east
- Banks & Huntley Building, 632 S Spring Street, (NRS 1D: July 1977)\*
  - View: Direct
  - Distance: Approx. 75 feet southeast
- Barclay's Bank, 639 S Spring Street, (NRS 1D: July 1977)\*
  - View: Direct
  - Distance: Adjacent, southwest
- Bartlett Building, 651 S Spring Street, (NRS 1D: July 1977)\*
  - View: Indirect
  - Distance: Approx. 100 feet south
- Alexandria Hotel, 215 W 5<sup>th</sup> Street, (NRS 1D: July 1977)\*
  - View: Indirect
  - Distance: Approx. 755 feet northeast
- Pacific Southwest Bank, 215 W 6<sup>th</sup> Street, (NRS 1D: July 1977)
  - View: Indirect
  - Distance: Approx. 120 feet southwest
- Bank of America Building, 117 W 7<sup>th</sup> Street, (NRS 1D: July 1977)
  - View: Direct
  - Distance: Approx. 90 feet south
- Van Nuys Building, 210 W 7<sup>th</sup> Street, (NRS 1D: July 1977)\*
  - View: Indirect
  - Distance: Approx. 300 feet southwest

### **Broadway District**

- Norton Building 601-605 S Broadway, (NRS 1D: July 1977)
  - View: Indirect

- Distance: Approx. 360 feet north
- Los Angeles Theater, 615 S Broadway, (NRS 1D: July 1977)\*
  - View: Indirect
  - Distance: Approx. 328 feet northwest
- Mailing's, 619-627 S Broadway, (NRS 1D: July 1977)
  - View: Indirect
  - Distance: Approx. 295 feet northwest
- Palace/Orpheum Theater, 636 S. Broadway, (NRS 1D: July 1977)\*
  - View: None
  - Distance: Approx. 25 feet northwest
- Bullocks-Hollenbeck, 639 S Broadway, (NRS 1D: July 1977)
  - View: Indirect
  - Distance: Approx. 260 feet northwest
- Bullock's, 641 S Broadway, (NRS 1D: July 1977)
  - View: Indirect
  - Distance: Approx. 282 feet west

### Individual Resources

- Great Republic Life Building, 756 S Spring Street, (HCM No. 957: May 2009)
  - View: Indirect
  - Distance: Approx. 850 feet southwest
- 810 South Spring Street Building, 810 S Spring Street, (HCM No. 871: May 2007)
  - View: Indirect
  - Distance: Approx. 960 feet southwest
- Board of Trade Building, 111 W 7th Street, (P19-173238, NRS 1S: January 2008)
  - View: Indirect
  - Distance: Approx. 230 feet southeast
- William J. Kerckoff Building, 558 S Main Street, (P19-167036, NRS 1S: August 2005)\*
  - View: Indirect
  - Distance: Approx. 612 feet east
- Pacific Electric Building (Huntington Building), 610 S Main Street, (P19-166953, NRS 1S: April 2009)\*
  - View: Indirect
  - Distance: Approx. 485 feet east

- Main Mercantile Building, 620 S Main Street, (P19-173212, NRS 3S)
  - View: Indirect
  - Distance: Approx. 470 feet southeast
- Hotel Cecil; Metropolitan Hotel, 638 S Main Street, (P19-173213, NRS 3S)
  - View: Indirect
  - Distance: Approx. 450 feet southeast

## 2. Previous Evaluations of 633 S. Spring Street

The Project Site was previously surveyed in 1977 and 2000. The Project Site is listed as a non-contributor in the 1977 DPR form for the Financial District. The former Husky Boy Sandwich Shop (referred to as the Restaurant in this Report), constructed in 1967, located at the southern corner of the Project Site, is listed as a “nonconforming intrusion detracting from the integrity of the district.” The subject property was surveyed again in 2000, evaluated against criteria A and C, and assigned a resource status code of 6X: “determined ineligible for the National Register by SHRC or Keeper.”

## B. EVALUATION OF POTENTIAL HISTORICAL RESOURCES WITHIN THE PROJECT SITE

### 1. SurveyLA Registration Requirements and Eligibility Standards

Based upon the historical themes developed in the historic context above and in the Los Angeles Historic Context Statement developed by the City of Los Angeles Office of Historic Resources (“OHR”) as a part of SurveyLA, there are two significant SurveyLA themes associated with the property: Streetcar Commercial Development of Downtown Los Angeles (1873-1934) and Walk/Up Stand Restaurant (1920-1980).<sup>36</sup> The following are the eligibility standards developed by the OHR that define what character-defining features and integrity aspects a historical resource needs to have in order to be considered eligible in association with each of those themes. These standards were utilized in the evaluation of the Restaurant that follows below in Section B.2.a.-c.

#### a. Streetcar Commercial Development (1873-1934)

##### Criteria (National Register/California Register/Local Register)

- A/1/1 (patterns of history) & C/1/1 (architecture)<sup>37</sup>

##### Eligibility Standards (required for eligibility)

- Conveys a strong visual sense of overall historic environment from the period of significance
- Demonstrates a lack of designed automobile accommodation
- Demonstrates an important example of live/work use oriented to streetcar or interurban service

<sup>36</sup> SurveyLA, *Los Angeles Historic Context Statement Outline, Commercial Development, 1850-1980, Streetcar Commercial Development, 1873-1934* (December 31, 2013): 12-13.

SurveyLA, *Los Angeles Historic Context Statement Outline, Commercial Development, 1850-1980, Walk-Up/Stand* (December 31, 2013): 29.

<sup>37</sup> The criteria are defined in Chapter 2, *Regulatory Framework*, under the federal, state and local levels.

- Individual buildings demonstrate a lack of designed automobile accommodation
- Is located along or within two city blocks of a historic streetcar route
- Represents an intact grouping of commercial properties oriented to streetcar or interurban service
- Was developed during the period of significance

**Character-Defining Features/Associative Features (required for eligibility)**

- Buildings tend to be divided visually into separate smaller storefronts which open directly onto the sidewalk
- Commercial uses may include retail, office, banking
- Historically served as the commercial center of a neighborhood
- Linear grouping or a node (buildings on four corners at a major intersection)
- May be part of a larger commercial district evaluated as a Commercial Corridor,
- Regional or Neighborhood Commercial Center within the Commercial Development context
- May include some government institutional buildings
- One- to four-story commercial buildings set to the sidewalk limit as near the street as possible with large storefront display windows on the ground floor
- Retains most of the essential character-defining features of the type from the period of significance
- Two- to four-story buildings have stairs at the main entrance for access to offices on the upper floors

**Integrity Considerations (Alterations or changes allowed that do not detract from eligibility)**

- Common and acceptable alterations may be added parking, new signage, and some
- alterations to display windows
- District as a whole should retain integrity of Design (site plan, full width street
- frontage, relationship between buildings and street), Feeling, Setting and Association
- Original use may have changed
- Some original materials may have been altered or removed on individual buildings
- Surrounding buildings and land uses may have changed

**b. Walk/Up Stand Restaurant (1920-1980)****Criteria (National Register/California Register/Local Register)**

- A/1/1 (patterns of history) & C/1/1 (architecture)

**Eligibility Standards (required for eligibility)**

- More research needed
- Was historically designed and used as a restaurant

**Character-Defining Features/Associative Features (Must have a majority of these features)**

- May also be significant under a theme within the Architecture context

- May have prominent signage
- More research needed

**Integrity Considerations (Alterations or changes allowed that do not detract from eligibility)**

- Original use may have changed
- Should retain integrity of Location, Design and Feeling
- Some original materials may have been altered, removed or replaced

## **2. Architectural Description, Integrity Analysis, and Significance Evaluation of 633 S. Spring Street**

The Project Site currently consists of the Restaurant and a public self-service surface parking lot. The two buildings that border the Project Site to the north and south each have a mural on them. Only the Restaurant required evaluation pursuant to CEQA with regard to potential impacts to historical resources, which is provided below.

The two murals that overlook the Project Site are on the side elevations of 625 and 639 S. Spring Street, which are both contributing buildings in the Financial District; however, the murals themselves are not considered to be historical resources because the murals do not contribute to the historical significance of the buildings. They are recent works of art that are outside of the period of significance for the Financial District. As works of art which are unrelated to the Financial District or the building history, they do not meet any of the evaluation criteria for the national, State, or local registers as potential historical resources.

### **a. Architectural Description**

#### **Public Self-Service Surface Parking Lot**

The parking lot has been used as a parking facility since 1939 and is currently paved with asphalt. There are two structures associated with the parking lot function. A parking lot office was initially constructed in 1948, but appears to have been replaced with a new structure in 1954. This structure is located on the southwest edge of the Project Site approximately 50-75 feet from S. Spring Street. An automated parking kiosk is now located in front of the defunct parking office.

#### **Walk-Up/Stand Restaurant**

The Restaurant at the south corner of the lot and is a small, one-story concrete building with a rectilinear plan. The original building was only 8 feet by 18 feet when constructed in August of 1967. The original building was built using concrete block and had a wood flat-top hipped roof covered with wood shingles. A sun shelter with a flat roof was added a month after the building was constructed. The sun shelter was likely open-sided when initially constructed and then enclosed to create a public interior space in the Restaurant at a later date. The Restaurant appears to have originally been a walk-up/stand restaurant, a sub-type of restaurant that emerged with increased automobile ownership in the mid-20<sup>th</sup> century.

Walk-ups were a part of the fast food roadside culture prevalent during the middle decades of the century. Typical features of walk-ups in the Los Angeles area include: roadside setting (often on a corner lot), high visibility from vehicular right-of-way, no public interior space, order/service window(s), open-sided sun

shelter, outdoor picnic table seating, roof signage, parking lot, small one-story massing, and a rectilinear plan. The Restaurant on the Project Site exhibits some of these features, including an order/service window, roof signage, and small one-story massing with a rectilinear plan. However, the form and use of the Restaurant have been altered. The order/service window no longer appears to be in use. The sun shelter has been enclosed, altering this key feature and creating interior public space. While the Restaurant is located on the same lot as a parking lot, the lot was not developed specifically to serve the Restaurant, as is the case with most walk-ups. There is outdoor seating, but it consists of café tables and chairs, not the picnic table style traditionally associated with walk-ups. Finally, the Restaurant's context does not fit the "roadside" type, as it is surrounded by a dense urban environment of multi-story early 20<sup>th</sup> century commercial buildings in the historic core of Los Angeles. This destroys the high visibility from the road which walk-ups on the "roadside" typically rely upon to generate business. Overall it appears that the Restaurant has been altered from a walk-up into a small café style restaurant.

## **b. Integrity Analysis**

The National and California Registers have specific language regarding integrity. Both require that a resource retain sufficient integrity to convey its significance.<sup>38</sup> In accordance with the guidelines of the National Register, integrity is evaluated in regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The property must retain, however, the essential physical features that enable it to convey its historic identity. Furthermore, National Register Bulletin 15 states, "A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register."<sup>39</sup> The California Register requires that a resource retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reasons for its significance.

The Restaurant retains integrity of location and setting. It does not retain integrity of design, materials, workmanship, feeling, or association. The Restaurant appears to have been substantially altered since 1967, as a result the integrity of design, workmanship, materials, feeling and association have been compromised. The sun shelter, which was likely originally open-sided, has been enclosed with solid walls. The order and service window on the front elevation is still intact, but no longer serves its original function. Contemporary glass doors were added to the front elevation of the enclosed sun shelter, creating an interior public space. These alterations heavily impacted several key character defining features of the Restaurant and destroyed its ability to convey its significance as a walk-up Restaurant. The enclosure of the sun shelter altered a key character defining feature of the walk-up sub-type. With the sun shelter enclosed, the Restaurant ceased to operate as a walk-up and provided interior ordering, service, and seating areas. Seating outside was moved to the front elevation under an awning, and consists of café tables rather than the picnic table style common to mid-century walk-ups. The creation of this public interior space likely required extensive interior alterations to the building as well. In conclusion, the existing Restaurant does not retain integrity.

---

<sup>38</sup> *National Register Bulletin 15*, p. 44.

<sup>39</sup> *Ibid*, 15, p. 46.



### c. Significance Evaluation

The Restaurant is located on a non-contributing property within a listed National Register district, the Financial District. The Restaurant was listed as a “non-conforming intrusion” to the District in 1977. However, more than five years have passed since the previous survey and the Restaurant now exceeds the 45-year age threshold for evaluation. While the Restaurant, constructed in 1967, has subsequently attained an age sufficient for evaluation as a historic resource, it does not appear to be historically significant. The Restaurant was evaluated against the following SurveyLA theme: Walk-Up/Stand Restaurant (1920-1980). The Restaurant is not a good example of the walk-up sub-type with the city of Los Angeles as it has been significantly altered and does not retain the prerequisite SurveyLA integrity of design and feeling. However, the Restaurant does retain location. The sun shelter has been enclosed and contemporary glass front doors added. The original order-service window no longer serves its original function. Ordering, service, and some seating were moved to the interior public space created by the enclosure of the sun-shelter. Outdoor seating was moved on the sidewalk outside the front elevation under the awning, and employs café style tables rather than picnic tables. As such, the building has lost its ability to convey its significance as a walk-up/stand restaurant. Most importantly a walk-up/stand restaurant should have prominent signage from the period of significance; the original signage has been removed. Additionally walk-up/stand restaurants are typically located in a roadside setting with high visibility, often on a corner lot. The Restaurant is located in the densely developed urban core of Los Angeles and is on a block composed of multi-story early 20<sup>th</sup> century commercial buildings. Also, the Restaurant is not known to be associated with any historic event or historic personages. Therefore, the Project Site does not appear to be individually eligible as a historic resource at the national, State, or local level, nor does it contribute to the significance of the Financial District, as determined by prior evaluations.

### C. CONCLUSION

The Restaurant appears ineligible for listing under any federal, State, or local eligibility criteria and is, therefore, ineligible for National Register, California Register, or local designation. Furthermore, the Restaurant is a non-contributor to the Financial District.

The murals themselves are not considered to be historical resources because the murals do not contribute to the historical significance of the buildings or the Financial District. They are recent works of art which are unrelated to the Financial District or the building history, and they do not meet any of the evaluation criteria for the national, State, or local registers as potential historical resources.



## V. CEQA IMPACTS ANALYSIS

---

### A. SIGNIFICANCE THRESHOLDS

The thresholds for determining the significance of environmental effects on historical resources identified below are derived from the CEQA Guidelines as defined in §15064.5 and the City of Los Angeles CEQA Thresholds Guide. Pursuant to this guidance, a Project that would physically detract, either directly or indirectly, from the integrity and significance of the historical resource such that its eligibility for listing in the National Register, California Register or as a City Monument would no longer be maintained, is considered a Project that would result in a significant impact on the historical resource. Adverse impacts, that may or may not rise to a level of significance, result when one or more of the following occurs to a historical resource: demolition, relocation, conversion, rehabilitation, or alteration, or new construction on the site or in the vicinity.<sup>40</sup>

#### 1. CEQA Guidelines

According to the State *CEQA Guidelines*, Section 15064.5(b) a Project involves a “substantial adverse change” in the significance of the resource when one or more of the following occurs:

- Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
- The significance of a historical resource is materially impaired when a Project:
  - a. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or
  - b. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the Project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
  - c. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

The *L.A. CEQA Thresholds Guide* states that a Project would normally have a significant impact on a significant resource if it would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the State *CEQA Guidelines* when one or more of the following occurs:

---

<sup>40</sup> *L.A. CEQA Thresholds Guide, Section D.3. Historical Resources, City of Los Angeles, 2006, p. D.3-1 (<http://environmentla.org/programs/Thresholds/D-Cultural%20Resources.pdf>, accessed 6/04/2013)*

- Demolition of a significant resource that does not maintain the integrity and significance of a significant resource;
- Relocation that does not maintain the integrity and significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings ("Standards"); or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.<sup>41</sup>

Under CEQA, a proposed development must be evaluated to determine how it may impact the potential eligibility of a structure(s) or a site for designation as a historic resource. The Standards were developed as a means to evaluate and approve work for federal grants for historic buildings and then for the federal rehabilitation tax credit (see 36 Code of Federal Regulations ("CFR") Section 67.7). Similarly, the Los Angeles Cultural Heritage Ordinance provides that compliance with the Standards is part of the process for review and approval by the Cultural Heritage Commission of proposed alterations to City Monuments (see Los Angeles Administrative Code Section 22.171.14.a.1). Therefore, the Standards are used for regulatory approvals for designated resources but not for resource evaluations.<sup>42</sup> Similarly, CEQA recognizes the value of the Standards by using them to demonstrate that a Project may be approved without an EIR. In effect, CEQA has a "safe harbor" by providing either a categorical exemption or a negative declaration for a Project which meets the Standards (see State *CEQA Guidelines* Section 15331 and 15064.5(b)(3)).

Based on the above considerations, the factors listed in the *L.A. CEQA Thresholds Guide* have been reviewed and refined for this analysis.<sup>43</sup> As such, the Project would have a significant impact on historic resources, if:

**HIST-1** The Project would demolish, destroy, relocate, or alter a historical resource such that eligibility for listing on a register of historical resources would be lost (i.e., no longer eligible for listing as a historic resource); or

**HIST-2** The Project would reduce the integrity or significance of important resources on the Project Site or in the vicinity.

## 2. Historic Downtown Los Angeles Design Guidelines

The *Historic Downtown Los Angeles Design Guidelines* (the "Historic Design Guidelines") were created in July 2002 and are directly referenced in the *Downtown Design Guide: Urban Design Standards and Guidelines* (the "Downtown Design Guide"). Projects located in Downtown's Historic Core are required to comply with the Downtown Design Guide as well as the Historic Design Guidelines. Where there is a conflict, the Historic Design Guidelines shall take precedence.<sup>44</sup> However, the Historic Design Guidelines themselves note that use

<sup>41</sup> *L.A. CEQA Thresholds Guide, Section D.3. Historical Resources, City of Los Angeles, 2006, p. D.3-1 (<http://environmentla.org/programs/Thresholds/D-Cultural%20Resources.pdf>, accessed 6/04/2013)*

<sup>42</sup> *Century Plaza Hotel EIR, Appendix IV.D-3, Historic Thresholds Letter, from Michael J. Logrande, Director of Planning and Ken Bernstein, Manager, Office of Historic Resources, City of Los Angeles, to Bruce Lackow, President, Matrix Environmental, Los Angeles, California, December 15, 2010.*

<sup>43</sup> *As documented in the Assessment Report in Appendix F-3 of this Draft EIR, the refinements to the factors listed in the L.A. CEQA Thresholds Guide were concurred with by the City Planning Department's Office of Historic Resources.*

<sup>44</sup> *City of Los Angeles, Downtown Design Guide, June 15, 2009, 2.*

of the guidelines is voluntary.<sup>45</sup> Project consistency with the Historic Design Guidelines is discussed in detail in Chapter V of this Report. The Design Guidelines offer the following guidelines for new construction projects within Downtown L.A.'s Historic Core:

- Consult with design professional who have expertise in design within historic districts.
- Consider the value of an existing building, even if it is not historic, and its potential for rehabilitation before making any decision to demolish and rebuild.
- Document existing signs and murals on building walls where they will be lost or covered due to new construction.
- Construct new buildings, of compatible design with the surrounding neighborhood, on parking lot sites. Corner sites, because of their importance in defining the urban grid, should be the first priority for infill construction.
- Pursue creative and innovative contemporary designs for new buildings in the Historic Downtown, especially on Broadway where bold design will complement the exuberance of the street's historic theaters.
- Build consistently with the street wall, particularly at corner sites.
- Design new buildings to respond to the existing building context within a block, and provide continuity to the overall streetscape. Frequently, a new building will be inserted on a site between two existing building of disparate scale and design.
- Use compatible types of masonry such as terra cotta when constructing new structures in the Historic Downtown.
- Employ durable, locally produced permanent, natural, and recycled materials in new construction.
- Employ modern terrazzo as decorative paving in new construction projects.
- Set back upper floors, especially when a taller building is permitted by code, so that dominant roof and cornice lines remain consistent along the street wall.
- Explore options for multi-use buildings, combining residential, commercial, and other compatible uses where appropriate.
- Provide multi-tenant retail space and other public uses at the street level. These should be accessible directly from the sidewalk, rather than through common interior lobbies.
- When developing vacant sites, consider incorporation through-block public arcades or "paseos," like those of the Broadway-Spring Arcade or the Grand Central Market. Arcades encourage pedestrian movement across the downtown area and provide opportunities for burgeoning retail businesses in an open market-like venue.
- Provide easy-to-locate building entrances on all street-facing facades. Where a building extends through an entire block or is located at a corner, connect its entrances with a suitably scaled public lobby. Highlight entrances with signage and lighting to distinguish them from storefronts.
- Design infill parking structures with retail use at the street level, when practical. Facades of parking structures that face public streets should be designed to the same standards as any other new construction, with particular attention to fenestration.
- New infill parking structures should have minimal curb cuts on major thoroughfares; encourage parking structure entries at side streets.

<sup>45</sup> Architectural Resources Group, "Implementation Plan," *Historic Downtown Los Angeles Design Guidelines*, July 2002, 177.

- Consider locating entrances to and exists from parking structures in alleys or the numbered side streets because these access points are inappropriate along primary pedestrian routes, for both visual and safety reasons.
- Consider the differences of the four major north south streets in the study area (Hill, Broadway, Spring, and Main) when designing infill construction.

#### Interim New Construction Guidelines:

- Keep properties clean; do not allow debris or graffiti to accumulate.
- Provide screening or enhancements (trees, planters, attractive fences) along sidewalk sides of parking lots.
- Construct graphically interesting and informative banners along sidewalks during construction; maintain these throughout the duration of construction.

## B. ANALYSIS OF PROJECT IMPACTS

### 1. Project Description

The Project would remove the existing public self-service surface parking lot and the Restaurant to construct a new hotel. The Project would be contemporary 32-story (plus a basement level and a mechanical penthouse), 390-foot-tall building with a 150-foot street wall. The “base” of the façade would be built to the street wall and rise to a height of 150 feet, to match the adjacent historic buildings and the Financial District, which is required by the Downtown Design Guide. This base is expressed as a concrete grid rising from five piers to convey a contemporary feel, while reflecting the rhythm of the facades of the adjacent historic high-rises. In general, glazing would be recessed, resulting in a facade with depth, shadow, and relief. The tower element of the building above the 150-foot “base” would step back approximately 10 to 15 feet. The Project plans are included in Appendix A.

A Project Design Feature to document the two contemporary murals on the side elevations of 639 and 625 S. Spring Street is proposed in the event they cannot be retained or they are obscured, as well as the painted sign on the rear elevation of the Palace/Orpheum Theater that overlooks the Project Site which will be partially obscured by the proposed. This project design feature would fulfill the Downtown Design Guideline requirements. The three murals shall be documented with 35mm photography accompanied with a narrative of their design, significance, and artists.

### 2. Affected Environment

The affected environment for historical resources is the Financial District and the adjacent Broadway District in Downtown Los Angeles. A map showing direct, indirect, and distant/no views of the proposed Project is shown in Figure 15. The Financial District runs along Spring Street and is approximately bounded by Fourth Street to the northeast and Seventh Street to the southwest. The Project Site is located in the 600 block of S. Spring Street, near the center of the Financial District. There are eight contributing properties on this block, listed under section A.1.Previous Evaluations, four of which are also listed as LAHCMS.<sup>46</sup> The proposed

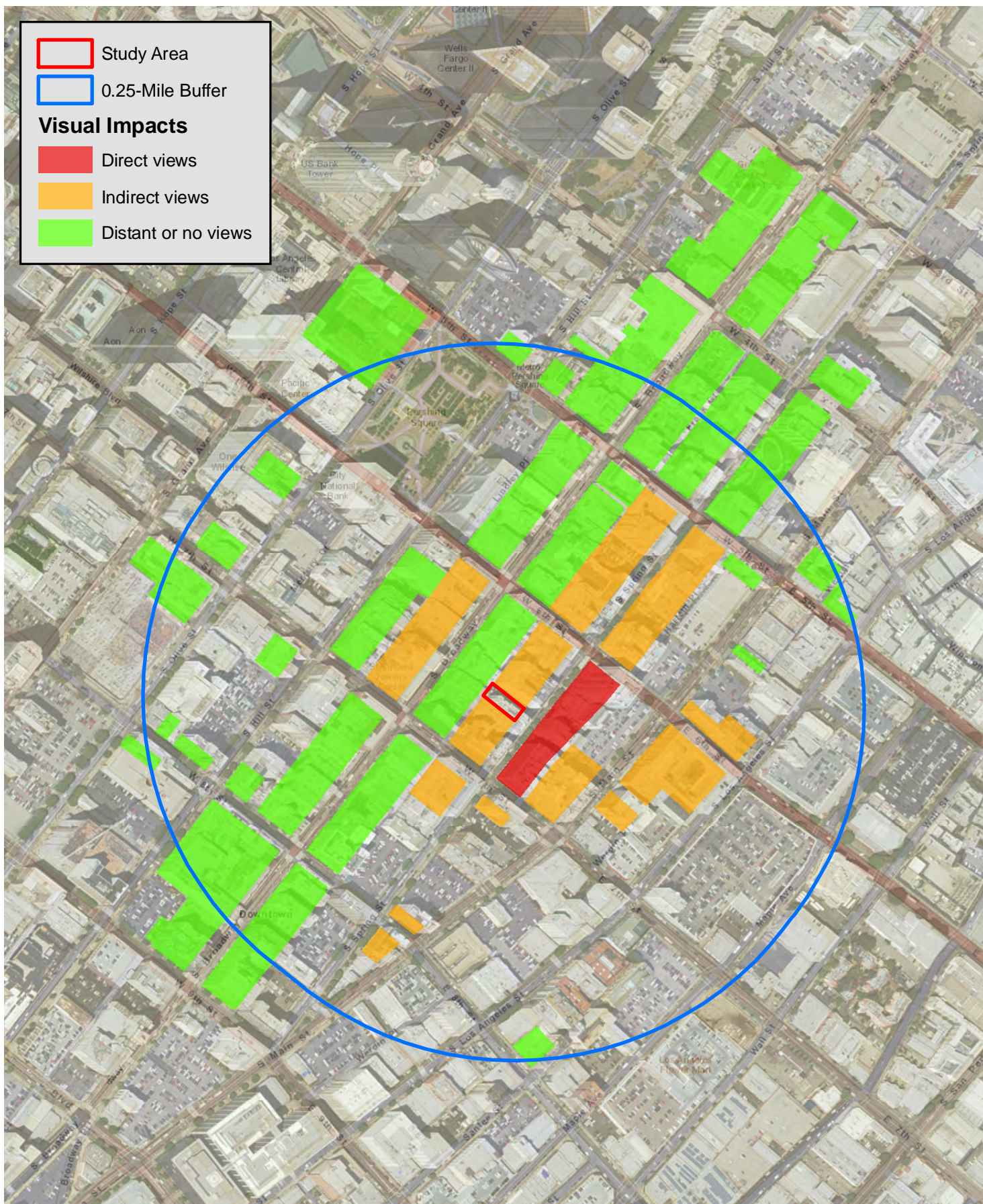
<sup>46</sup> These eight contributing properties listed by address include: 601 S. Spring Street, 618 S Spring Street, 623 (621) S. Spring Street, 625 (621) S. Spring Street, 626 S. Spring Street, 632 S. Spring Street, 639 S. Spring Street and 651 S. Spring Street. Of these eight contributors, the four LAHCMS include: 618 S. Spring Street, 632 S. Spring Street, 639 S. Spring Street and 651 S. Spring Street.

Project would be located between two contributors to the Financial District.<sup>47</sup> Additionally, the rear elevation of the proposed Project would front the alley which forms the border between the Financial District and the Broadway District. The historic Palace/Orpheum Theater is located directly behind the Project Site, on the other side of the alley.

---

<sup>47</sup> 625 (621) S. Spring Street is located immediately east of the Project Site, and 639 S. Spring Street is located immediately west of the Project Site.







This page intentionally blank.

### 3. Direct Impacts

As noted above, the Project Site, including the public self-service surface parking lot and the Restaurant, does not qualify as a historical resource under CEQA. Therefore, the Project would have no direct impact to historical resources on the Project Site.

The two murals overlooking the Project Site are not historical resources because they are works of art and do not meet any of the criteria for the national, State, or local register, as discussed above. The Project, as it is currently conceived, would retain both murals, which would remain publicly visible from the rooftop bar and restaurant entryways; however, the feasibility of retaining the murals is currently in question due to their deteriorated condition and concerns with regard to fire safety. There are three potential options for treatment of the murals: (a) retention and conservation of the murals, (b) relocation and conservation of the murals; or (c) removal of the murals. Under all three options, the Project would result in no impact to historical resources because the murals are works of art and are not considered to be historical resources.

There are two contributors to the Financial District flanking the Project Site: Barclay's Bank at 639 S. Spring Street (also a LAHCM) and the California-Canadian Bank at 625 (621) S. Spring Street. The Project would have potential impacts on the adjacent structures due to (1) construction of new foundation underpinnings, (2) blocking up of windows on the south elevation of 621-625 S. Spring Street, and (3) installation of gaskets between the adjacent historic buildings and the new construction. (See Section IV.H, Noise, regarding the potential impact of vibration generated during construction on historic buildings.)

First, the foundation for the new building would be lower than the existing foundations of the adjacent buildings. The Project would be required to structurally underpin the adjacent foundations. This is a common practice in dense urban environments and would not result in potential adverse impacts to the adjacent historic structures because the integrity of the contributors would not be materially impaired.

Second, some of the windows on the south elevation of the adjacent building at 621-625 S. Spring Street would be covered by the new building, as shown in Figure 16. However, two columns of four windows located near the western and eastern ends of the south elevation would be retained. To meet the three-hour fire wall requirement, the windows facing the Project Site would be blocked with masonry within the existing openings and the existing windows would be removed. However, since the Project would be set back from the street, the existing windows within the setback would be retained intact. These windows are not character-defining features because they are located on a secondary elevation and, during the Financial District's period of significance, would not have been readily visible due to the existence of the six-story Realty Board Building formerly located on the Project Site. Therefore, the removal of these windows would not materially impair the 625 S. Spring Street building such that it would no longer be a contributor, and impacts would be less than significant. Furthermore, the outline of the window openings would be retained and the windows could be reopened in the future. With regard to the building at 639 S. Spring Street, the only windows on the northeast elevation are on the upper floors, near the street edge, and they would not be impacted by the Project due to the setback of the tower and, as such, the Project would not materially impair the building.

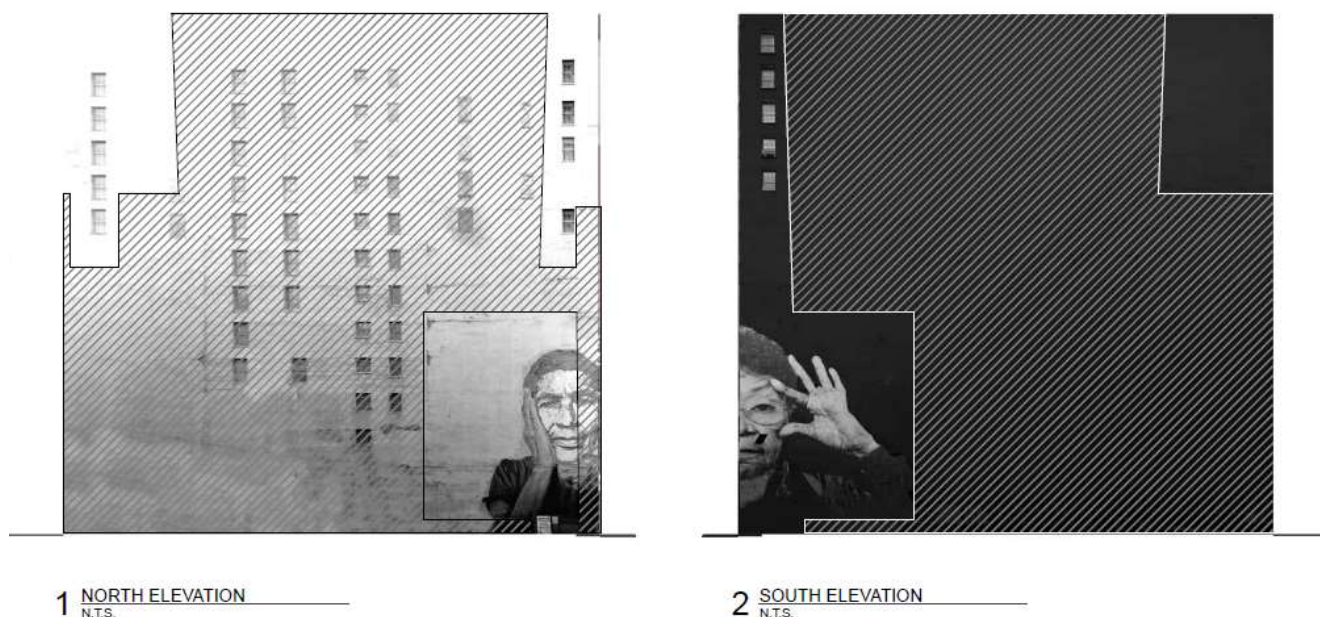


Figure 16. Adjacent Building Coverage (Adam Sokol Architecture Practice/HLW, Inc., April 2016)

Third, the Project would create a small gap between the new building and the adjacent historic buildings which is required to separate the Project from the adjacent structures, and for seismic safety. This separation would be covered by a gasket that would be affixed to the new building and would touch, but not be affixed to, the adjacent historic buildings. The gasket would cover up the small gap between the buildings and would not cause any physical damage to the adjacent historic structures. Because the side elevations are not a primary feature of the contributors and these minor alterations would not impact the eligibility of the building, there would be no impacts associated with the addition of gaskets.

In summary, the direct impacts to the adjacent contributors at 625 and 639 S. Spring Street would be less than significant and would not alter their eligibility as historical resources.

#### 4. Indirect Impacts

Indirect impacts were analyzed to determine if the Project would result in a substantial material change to the integrity and significance of historical resources or their contributing setting within the Project vicinity, including the Financial District, Broadway District, and individually eligible or designated historic resources. Approximately 16 historic buildings within the Financial District would have direct and indirect views of the Project. Additionally, a partial view of the Project would likely be visible from the northwest side of the 600 block of S. Broadway in the Broadway District, which includes six contributing properties, as shown in Figure 17. Additionally, seven individual resources in the Project vicinity would have an indirect view of the Project. Indirect impacts to these three categories of historical resources are described in the following paragraphs. As shown and further evaluated in the Report, changes to the setting caused by the Project would have no effect on the eligibility of historical resources with direct and indirect views of the Project Site and the Project would not alter the setting of the historical resources located in the Project vicinity in a manner that would materially impair their historical significance or integrity.

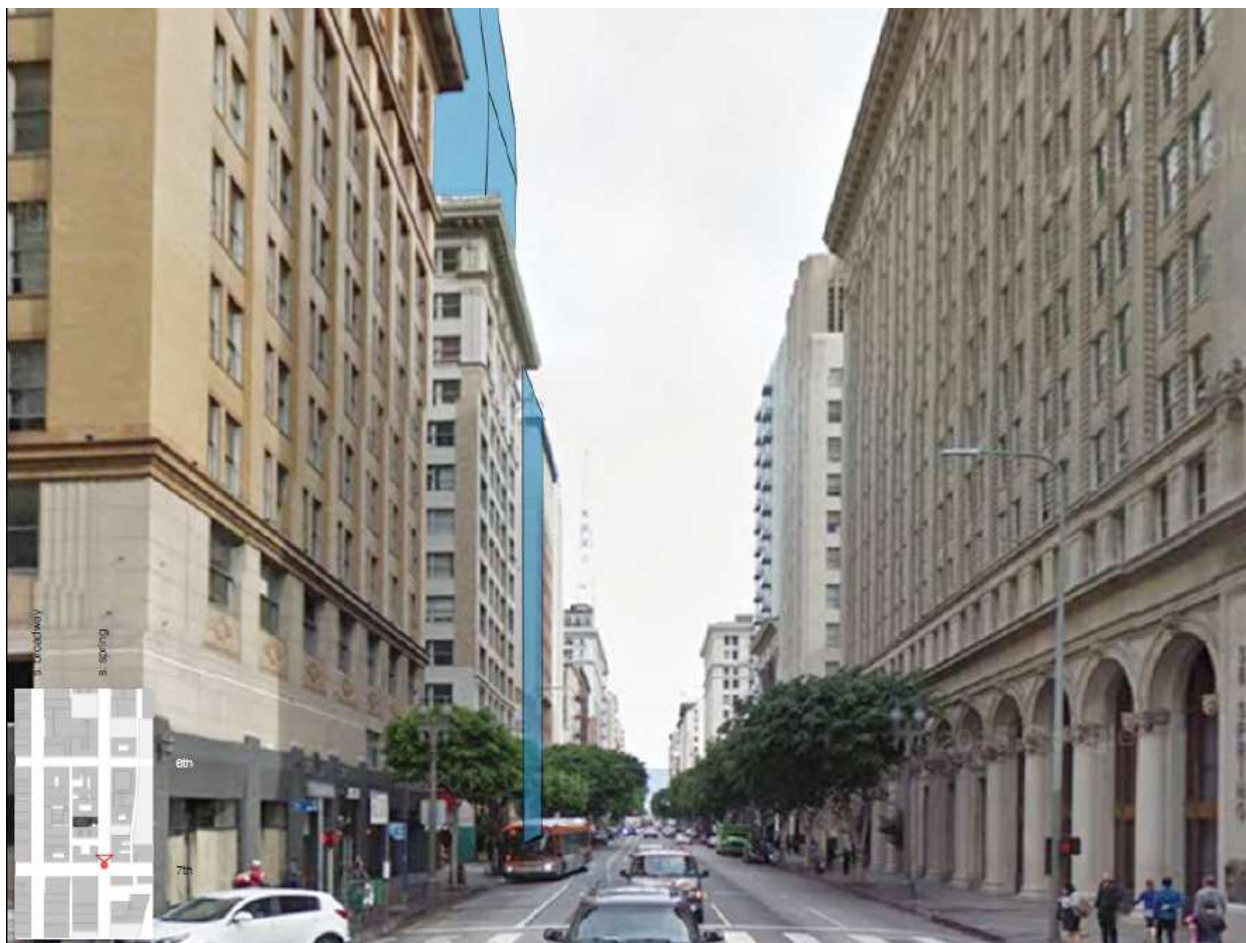


Figure 17. View Northeast Towards Project Site (Adam Sokol Architecture Practice/HLW, Inc., April 2016)

**a) Spring Street Financial District**

Within the Financial District, six contributors would have direct views and ten contributors would have indirect views of the Project and, as listed in Section IV.A.1. Historical Resources in the Vicinity.<sup>48</sup> The extent of these views would be limited, both by the angle of the line-of-sight from each property to the Project Site; the views would also be limited by the presence of numerous trees along the sidewalk of Spring Street. The only direct views are from the six contributors located in the 600 block of S. Spring Street, as shown above Figure 17 and Figure 18. The property with the most direct view is the Banks-Huntley Building at 632 S. Spring Street, which is located on the lot immediately across Spring Street from the Project Site; their relationship is shown in 17 and Figure 18. In the case of properties with direct views, where the view was previously of a parking lot framed by the brick or brick and stucco side or rear elevations of three contributors to historic districts (two to the Financial District and one to the Broadway District), after Project completion, the view would be of a 150-foot street wall and a tower of contemporary design. At the property line, the Project would match the height and cornice lines of the existing buildings flanking the Project Site and would be consistent with the average height of historic buildings on Spring Street.

<sup>48</sup> The addresses of the six contributors with direct views listed include: 618 S. Spring Street, 625 (621) S. Spring Street, 626 S. Spring Street, 632 S. Spring Street, 639 S. Spring Street, and 117 W. 7<sup>th</sup> Street.

The addresses of the 10 contributors with indirect views include: 510 S. Spring Street, 514 S. Spring Street, 541 S. Spring Street, 548 S. Spring Street, 601 S. Spring Street, 623 (621) S. Spring Street, 651 S. Spring Street, 215 W. 5<sup>th</sup> Street, 215 W. 6<sup>th</sup> Street, and 210 W. 7<sup>th</sup> Street.



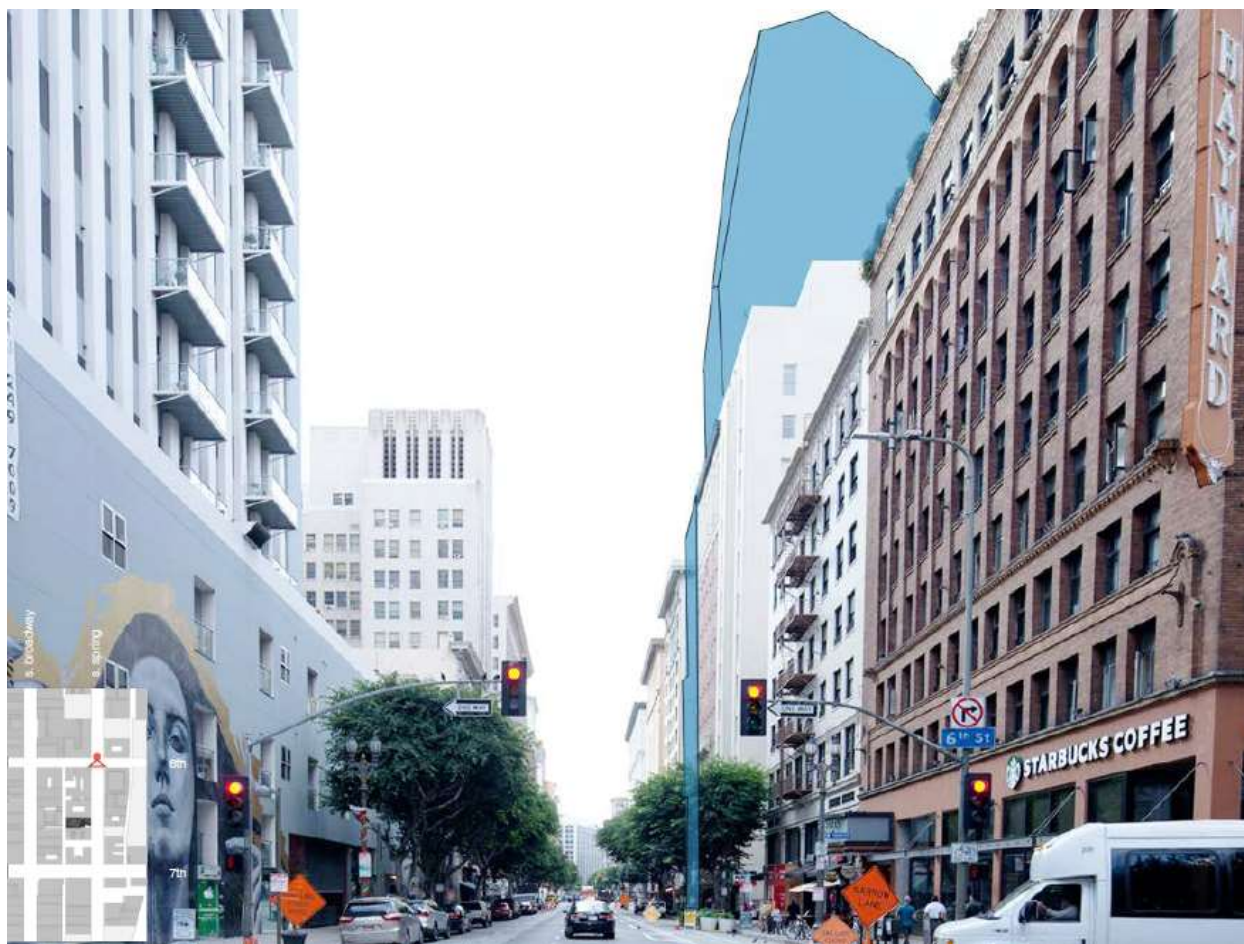


Figure 18. Views Southwest Towards the Project Site (Adam Sokol Architecture Practice/HLW, Inc., April 2016)

Two contributors to the Financial District flank the Project Site: 639 S. Spring Street and 625 S. Spring Street. The historic setting of both buildings was altered in 1937 when the Realty Board Building was demolished. The empty lot was converted into a parking lot with the Restaurant in the southern corner of the lot. The parking lot and Restaurant were built well after the Financial District period of significance and do not contribute to the Financial District. Indeed, the Restaurant was specifically cited as a nonconforming detractor in the original Financial District DPR Form in 1977. Therefore, the removal of these elements would not alter the integrity or significance of either 639 or 625 S. Spring Street, or the Financial District as a whole.

Furthermore, the storefronts of the contributors located at 625 and 639 S. Spring Street both have been substantially altered. The storefront of 625 S. Spring (Figure 19) appears to have been completely replaced. The storefront is covered in contemporary granite veneer punctuated by a large, central driveway with the front entry off to the southwest end of the building. The storefront windows are all contemporary large single-pane and metal frame windows. The large sign for the Premiere Towers is also a later addition. The driveway entry is covered with a metal gate. The integrity of the storefront at 625 S. Spring has been irreparably changed.



*Figure 19. Storefront of 625 (621) South Spring Street, showing a contemporary storefront (Google Earth 2014)*

Additionally, the storefront at 639 S. Spring is significantly altered. The first floor at 639 S. Spring Street (Figure 20) is covered with a marble veneer and large single-pane glass storefront windows. Contemporary awnings have also been added. On the second floor, the wall covering appears to be scored concrete and the windows are metal-frame replacements. The integrity of this storefront is greatly compromised. Therefore, the contemporary but compatible street wall of the proposed Project would have a minimal impact at the storefront level.



*Figure 20. Altered storefront of 639 S. Spring Street, adjacent to the Project Site (Google Earth 2014)*

The scale of the street wall would be compatible with other buildings in the Financial District, specifically the contributors flanking the Project Site. The Project would also be partially compatible in terms of architectural features such as the height, fenestration pattern, and geometry of the openings. The fenestration pattern of the street wall would be composed of traditional rectangular openings arranged in rows. While the tower is irregular in its fenestration pattern, the opening would be rectangular, in a manner consistent with windows or openings found in the Financial District.

In summary, the Project would introduce a new scale at one site within the Financial District that is substantially taller than the existing contributing buildings in the historic district. However, the scale and architectural features of the Project's street wall would be compatible with other buildings in the Financial District. Despite the compatibility of the street wall with the Financial District contributors, the Project would introduce a 32-story tower that is approximately 390 feet in height and setback fifteen feet behind the street wall. Therefore, the Project would adversely impact the setting of the Financial District within view of the Project Site such that the character of the Financial District would be visually changed in areas where direct and indirect views would occur. This is because the character of the combined views between the Financial District contributors and the Project Site would be altered with the construction of the Project, resulting in an adverse change in the character of the Financial District setting. However, this adverse impact would be less than significant because the Project would not materially impair any Financial District contributors and would not impair the eligibility of the Financial District, which would remain listed in the National Register.

***b) Broadway Theater and Commercial District***

Due to its height, the tower element of the Project would likely be partially visible from the northwest side of the 600 block of S. Broadway. Additionally, the low height of the property located at 618-622 S. Broadway would allow partial views of the tower from both the pedestrian and vehicular right-of-way. The upper portion of the proposed building would be visible to pedestrians from the northwest side of the 600 block of Broadway over any building less than 100 feet high, based on an estimated distance of 250 feet between the rear (northwest) elevation of the proposed Project and the viewer. However, in most instances, the viewer's line-of-sight would have to be directed up at an approximately 45 degree (or greater) angle in order to see the top of the tower element of the Project.

The rear elevation of the Project would be directly across the alley from the rear elevation of the Palace/Orpheum Theater, a contributor to the Broadway District. There are no windows on the rear elevation of the Palace/Orpheum Theater and it appears unlikely that any part of the Project would be visible on the southeast side of Broadway on which the Palace/Orpheum Theater is located. The Project would obscure the view from Spring Street across the existing parking lot of the painted sign on the rear elevation of the theater, yet this sign would still be visible from the alley between Broadway and Spring Street. The painted sign appears to date from its time as the Palace Newsreel Theater, starting in 1939; therefore, this painted sign must date from 1939 or later and is, therefore, outside the period of significance for the Broadway District. With regard to conformance with Standards 9 and 10, although the Project would not be compatible with the size, scale, and proportion of the Palace/Orpheum Theater, the Project would not alter the building's eligibility as a historical resource. Therefore, the indirect impact would be less than significant.

As discussed in the indirect impacts analysis of the Financial District, the Project would also result in an adverse change to the character of the Broadway District setting. However, this adverse impact would be less than significant because the Project would not materially impair any Broadway District contributors, such as the Palace/Orpheum Theater, and would not impair the eligibility of the Financial District or Palace/Orpheum Theater, which both would remain listed as historical resources.

### **c) Individual Resources**

Seven individually eligible or designated historic resources not associated with any historic district would have indirect views of the Project (see Section IV.A.1.Historical Resources in the Project Vicinity).<sup>49</sup> However, none of these resources are located on the same block as the Project Site and, therefore, these views would be fairly distant. In many cases, the historic setting around these individual resources is already partially eroded by contemporary development, and a distant and indirect view of the Project would not result in a significant impact to the integrity of the setting. As a result, there would be no impacts to the six individual historic resources in the vicinity of the Project Site.

## **5. Cumulative Impacts**

Cumulative impacts to historical resources occur when the Project and related projects, when taken as a whole, substantially diminish the number of historic resources within the same or similar context or property type. Cumulative impacts would occur if the Project and related projects cumulatively affect historic resources in the immediate vicinity, contribute to changes within the same historic district, or involve resources that are examples of the same style or property type as those within the Project Site. The study area for the historical resources cumulative impacts analysis is the extent of the related projects. Of the 131 related projects, 17 related projects are located within or adjacent to a historic district and/or are located within the immediate vicinity of the Project Site. They are the following:

- Related Project No. 2: 400-416 S. Broadway. Non-contributing property located within the boundaries of the National Register-listed Broadway District) towards the northern boundary. Demolition of a non-contributing one-story commercial building and construction of a new 34-story mixed-use development.
- Related Project No. 4: 220 W. 9<sup>th</sup> Street. Restaurant/Bar to be located in existing building. Adjacent to the National Register-listed Broadway District. No historical resources are being removed or altered as part of this project.
- Related Project No. 13: 745 S. Spring Street. Mixed-use condominium and retail development of unknown size. Adjacent to the National Register-listed Broadway District and the National Register-listed Financial District. No historical resources are being removed or altered as part of this project.
- Related Project No. 23: Kawada Tower, 240 and 250 S. Hill Street. Construction of a new 50-story condominium. Adjacent to the National Register-listed Broadway District). No historical resources are being removed or altered as part of this project.
- Related Project No. 47: 955 S. Broadway. Construction of a new 15-story condominium complex. Adjacent to the National Register-listed Broadway District (P-19-166921). No historical resources are being removed or altered as part of this project.

<sup>49</sup> The referenced individual resources are located at the following addresses: 756 S. Spring Street, 810 S. Spring Street, 111 W. 7<sup>th</sup> Street, 558 S. Main Street, 610 S. Main Street, 620 S. Main Street, and 638 S. Main Street.



- Related Project No. 51: Oak Village Residences, 902 W. Washington Boulevard. Non-contributing property located within the boundaries of the University Park HPOZ. Demolition of a non-contributing commercial structure and parking lot and construction of a new 6-story condominium complex.
- Related Project No. 60: Hotel Olympia, 1700 W. Olympic Boulevard. Construction of a new 5-story hotel. Adjacent to the Pico Union HPOZ. No historical resources are being removed or altered as part of this Project.
- Related Project No. 72: SB Omega, 601 S. Main Street. Construction of a new 38-story condominium and retail development. Adjacent to the National Register-listed Financial District.
- Related Project No. 75: Hotel Clark, 426 S. Hill Street. Renovation of existing hotel originally constructed in 1914. Adjacent to the National Register-listed Broadway District.
- Related Project No. 83: 340 S. Hill Street. Construction of a new 33-story mixed-use development. Adjacent to the National Register listed Broadway District.
- Related Project No. 88: 732 S. Spring Street. Construction of a new 24-story mixed-use development. Adjacent to the National Register-listed Financial District.
- Related Project No. 107: Parker Center/North Los Angeles Field Office, 150 N. Los Angeles Street. Parker Center is located within and is a contributor to the Los Angeles Civic Center Historic District, determined eligible for the National Register and listed in the California. There is also a pending LAHCM application for Parker Center.<sup>50</sup> There are three alternatives under consideration for Parker Center, including: rehabilitation; partial demolition, rehabilitation, and construction of an addition; or demolition.<sup>51</sup>
- Related Project No. 113: The Hill, 940 S. Hill Street. Construction of a new 20-story mixed-use development. Adjacent to the National Register-listed Broadway District.
- Related Project No. 115: Alameda District Plan. Adjacent to the National Register-listed Los Angeles Plaza Historic District.
- Related Project No. 116: 737 S. Spring Street. Construction of a new 24-story mixed-use development. Adjacent to the National Register-listed Financial District.
- Related Project No. 121: Eastern Columbia Building, 215 W. 9<sup>th</sup> Street. Mixed-use apartment and retail in existing locally-designated Historic-Cultural Monument, which is also a contributor to the National Register-listed Broadway District.
- Related Project No. 127: 118 Astronaut Ellison S. Onizuka Street. Construction of a new 6-story apartment building. Adjacent to the National Register-listed Little Tokyo Historic District.

#### **a. Spring Street Financial District**

Of the 17 related projects listed above, five are adjacent to or in the immediate vicinity of the Financial District in which the Project is also located. Related Project No. 72 (601 S. Main Street), a 38-story condominium approximately one block east of the Project Site, would be immediately adjacent to the southeast boundary of the Financial District. It would be located to the rear of contributing properties on the southeast side of the 600 block of S. Spring Street. Related Project No. 2 (400-416 S. Broadway) would

<sup>50</sup> Los Angeles Conservancy, Parker Center/Police Facilities Building, website: <https://www.laconservancy.org/issues/parker-center-police-facilities-building>, accessed: April 28, 2016.

<sup>51</sup> City of Los Angeles Bureau of Engineering, LA Street Civic Building Project (W.O. 1907212), website: [http://eng.lacity.org/techdocs/emg/park\\_center.htm](http://eng.lacity.org/techdocs/emg/park_center.htm), accessed: April 28, 2016.

demolish an existing one-story non-contributing building within the Broadway District and construct a new 34-story mixed-use development.

Related Project No. 88 (732 S. Spring Street) and Related Project No. 116 (737 S. Spring Street), both 24-story mixed use developments, and Related Project No. 13 (745 S. Spring Street), a mixed-use condominium development of unknown size, would be located approximately one block southwest of the Project Site. These three related projects would not be directly adjacent to the Financial District, but would be located on the same block as contributing properties at the southeast end of the Financial District. On the northwest side of S. Spring Street, Related Project No. 116 (737 S. Spring Street) would be less than 150 feet from the nearest Financial District contributor while Related Project No. 13 (745 S. Spring Street) would be less than 300 feet from the nearest contributor. Both Related Project No. 116 (737 S. Spring Street) and Related Project No. 13 (745 S. Spring Street) would be directly adjacent to the Broadway District, abutting the rear of contributing properties to the northwest. On the southeast side of Spring Street, Related Project No. 88 (732 S. Spring Street) would be less than 175 feet from the nearest contributor to the Financial District.

None of the related projects would be located within the Financial District. Of the related projects discussed above, only Related Project No. 72 (601 S. Main Street) and Related Project No. 2 (400-416 S. Broadway) would be directly adjacent to the Financial District, and would be located to the rear of contributing properties in the 600 block of S. Spring Street and the 400 block of S. Spring Street, respectively. There is already a substantial infill development within the Financial District adjacent to Related Project No. 72 (601 S. Main Street) at the corner of W. 6<sup>th</sup> Street and S. Spring Street, and Related Project No. 2 (400-416 S. Broadway) is adjacent to the Financial District at its northeastern end and, thus, would visually impact only a small section of the Financial District. Related Project Nos. 13 (745 S. Spring Street), 88 (732 S. Spring Street), and 116 (737 S. Spring Street) would not be directly adjacent to the Financial District and existing buildings would provide a buffer between these three related projects and the Financial District. Furthermore, views of these three related projects would be limited primarily to the far southeast end of the Financial District. Therefore, the impact of the five related projects discussed above in combination with the Project would have a less-than-significant cumulative impact on the Financial District.

#### **b. Broadway Theater and Commercial District**

Of the 17 related projects listed above, 10 related projects are located within, adjacent to, or in the immediate vicinity of the Broadway District. Of these, two related projects are located within the Broadway District boundaries, though only one would require new construction within the Broadway District. Related Project No. 2 (400-416 S. Broadway) would demolish an existing one-story non-contributing building within the Broadway District and construct a new 34-story mixed-use development. Related Project No. 121 (215 W. 9<sup>th</sup> Street) would be a mixed-use development located within the existing Eastern Columbia Building, a locally designated Historic-Cultural Monument and a contributor to the Broadway District. No historical resources would be demolished for Related Project No. 121 (215 W. 9<sup>th</sup> Street).

In addition to Related Project No. 88 (732 S. Spring Street) and Related Project No. 116 (737 S. Spring Street) discussed above, two related projects would involve new construction directly adjacent to the Broadway District. Related Project No. 23, Kawada Tower (240 and 250 S. Hill Street), would be constructed adjacent to the northeast boundary of the Broadway District, located across W. 3<sup>rd</sup> Street from contributing properties. Related Project No. 83 (340 S. Hill Street) would be constructed to the rear of Broadway District

contributors on the northwest side of the 300 block of S. Broadway. Two additional related projects would involve existing buildings adjacent to the Broadway District. Related Project No. 4 (220 W. 9<sup>th</sup> Street) is a restaurant/bar to be located within an existing building directly adjacent to the Broadway District and would not result in the destruction or alteration of any historical resources. Related Project No. 75 (426 S. Hill Street) would involve the renovation of the existing Hotel Clark for use as a hotel and would not result in the demolition of any historical resources. The Project would be located to the rear of contributing properties on the northwest side of the 400 block of S. Broadway. As previously discussed, Related Project Nos. 72 (601 S. Main Street) and 13 (745 S. Spring Street) would not be adjacent to the Broadway District but would be located within its immediate vicinity to the southeast. Related Project No. 47 (955 S. Broadway) and Related Project No. 113 (940 S. Hill Street) would also not be located directly adjacent to the Broadway District but they would be located within one block of the southwest boundary of the Broadway District.

Only one of the related projects (Related Project No. 2 [400-416 S. Broadway]) discussed above would result in new construction within the Broadway District. All other related projects in or around the Broadway District would either involve interior changes to existing buildings or would be located outside the Broadway District boundaries. Related Project Nos. 13 (940 S. Hill Street) and 116 (737 S. Spring Street) would be directly adjacent to the Broadway District, but would be located to the rear of contributing properties at the southwest end of the 700 block of S. Broadway. Similarly, Related Project No. 83 (340 S. Hill Street) would be constructed to the rear of contributing properties at the southwest end of the 400 block of S. Broadway. Finally, Related Project No. 23 (240 and 250 S. Hill Street) would be adjacent to the far northeastern border of the Broadway District and, therefore, likely would have limited visibility from within the core of the Broadway District. The four related projects that are not adjacent to the Broadway District, but located within its vicinity, would likely have very limited visibility from within the Broadway District due to their distance from the Broadway District and presence of intervening structures. Therefore, the five related projects discussed above in combination with the Project would have a less-than-significant cumulative impact on the Broadway District.

### **c. Historic Districts within Downtown Los Angeles**

Related projects within all historic districts within the geographic extent of the related projects were analyzed to determine potential cumulative impacts to historic districts in this area. As discussed above, the Project would not have a cumulative impact on either the Financial District or the Broadway District. Five related projects are located within, adjacent to, or in the immediate vicinity of other designated historic districts. Related Project No. 51 (902 W. Washington Boulevard), the Oak Village Residences, would demolish a non-contributing commercial structure and parking lot on a non-contributing property located within the locally-designated University Park Historic Preservation Overlay Zone in order to construct a new six-story condominium development. Related Project No. 60 (1700 W. Olympic Boulevard), the Hotel Olympia, would construct a new five-story hotel adjacent to the locally designated Pico-Union Historic Preservation Overlay Zone. Related Project No. 115, the Alameda District Plan, provides guidelines for new construction in the area adjacent to the National Register-listed Los Angeles Plaza Historic District. Finally, Related Project No. 127 (118 Astronaut Ellison S. Onizuka Street) would construct a new six-story apartment building in the immediate vicinity of the National Register-listed Little Tokyo Historic District. There are three project alternatives associated with Related Project No. 107 (150 N. Los Angeles Street) that would materially impair a historical resource (Parker Center/North Los Angeles Field Office), including: rehabilitation (B1); partial demolition, rehabilitation, and construction of an addition (B2); and demolition (B3). Alternatives B1 and B2 would result in less than significant impacts to the Los Angeles Civic Center

Historic District, while Alternative B3 would result in a significant and unavoidable impact to the Los Angeles Civic Center Historic District.

None of the related projects in other historic districts would result in the demolition of any historical resources, except for Related Project No. 107. Related Project No. 51 (902 W. Washington Boulevard) would demolish a non-contributor within a historic district, and Related Project No. 60 (1700 W. Olympic Boulevard). Related Project No. 115 (Alameda District Plan), and Related Project No. 127 (118 Astronaut Ellison S. Onizuka Street) would be constructed outside the boundaries of any designated historic district. There are three alternatives proposed for Related Project No. 107 and only one would result in a significant and unavoidable impact to the Los Angeles Civic Center Historic District. Therefore, the five related projects discussed above in combination with the Project would have a less-than-significant cumulative impact on historic districts.

#### **d. Individual Properties**

There are two related project affecting a LAHCM and a potential historical resource. Related Project No. 121 (215 W. 9<sup>th</sup> Street) and Related Project No. 75 (426 S. Hill Street) both involve the rehabilitation of historic buildings. As discussed above, the Project would have no direct impacts to historical resources on the Project Site. Therefore, these two related projects in combination with the Project would have a less-than-significant cumulative impact on individual historical resources.

#### **e. Conclusion**

The Project would be constructed on a non-contributing property located within the boundaries of the National Register-listed Financial District and adjacent to the National Register-listed Broadway District. It would not demolish any historical resources. The Project, together with related projects, would not significantly cumulatively affect historic resources in the immediate vicinity or cumulatively impact historic districts in Downtown Los Angeles. Therefore, the cumulative impact would be less than significant.

### **C. SECRETARY OF THE INTERIOR'S STANDARDS REVIEW**

Under CEQA, a proposed development must be evaluated to determine how it may impact the potential eligibility of a structure(s) or a site for designation as a historic resource. The Standards were developed as a means to evaluate and approve work for federal grants for historic buildings and then for the federal rehabilitation tax credit (see 36 CFR Section 67.7). Similarly, the Los Angeles Cultural Heritage Ordinance provides that compliance with the Standards is part of the process for review and approval by the Cultural Heritage Commission of proposed alterations to City Monuments (see Los Angeles Administrative Code Section 22.171.14.a.1). Therefore, the Standards are used for regulatory approvals for designated resources but not for resource evaluations.<sup>52</sup> Similarly, CEQA recognizes the value of the Standards by using them to demonstrate that a project may be approved without an EIR. In effect, CEQA has a "safe harbor" by providing either a categorical exemption or a negative declaration for a project which meets the Standards (see *State CEQA Guidelines* Section 15331 and 15064.5(b)(3)). However, failure to strictly comply with the Standards

---

<sup>52</sup> *Century Plaza Hotel EIR, Appendix IV.D-3, Historic Thresholds Letter, from Michael J. Logrande, Director of Planning and Ken Bernstein, Manager, Office of Historic Resources, City of Los Angeles, to Bruce Lackow, President, Matrix Environmental, Los Angeles, California, December 15, 2010.*

may not result in significant impacts to a historical resource if the project does not result in material impairment.

New construction adjacent to a historical resource is considered “related new construction” and should be conducted in a manner consistent with *The Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Properties*.<sup>53</sup> Only Rehabilitation Standards 9 and 10 pertain to new construction adjacent to historical resources. Therefore, the Project was assessed for conformance to Standards 9 and 10 regarding “related new construction” adjacent or in the vicinity of other historical resources. While the Project would not physically destroy historic resources, it is partially but not fully in conformance with the Standards due to its taller height in relation to the surrounding district, use of materials, and contemporary architectural features, as discussed below.

9. New additions, exterior alterations, or related new construction would not destroy historic materials, features, and spatial relationships that characterize the property. The new work would be differentiated from the old and would be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The Project would not destroy historic materials, features, or spatial relationships that characterize the Financial District, or the individual resources within the Financial District.

The Project would alter the view of some of the windows on the southwest elevation of 625 S. Spring Street and some of these windows would be blocked to comply with fire safety regulations, but these windows are not character-defining and could be reopened in the future. They are located on a side elevation and many of them would not have been visible during the Financial District period of significance due to the existence of the six-story Realty Board Building at the Project Site at that time.

The Project would be clearly differentiated from the existing historic buildings. The 150-foot base would match the existing cornice line of the neighboring buildings and would be consistent with the average height of contributors to the Financial District and other historic buildings located downtown, as shown in Figure 21. The street wall would be differentiated by its slightly irregular configuration and use of unadorned concrete. The fenestration pattern on the street wall, however, would relate to the existing fenestration patterns throughout the Financial District, as the fenestration of the street wall is composed of square and rectangular openings arranged in rows. The tower above is differentiated from the Financial District in its height and irregular geometry and fenestration pattern. The primary material used in the Project would be concrete. The concrete of the street wall would be smooth and unadorned, while the concrete on the upper tower would have a stone-like texture. The pre-cast concrete of the tower would feature a stone-like texture, and concrete and stone are building materials compatible with the surrounding Financial District. Both stone and concrete are found in the Financial District, and the neutral color palette is consistent with the existing earth tones of the stone, brick, and concrete commonly found in the Financial District. Therefore, the Project would be partially compatible in terms of size, scale, materials, massing, and architectural features.

---

<sup>53</sup> *Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Properties*, Weeks and Grimmer, 1995.



*Figure 21. View Northwest Towards Project Site (Adam Sokol Architecture Practice/HLW, Inc., April 2016)*

With regard to massing, the Project appears to only partially conform to the Standards. The contributing properties to the Financial District, built between 1902 and 1931, typically feature rectangular floor plans and massing. The same is true of later infill projects within the Financial District. The proposed Project has a rectangular footprint which would occupy the entire site, consistent with the rectangular footprints common in the Financial District. The massing of the 150-foot street wall would be rectilinear and compatible with the massing of other buildings in the Financial District. The massing of the tower would be irregular and would not be compatible. However, the tower would be set back about 15 feet from the street wall and would be located above, rather than adjacent to, contributors to the Financial District.

With respect to size and scale, the Project would be partially compatible with the Financial District. With the exception of one later infill project, the Banks-Huntley Building, the taller buildings within the Financial District are typically a maximum of 12 or 13 stories in height, or 150 feet, which was the height limit in the City until 1957. The Banks-Huntley Building, located directly across from the Project Site, stands at 192 feet; the relationship between the Banks-Huntley Building and the Project is shown in Figure 17 and Figure 18. The Project would feature a 32-story tower (plus a basement level and a mechanical penthouse) that is approximately 390 feet in height. The street wall, however, would be 150 feet in height with the tower stepped back from it approximately 15 feet, as shown above in Figure 21. At the property line, the Project would match the height and cornice lines of the existing buildings flanking the Project Site and would be consistent with the average height of historic buildings on Spring Street. Therefore, the scale of the street wall would be compatible with other buildings in the Financial District. The size and scale of the Project would not be fully compatible with the contributing buildings, but it would not introduce an entirely new

scale to the Financial District due to the presence of the non-contributing building at 600 S. Spring Street, which is also much taller than the surrounding historic structures.

The Project would also be partially compatible in terms of architectural features. The street wall would be consistent with the height of the two buildings flanking the Project Site, as shown above in Figure 21. The fenestration pattern of the street wall would be composed of traditional rectangular openings arranged in rows. While the tower is irregular in its fenestration pattern, the openings would be rectangular, in a manner consistent with windows or openings found in the Financial District. Furthermore, the new construction would be differentiated from the historic setting through its overall contemporary design in accordance with the Standards.

While the Project only partially conforms to Standard 9, the design of the street wall would be fully compatible and the tower would be set back from the street wall. Therefore, the Project would keep with the intent of Standard 9, which is to minimize the impact of new construction on existing historic resources.

10. 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.

The Project's siting, size, scale, massing, and architectural features have been designed to protect the integrity of the adjacent historic environment, as discussed under Standard 9. However, the Project proposes to infill some of the window openings on the south elevation, considered to be a contributing elevation, of 621-625 S. Spring Street, but despite the window infill, the outline of the window openings would be retained and in the future the windows could be opened again. Also, two columns of four windows located near the western and eastern ends of the south elevation would be retained. While the original windows would be removed on this secondary elevation, the integrity of 621-625 S. Spring Street would be retained and the building would remain a contributor to the Financial District. If the Project were to be removed in the future, the essential form and integrity of the other potential historical resources in the Project vicinity would be unimpaired. Therefore, the Project would conform to Standard 10.

#### **D. HISTORIC DOWNTOWN LOS ANGELES DESIGN GUIDELINES**

- *Consult with design professionals who have expertise in design within historic districts.*

The Client consulted with PCR Services Corporation, an environmental consulting firm with experience in advising on new projects within historic districts. Therefore the Project is in conformance with this guideline.

- *Consider the value of an existing building, even if it is not historic, and its potential for rehabilitation before making any decision to demolish and rebuild.*

The existing buildings on the site do not contribute to the historic district, nor are they individually eligible as historic resources. The restaurant walk-up, parking office, and parking kiosk, are poor quality construction cannot be incorporated into the proposed Project.



- *Document existing signs and murals on building walls where they will be lost or covered due to new construction.*

The proposed Project would impact two contemporary murals and one painted sign. The two contemporary murals are located on the side elevations of 639 and 625 S. Spring Street. These murals are located the edge of the side elevations and run to the buildings' corners. Furthermore, these two murals are not historical resources because they are works of art and do not meet any of the criteria for the national, State, or local register. These murals possibly could be retained and incorporated into the design of the proposed Project. The painted sign is located on the rear elevation of the Palace/Orpheum Theater at 636 S. Broadway. The rear elevation of the Palace/Orpheum Theater overlooks the Project Site. A narrow alley separates the Palace/Orpheum Theater from the Project Site. The painted sign on the rear elevation of the theater appears to date from its time as the Palace Newsreel Theater, starting in 1939. Therefore, the sign must date from 1939 or later and is therefore outside the period of significance for the Broadway District. The view of the sign from S. Spring Street would be blocked by the construction of the proposed Project. The sign would still be visible from the alley, however, it appears that the alley has restricted access. The painted sign and two contemporary murals have been documented by PCR through digital color photography and these photographs are included in the Historic Report. In the event the murals cannot be retained or are obscured under the Project, a project design feature shall be incorporated to document the appearance and history of the murals with 35mm photography and accompanied by a written narrative. Therefore the proposed Project complies with this guideline.

- *Construct new buildings, of compatible design with the surrounding neighborhood, on parking lot sites.*

The Project would construct a new building on a parking lot site. However, the new building would only be partially compatible with the surrounding neighborhood per the Standards, as discussed above.

- *Pursue creative and innovative contemporary designs for new buildings in the Historic Downtown.*

The Project is designed in a contemporary style. The street wall frontage of the Project would be clad in concrete but follow a traditional fenestration pattern in keeping with the contributors of the surrounding Financial District. Additionally, the street wall, while overall fairly traditional, varies in width, adding visual character to the street wall without disrupting the historic district and adding a contemporary element. The upper portion of the tower above the street wall employs irregular geometric forms but a regular and rectilinear fenestration pattern, and would be clad in a precast concrete designed to mimic stone, a building material visually compatible with the Financial District. Therefore the Project is in conformance with this guideline.

- *Build consistently with the street, particularly at corner sites.*

The street wall that comprises the first 150 feet of the front elevation would be built level with the existing facades on either side of the Project. Additionally, the two buildings flanking the Project are each 150 feet tall, the average height in the Historic Downtown due to many years of a 150 foot height restriction. The street wall is visually distinct from the irregular and geometric tower above it, offering separation between the most contemporary element of the Project and the district. Therefore the height and location of the street wall are appropriate for the street and the Project is in compliance with this guideline.



- *Design new buildings to respond to the existing building context within a block, and provide continuity to the overall streetscape.*

The height of the street wall is consistent with the height of the two adjacent buildings and reflects the 150 foot height limit that determined the height of most buildings in the downtown area for most of the 20th century. The Project would create a street wall where previously there was only a void left by a parking lot. The storefronts of the two adjacent historic buildings are altered, and therefore the contemporary design of the Project's street wall is appropriate to its immediate context. Furthermore, the traditional fenestration pattern of the street wall, with rectangular openings arranged in horizontal and vertical lines, is in keeping with the fenestration patterns in the surrounding district. The tower, while of an irregular shape, would be clad in concrete designed to imitate stone, giving the tower a color and texture that is compatible with the building materials commonly found in the surrounding Financial District.

- *Use compatible types of masonry such as terra cotta when constructing new structures in the Historic Downtown.*

The Project would employ compatible masonry. The Project would be clad in concrete, with a smooth finish on the street wall front façade and a textured finish on the tower that imitates stone. While the Project would not use terra cotta, concrete and stone are common cladding materials within the surrounding Financial District and are therefore appropriate for the location. There the Project is in compliance with this guideline.

- *Employ durable, locally produced permanent, natural, and recycled materials in new construction.*
- *The exterior cladding of the Project would be architecturally finished concrete. Employ modern terrazzo as decorative paving in new construction projects.*

The Project would not employ modern terrazzo as decorative paving. Terrazzo is not a commonly found sidewalk paving within the Financial District and would therefore not be compatible with the design and materials of the surrounding historic buildings.

- *Set back upper floors, especially when a taller building is permitted by code, so that dominant roof and cornice lines remain consistent along the street wall.*

The first 150 feet of the building would be built flush with the existing street wall. The building's street wall is 150 feet tall, the same height as the two adjacent buildings flanking the Project Site. The upper portion of the tower is stepped back from the street wall approximately 15 feet. The Project would not alter any existing roof or cornice lines because the Project Site is currently a parking lot and Restaurant and the cornice lines of the adjacent buildings would be unaffected. Therefore, the Project is in compliance with this guideline.

- *Explore options for multi-use buildings, combining residential, commercial, and other compatible uses where appropriate.*

The Project would provide hotel accommodation, retail space, amphitheater restaurant and a lounge. The Project therefore provides multiple commercial uses and is in compliance with this guideline.

- *Provide multi-tenant retail space and other public uses at the street level. These should be accessible directly from the sidewalk, rather than through common interior lobbies.*

The Project would provide single-tenant retail space at street level which would be directly accessible from the sidewalk. Therefore, the Project partially complies with this guideline.

- *Provide easy-to-locate building entrances on all street-facing facades. Highlight entrances with signage and lighting to distinguish them from storefronts.*

The Project includes easy-to-locate building entrances. The entrance to the hotel and restaurant would be marked with an illuminated sign on the wall of 639 S. Spring Street at street level. The entrance for the retail space would be located at street level and would be readily visible from the pedestrian or vehicular right-of-way.

- *Consider the differences of the four major north south streets in the study area (Hill, Broadway, Spring and Main) when designing infill construction.*

The Historic Downtown Los Angeles Design Guidelines note that Spring Street is known for grandeur, stability, and formality, as befitting its status as the heart of finance in Los Angeles. The contributors to the Financial District, built between 1902 and 1931, display a variety of stylistic choices as befit the time period in which each individual building was constructed. These buildings were constructed on a monumental scale, especially the street level facades, which were designed to convey each buildings importance and grandeur. So too, the Project is composed with a monumental scale, with a visually heavy base. The design was inspired by the geology of Southern California. The concept of the rock is frequently used as a metaphor for stability, and the form of the proposed Project conveys a sense of the monolithic consistent with the existing streetscape, albeit utilizing a different type of aesthetic.

By removing the out-of-place one-story restaurant and a parking lot currently located on the Project Site and replacing them with a hotel, the proposed Project is bringing back a historic use to the Financial District. Additionally, the 150 foot street wall of the Project would match the height of the two adjacent buildings and be consistent with the average height of buildings within the historic district. The street wall would also continue the cornice line, since the tower above is set back approximately 15 feet.

## **E. CONCLUSION**

PCR found the existing Restaurant at 633 S. Spring Street on the Project Site does not qualify as a historical resource under CEQA. Therefore, the Project would have no direct impact to historical resources on the Project Site. The two murals overlooking the Project Site are not historical resources because they are works of art and do not meet any of the criteria for the national, State, or local register. The Project, as proposed, would retain both murals, which would remain publicly visible from the rooftop bar and restaurant entryways; however, the feasibility of retaining the murals is currently in question due to their deteriorated condition and concerns with regard to fire safety. Nonetheless, the Project would result in no impact to historical resources because the murals are works of art and are not considered to be historical resources. In the event the murals cannot be retained under the Project, a project design feature shall be incorporated to document the appearance and history of the murals with 35mm photography accompanied by a written narrative.

The Project does not materially impair the integrity or significance of other historical resources in the Project vicinity. Furthermore, the proposed Project partially conforms with Standard 9 and fully conforms

with Standard 10, as discussed above. The Project conforms as far as feasible with the intent of the Standards by limiting the visual impact of the building within the Financial District and utilizing a compatible street wall design. Additionally, the Project is generally in compliance with the Historic Design Guidelines and would restore a historically appropriate use to a parking lot site. Therefore, the indirect impact to the historic resources in the Project vicinity is considered less than significant under CEQA. Finally, the Project would not result in a cumulative impact to historic districts in Downtown Los Angeles when taken together with related projects, as there are only sixteen related projects located in or adjacent to historic districts and these projects would not detract from the eligibility of the districts. Therefore, pursuant to CEQA, impacts to historical resources are less than significant.



## VI. BIBLIOGRAPHY

---

"About," Alexandre Farto aka Vhils, accessed November 11, 2014, <http://www.alexandrefarto.com/index.php?page=vhils>.

Architectural Resources Group. Historic Downtown Los Angeles Design Guidelines, July 2002.

Behrens, Zach. "European Street Artists Take to Spring Street in Downtown." *LAist*, June 4, 2010. Accessed November 10, 2014. [http://laist.com/2010/06/04/european\\_street\\_artists\\_take\\_to\\_spr.php#photo-1](http://laist.com/2010/06/04/european_street_artists_take_to_spr.php#photo-1).

Broadway Theater Historic Theater District Walking Guide, <http://dbase1.lapl.org/webpics/calindex/documents/01/165986.pdf> accessed October 7, 2009.

California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852(c).

California Historical Society Collection, 1860-1960. USC Libraries.

California Public Resources Code, Section 21084.1, and Section 5024.1.

California State Office of Historic Preservation. Department of Parks & Recreation, Technical Assistance Bulletin #8. "User's Guide to the California Historical Resource Status Codes & Historic Resources Inventory Directory." November 2004.

Century Plaza Hotel EIR, Appendix IV.D-3, Historic Thresholds Letter, from Michael J. Logrande, Director of Planning and Ken Bernstein, Manager, Office of Historic Resources, City of Los Angeles, to Bruce Lackow, President, Matrix Environmental, Los Angeles, California, December 15, 2010.

City of Los Angeles. Downtown Design Guide, June 15, 2009.

Code of Federal Regulations (CFR), 36 § 60.2.

Gebhard, David and Robert Winter. Los Angeles: An Architectural Guide. Salt Lake City: Gibbs Smith Publisher, 1994, p. 235.

John A. Jackle and Keith A. Sculle, Fast Food: Roadside Restaurants in the Automobile Age (Baltimore: The Johns Hopkins University Press, 1999), 57-59.

"JR," accessed November 11, 2014, <http://www.jr-art.net/jr>.

Los Angeles County Tax Assessor's Information.

- Moore, Charles. Los Angeles: The City Observed. Santa Monica: Hennessey & Ingalls, 1998, p. 23.
- National Park Service. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Washington DC: U.S. Dept. of the Interior, National Park Service, Interagency Resources Division, 1990, rev. 1991.
- National Park Service. National Register Bulletin 16: Guidelines for Completing National Register Forms. Washington, D.C.: U.S. Dept. of the Interior, National Park Service, 1986.
- Online Archive of California, <http://www.oac.cdlib.org>, accessed October 2, 2009.
- Parker, Patricia L. National Register Bulletin 24, "Guidelines for Local Surveys: A Basis for Preservation Planning." Washington, DC: U.S. Government Printing Office, 1985.
- Sanborn Fire Insurance Maps, City of Los Angeles, 1888, 1894-1900.
- Slenske, Michael "The Gangster: On the run with London's bad-boy gallerist," *Modern Painters* 22 no. 7, 2010.
- Sitton, Tom. "Spring Street Financial District National Register of Historic Places Inventory – Nomination Form." United States Department of the Interior, National Park Service, 1977.
- State CEQA Guidelines, 14 CCR Section 15064.5(a).
- SurveyLA, Los Angeles Historic Context Statement Outline, Commercial Development, 1850-1980. December 31, 2013.
- "Vhils," Lazarides, accessed November 11, 2014, <http://www.lazinc.com/artist/vhils>.

## Appendix A – Project Plans

---



# SPRING STREET HOTEL

## SCHEMATIC DESIGN - REVISION

18 JANUARY 2016

DESIGN ARCHITECT

**asap**

ADAM SOKOL ARCHITECTURE PRACTICE PLLC

19 Allen Street, Suite 100  
Buffalo, New York 14202

T+ 1 716 235 8082  
F+ 1 888 652 6112

EXECUTIVE ARCHITECT



HLW

1556 20th Street, Suite B  
Santa Monica, CA 90404

T+1 310 453 2800

CIVIL ENGINEER



PSOMAS

555 South Flower Street, Suite 4300  
Los Angeles, CA 90071

T+1 213 223 1400

STRUCTURAL ENGINEER



NABIH YOUSSEF ASSOCIATES

550 South Hope Street, Suite 1700  
Los Angeles, CA 90071

T+1 213 362 0707  
F+1 213 688 3099

M/E/P ENGINEER



AMA CONSULTING ENGINEERS

2101 El Segundo Blvd.  
El Segundo, CA 90245

T+ 310 846 4666



LEGAL DESCRIPTION	
LOT 1 OF TRACT NO. 523, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 16, PAGE 92 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDED OF SAID COUNTY.	
ASSESSOR'S PARCEL NUMBER: 5144-002-012	
PROJECT INFORMATION	
PROJECT NAME:	SPRING STREET HOTEL
ADDRESS:	633 SOUTH SPRING STREET LOS ANGELES, CA 90014
OWNER:	LIZARD IN LOS ANGELES, LLC
PROJECT DESCRIPTION:	32 STORY MIXED-USE BUILDING WITH 176 ROOM HOTEL, CONFERENCE FACILITIES, RESTAURANT, ROOFTOP POOL, BAR, AND RETAIL
CONSTRUCTION TYPE:	I-B PER LABC SECTION 403.2.1.1.
ZONING:	C5-4D
FLOOD ZONE:	NONE
LOT AREA:	9307 SF
OCCUPANCY TYPES:	R-1, A-2, A-1, B, M
ZONING DATA	
GROSS LOT AREA:	9307 SF
NET LOT AREA:	9307 SF
ALLOWABLE FLOOR AREA:	55,842 SF PER ORDINANCE 164.307
PROPOSED FLOOR AREA:	105,841 SF INCLUDING TRANSFER OF FLOOR AREA OF 49,999 SF FAR 11.137:1
ALLOWABLE BUILDING HEIGHT:	UNLIMITED PER LAMC
PROPOSED BUILDING HEIGHT:	390'-0"
NUMBER OF FLOORS:	32
SETBACKS:	NONE REQUIRED

FLOOR AREA CALCULATIONS	ZONING FLOOR AREA	OUTDOOR
HOTEL INDOOR OUTDOOR	88,241	6,300
RESTAURANT INDOOR OUTDOOR	7,050	1,380
ROOF BAR / ROOF LOUNGE INDOOR OUTDOOR	3,780	1,510
POOL / POOL DECK / AMPHITHEATER INDOOR OUTDOOR	630	2,770
GALLERY / BAR INDOOR OUTDOOR	2,940	---
CONFERENCE / SCREENING INDOOR OUTDOOR	1,200	60
OFFICE INDOOR OUTDOOR	1000	---
GYM INDOOR OUTDOOR	1000	---
TOTAL INDOOR TOTAL OUTDOOR	105,841	12,020

\*AREAS SHOWN ON PLANS ARE NET.

## PARKING INFORMATION

REQUIRED PARKING

USE	SIZE	VEHICLE PARKING	LONG-TERM BICYCLE	SHORT-TERM BICYCLE
HOTEL	176 ROOMS	37.2	8.8	8.8
ROOF BAR AND RESTAURANT	10,830	10.8	5.4	5.4
CONFERENCE / SCREENING	1,200, 35 SEATS	12	1.7	3.4
TOTAL PARKING REQUIRED:		61	16	18

PROVIDED PARKING

AUTOMOBILE SPACES ON SITE:	120
LONG-TERM BICYCLE SPACES ON SITE:	16
SHORT-TERM BICYCLE SPACES IN PROPOSED CORRAL:	18
SHORT-TERM BICYCLE SPACES ON SITE:	0

## BUILDING CODES REFERENCED

2013 CALIFORNIA BUILDING CODE (TITLE 24 - PART 2)  
AND LA CITY AMENDMENTS2013 CALIFORNIA ELECTRICAL CODE (TITLE 24 - PART 3)  
AND LA CITY AMENDMENTS2013 CALIFORNIA MECHANICAL CODE (TITLE 24 - PART 4)  
AND LA CITY AMENDMENTS2013 CALIFORNIA PLUMBING CODE (TITLE 24 - PART 5)  
AND LA CITY AMENDMENTS2010 CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS  
(TITLE 24 -PART 6) AND LA CITY AMENDMENTS2013 CALIFORNIA FIRE CODE (TITLE 24 - PART 9)  
AND LA CITY AMENDMENTS2010 CALIFORNIA GREEN BUILDING STANDARDS CODE  
(TITLE 24 - PART 11) AND LA CITY AMENDMENTS

2013 CALIFORNIA REFERENCED STANDARDS CODE, PART 12,  
TITLE 24 C.C.R. LA CITY AMENDMENTS

## DRAWING LIST

DRAWING NUMBER	DRAWING NAME
COVER SHEET	-
G-001	PROJECT INFORMATION
A-010	PLOT PLAN
A100-1	LOWER LEVEL 1 FLOOR PLAN
A101	LEVEL 1 FLOOR PLAN
A102	LEVEL 2 FLOOR PLAN
A103	LEVEL 3 FLOOR PLAN
A104	LEVEL 4 FLOOR PLAN
A105	LEVEL 5 FLOOR PLAN
A106	LEVEL 6 FLOOR PLAN
A107	LEVEL 7 FLOOR PLAN
A108	LEVEL 8 FLOOR PLAN
A109	LEVEL 9 FLOOR PLAN
A110	LEVEL 10 FLOOR PLAN
A111	LEVEL 11 FLOOR PLAN
A112	LEVEL 12 FLOOR PLAN
A117	LEVEL 17 FLOOR PLAN
A121	LEVEL 21 FLOOR PLAN
A129	LEVEL 29 FLOOR PLAN
A130	LEVEL 30 FLOOR PLAN
A131	LEVEL 31 FLOOR PLAN
A132	LEVEL 32 FLOOR PLAN
A133	PENTHOUSE PLAN
A134	ROOF PLAN
A-202	BUILDING SECTIONS

### DRAWING LEGEND

	SECTION MARKER
	DETAIL MARKER - DIRECTIONAL
	DETAIL MARKER - NON-DIRECTIONAL
	ENLARGED PLAN MARKER
	INTERIOR ELEVATION MARKER
	REVISION CLOUD AND NUMBER
	ELEVATION TARGET
	FIXTURE & FURNITURE TAG
	MATERIAL & FINISH TAG
	ALIGN OBJECTS / FINISHES
	PARTITION TYPE TAG
	DOOR TYPE TAG

### DRAWING LEGEND

[illegible]VICINITY MAP  
NTS

SPRING STREET HOTEL  
633 SPRING STREET LOS ANGELES  
CALIFORNIA 90015 USA

OWNER

 LIZARD CAPITAL

LIZARD CAPITAL  
14 Wall Street, Suite 2000  
New York, NY 10005

DESIGN ARCHITECT

asap

adam sokol architecture practice pllc

19 Allen Street Suite 100  
Buffalo New York 14202 USA


T + 1 716 235 8082  
F + 1 888 652 6112

EXECUTIVE ARCHITECT

 hlw

1556 20th Street, Suite B  
Santa Monica, CA 90404  
T + 1 310 453 2800

CIVIL ENGINEER

  
PSOMAS

555 South Flower Street, Suite 4300  
Los Angeles, CA 90071  
T + 1 213 223 1400

STRUCTURAL ENGINEER

 **NABIH YOUSSEF ASSOCIATES**  
STRUCTURAL ENGINEERS  
NABIH YOUSSEF ASSOCIATES

550 South Hope Street, Suite 1700  
Los Angeles, CA 90071

M/E/P ENGINEER

**ama consulting**  
engineers, p.c.

AMA CONSULTING ENGINEERS

2101 El Segundo Blvd.  
El Segundo, CA 90245

T + 1 310 846 4666

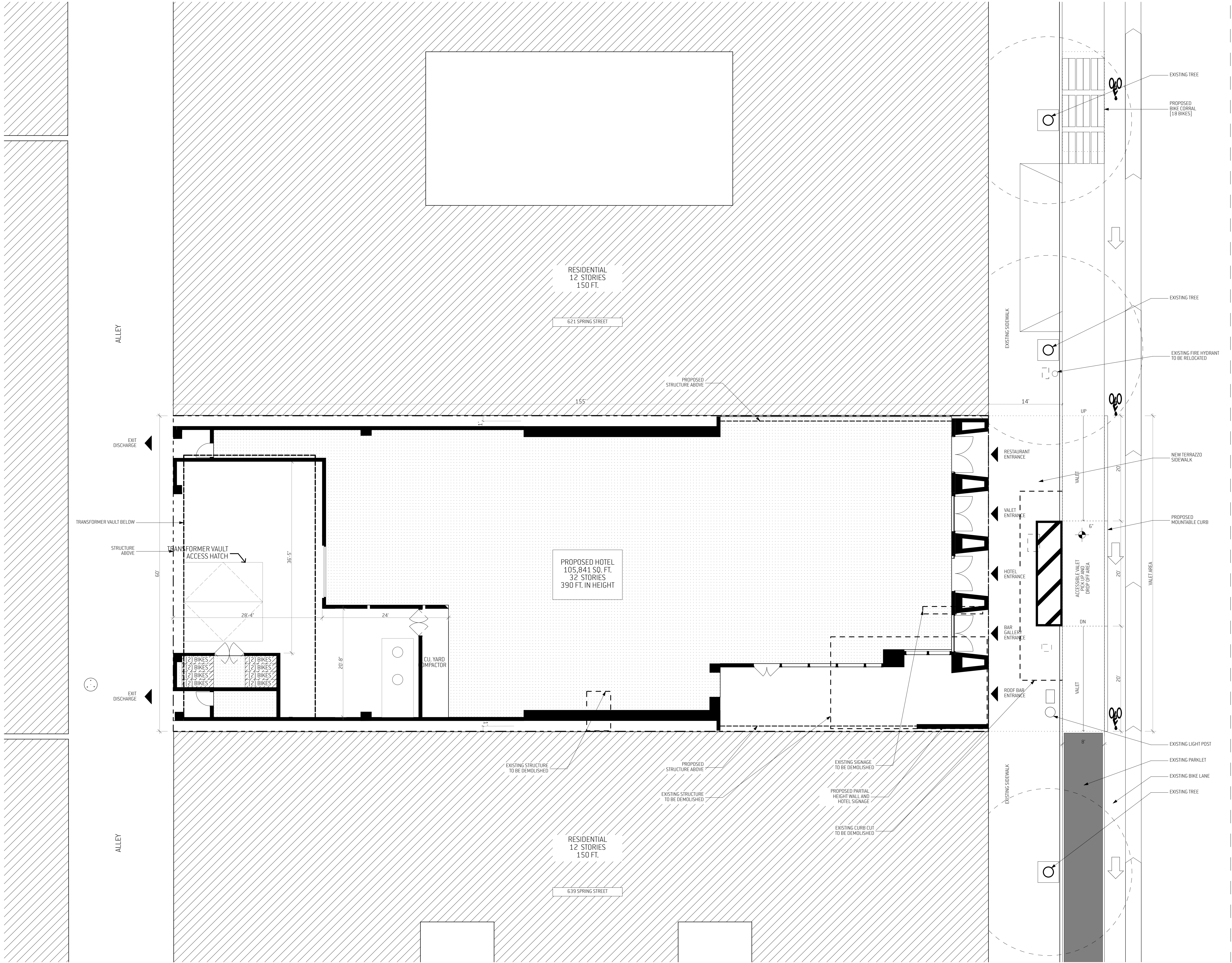
ISSUE  
11/04/15 - SD

[illegible]

PROJECT NUMBER: 120067	
DRAWING TITLE	

# PROJECT INFORMATION





1 SITE PLAN  
1/8" = 1'-0"

PLOT PLAN LEGEND	
	EXISTING STRUCTURE TO BE DEMOLISHED
	EXISTING STRUCTURE
	PROPOSED STRUCTURE
	PROPOSED STRUCTURE ABOVE
	PROPERTY LINE

SPRING STREET HOTEL  
633 SPRING STREET LOS ANGELES  
CALIFORNIA 90015 USA

OWNER

**LIZARD CAPITAL**  
LIZARD CAPITAL  
14 Wall Street, Suite 2000  
New York, NY 10005

DESIGN ARCHITECT

**asap**  
adam sokol architecture practice plc  
19 Allen Street, Suite 1001  
Buffalo, New York 14203 USA  
T + 1 216 235 9082  
F + 1 888 652 6112

EXECUTIVE ARCHITECT

**hlw**  
HLW  
1550 20th Street, Suite B  
Santa Monica, CA 90404  
T + 1 310 453 2800

CIVIL ENGINEER

**PSONAS**  
PSONAS  
555 South Flower Street, Suite 4300  
Los Angeles, CA 90071  
T + 1 213 223 1400

STRUCTURAL ENGINEER

**NABH YOUSSEF ASSOCIATES**  
STRUCTURAL ENGINEERS  
NABH YOUSSEF ASSOCIATES  
550 South Hope Street, Suite 1700  
Los Angeles, CA 90071  
T + 1 213 362 0707  
F + 1 213 688 7009

M/E/P ENGINEER

**ama consulting engineers, p.c.**  
AMA CONSULTING ENGINEERS  
2101 El Segundo Blvd  
El Segundo, CA 90245  
T + 1 310 846 4666

ISSUE

11/04/15 - SD

REVISION

ID	DATE	DESCRIPTION

GRAPHIC SCALE

PROJECT NUMBER

120067

DRAWING TITLE

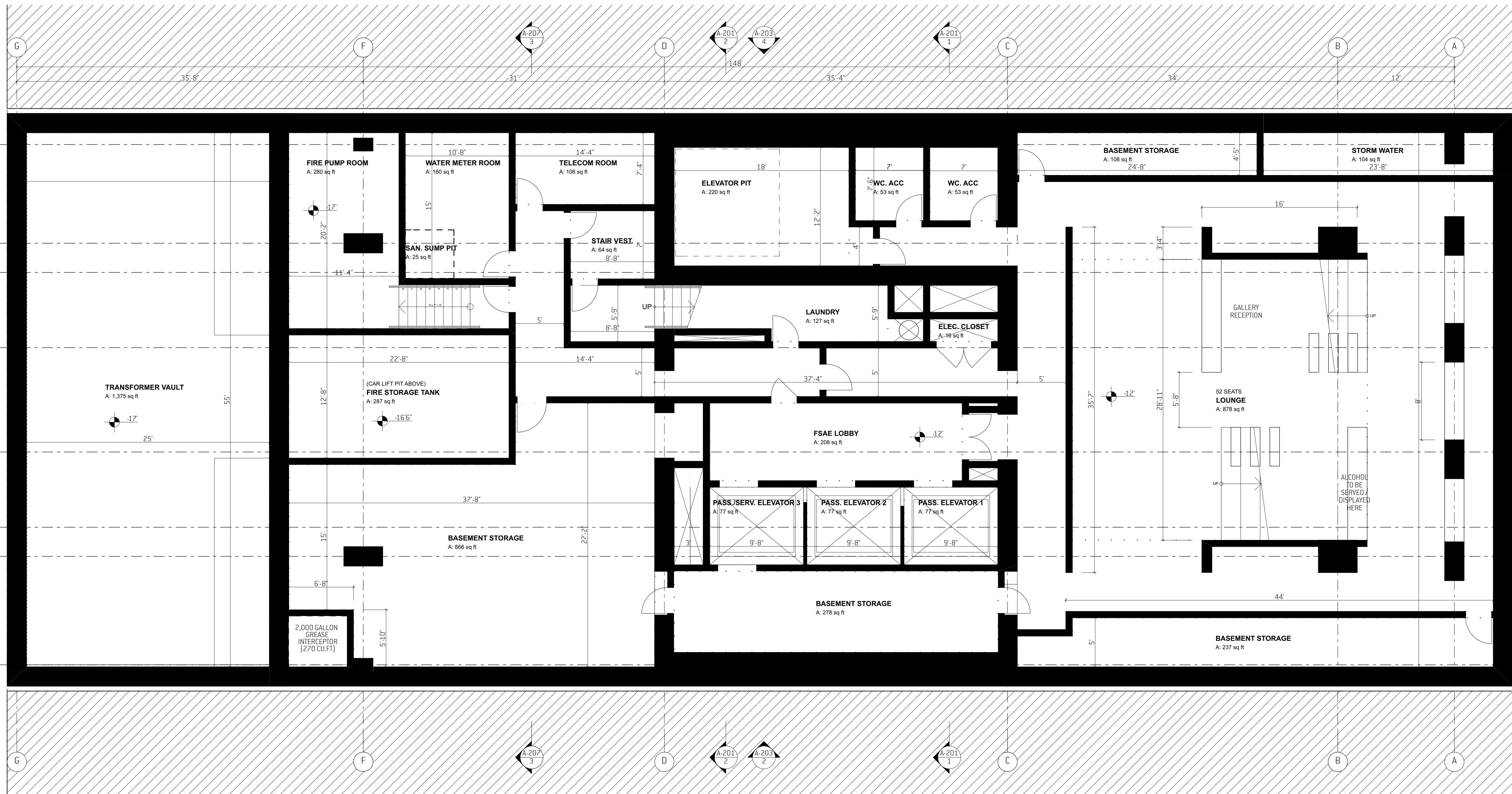
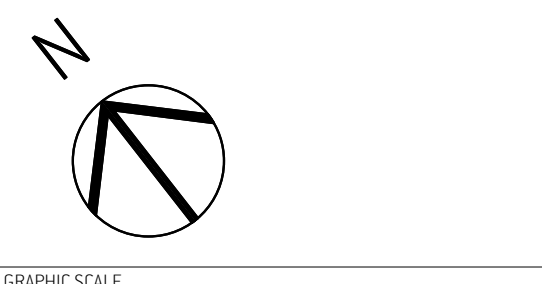
PLOT PLAN

DRAWING NUMBER

A-010

©2015 adam sokol architecture practice, plc

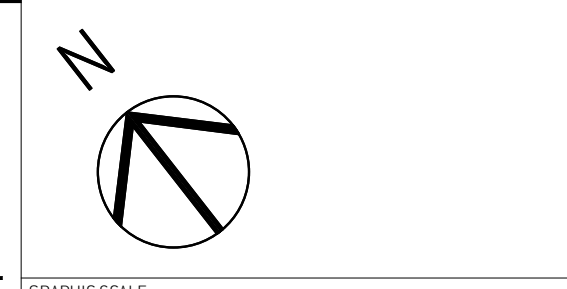
REVISION	DATE	DESCRIPTION



1 LOWER LEVEL 1 FLOOR PLAN  
3/16" = 1'-0"



REVISION	ID	DATE	DESCRIPTION



GRAPHIC SCALE

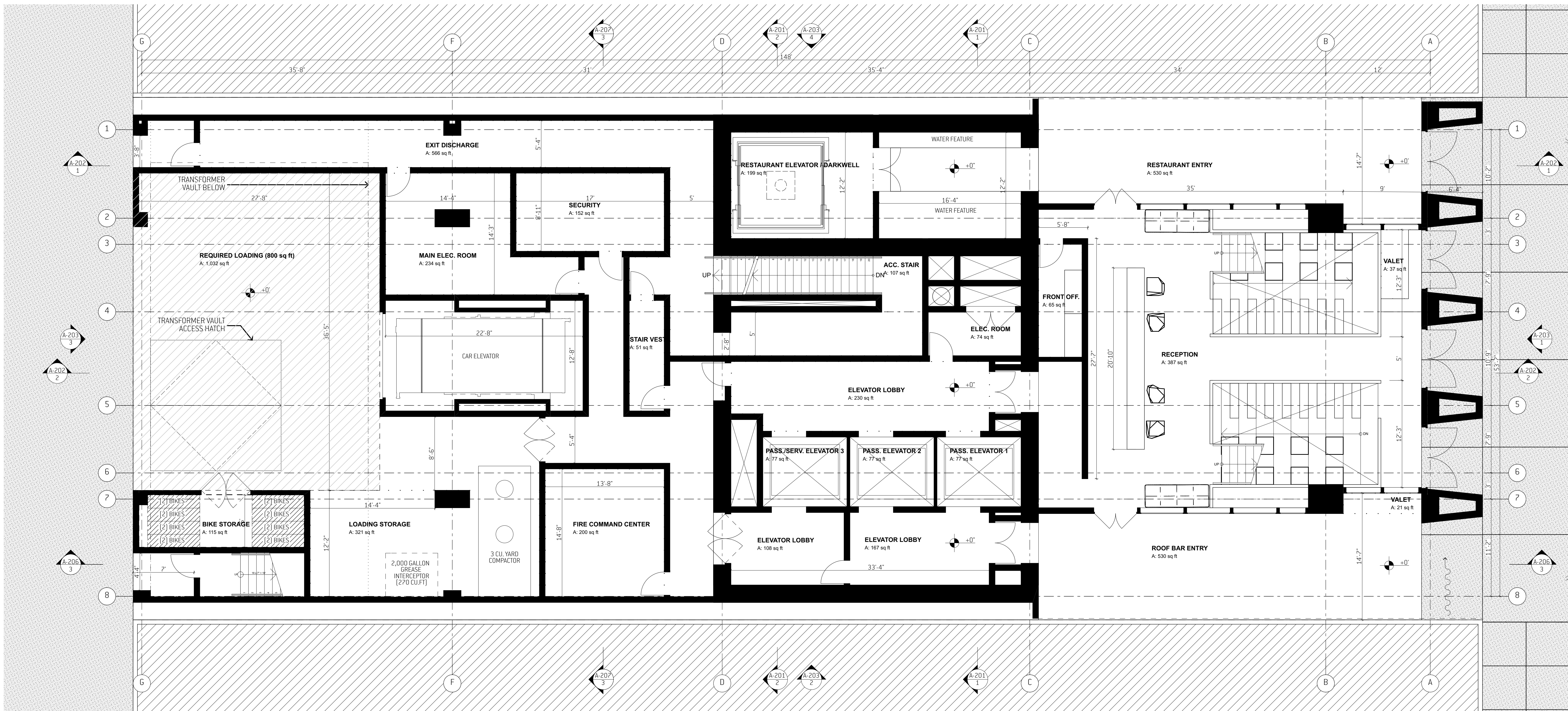
PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 1 FLOOR PLAN

DRAWING NUMBER

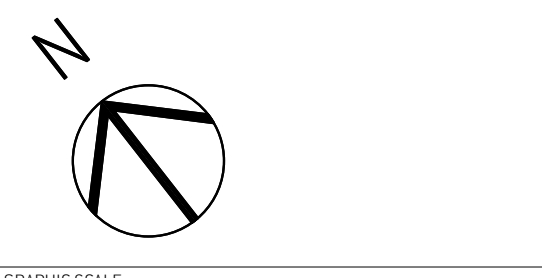
A-101



1 LEVEL 1 FLOOR PLAN  
3/16" = 1'-0"



REVISION ID	DATE	DESCRIPTION



GRAPHIC SCALE

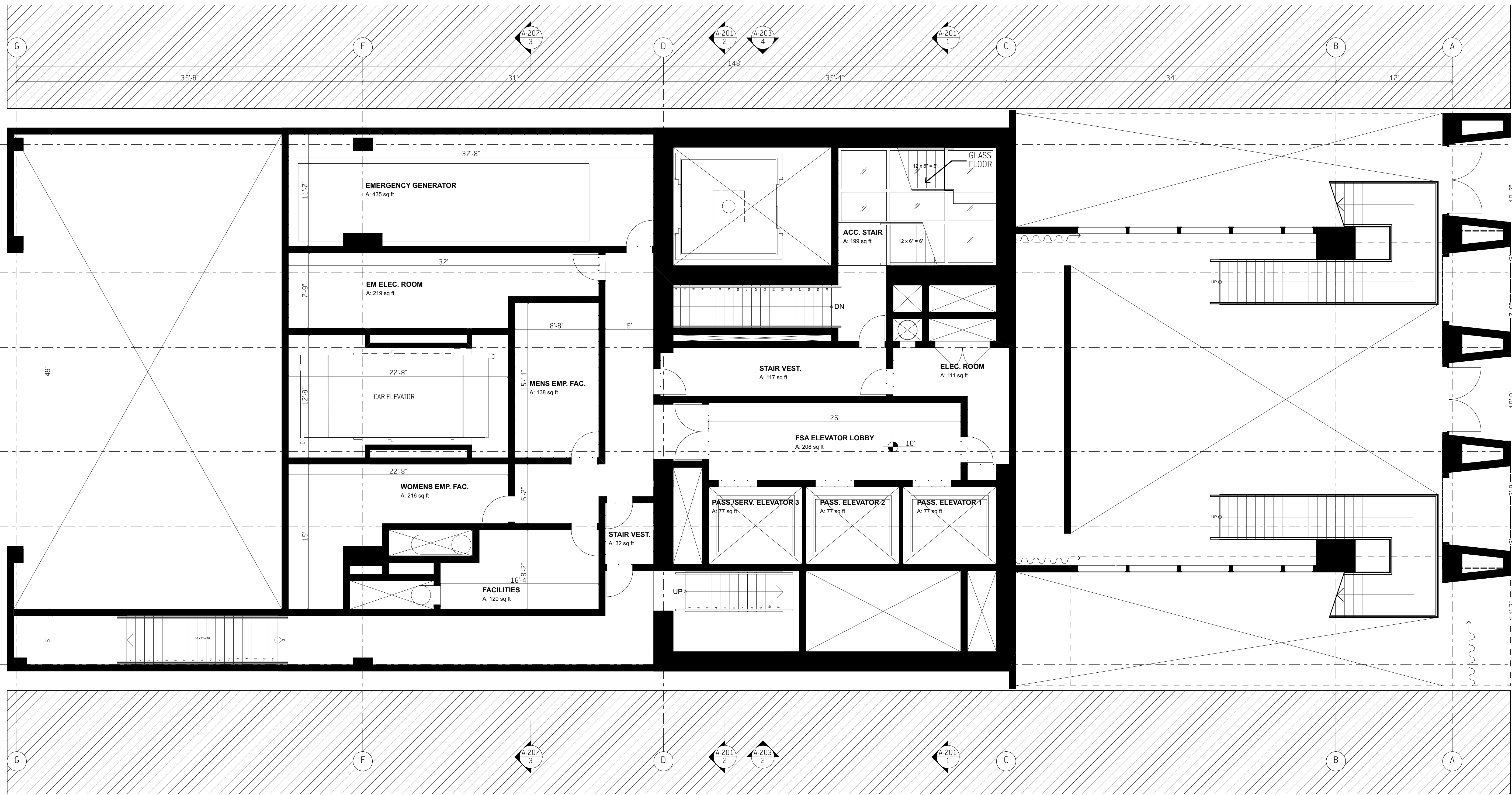
PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 2 FLOOR PLAN

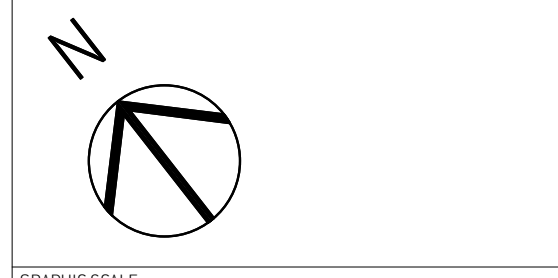
DRAWING NUMBER

A-102



1 LEVEL 2 FLOOR PLAN  
3/16" = 1'-0"

REVISION	DATE	DESCRIPTION



GRAPHIC SCALE

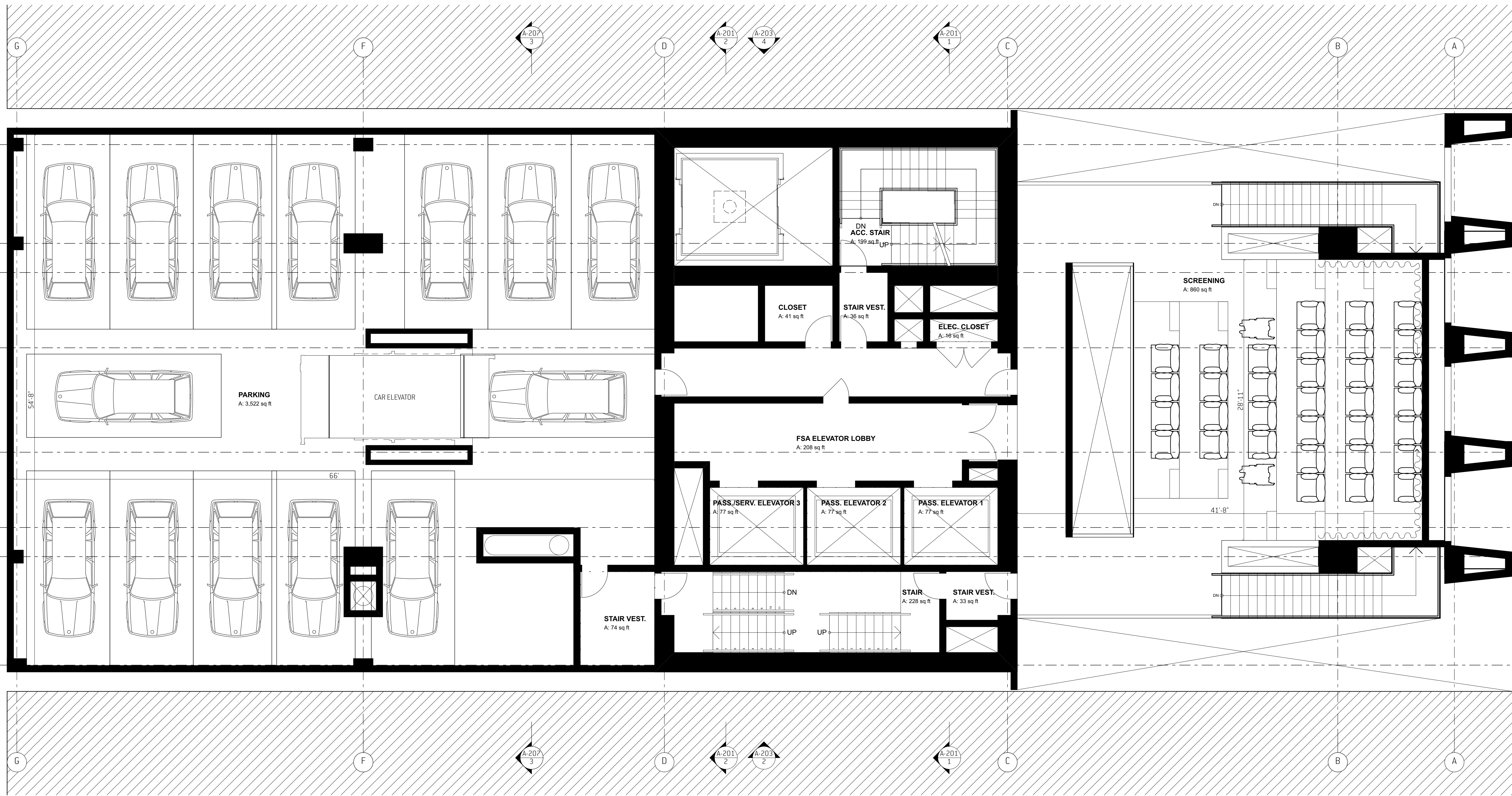
PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 3 FLOOR PLAN

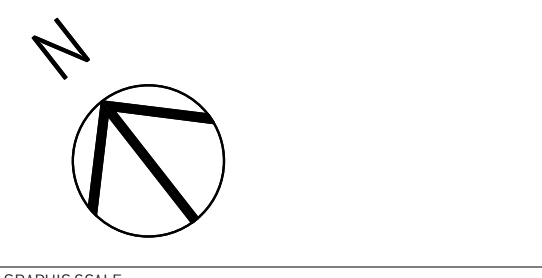
DRAWING NUMBER

A-103



1 LEVEL 3 FLOOR PLAN  
3/16" = 1'-0"

REVISION	DATE	DESCRIPTION



GRAPHIC SCALE

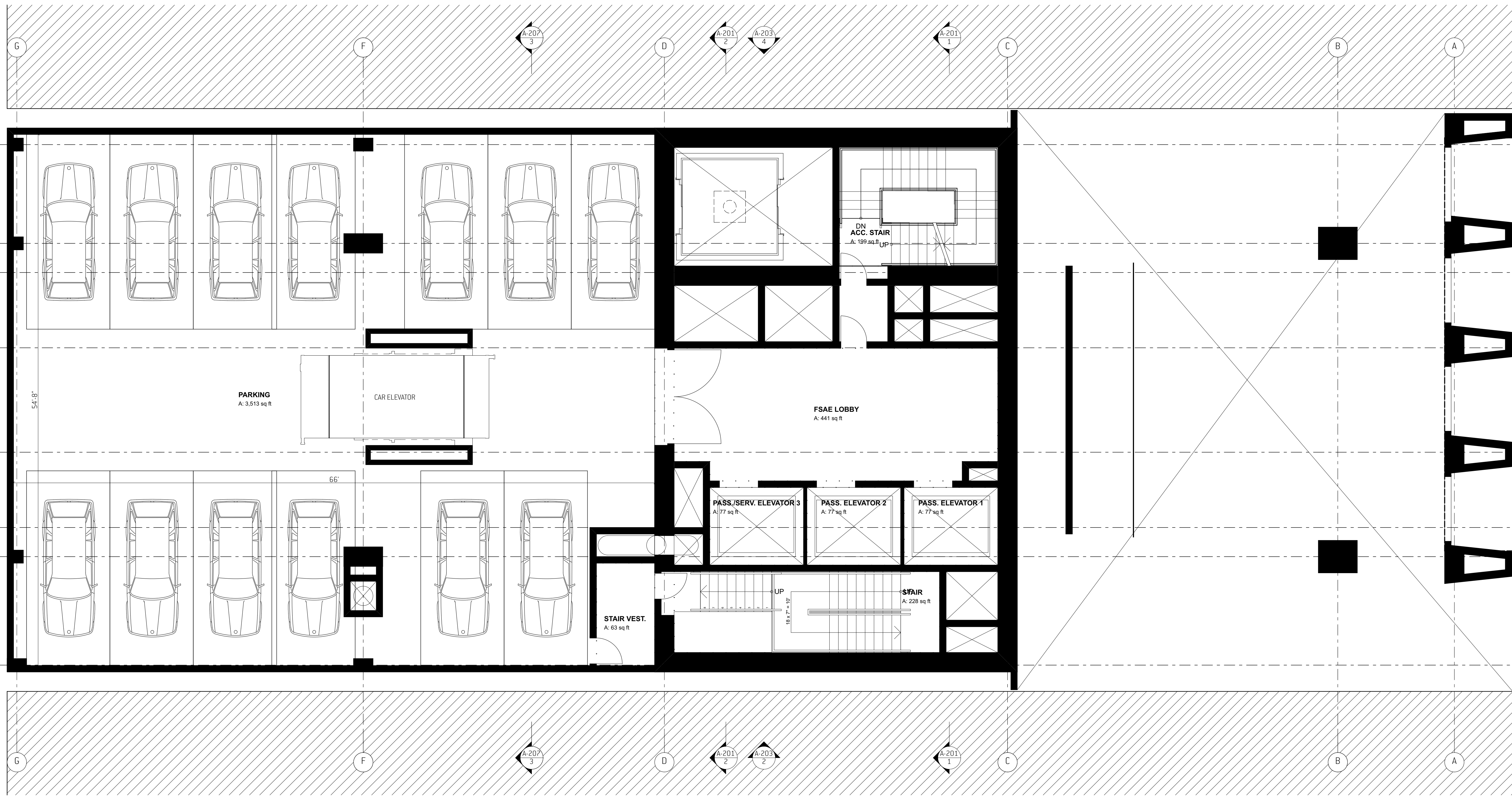
PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 4 FLOOR PLAN

DRAWING NUMBER

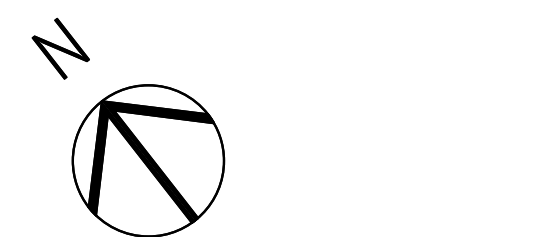
A-104



1 LEVEL 4 FLOOR PLAN  
3/16" = 1'-0"



REVISION	DATE	DESCRIPTION



GRAPHIC SCALE

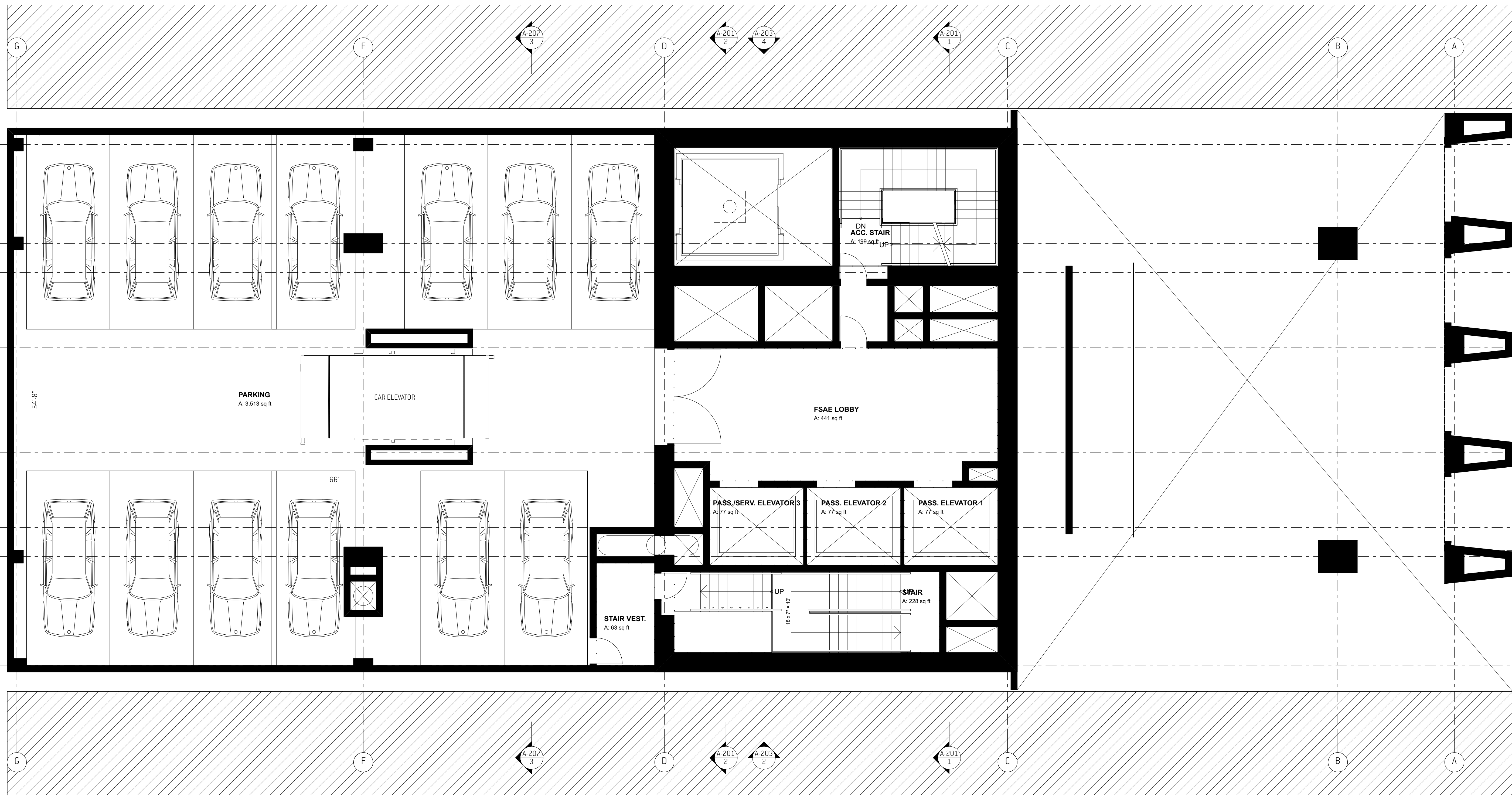
PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 5 FLOOR PLAN

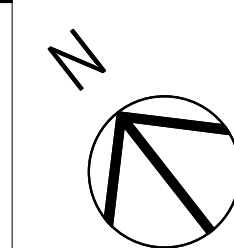
DRAWING NUMBER

A-105



1 LEVEL 5 FLOOR PLAN  
3/16" = 1'-0"



[illegible]

GRAPHIC SCALE

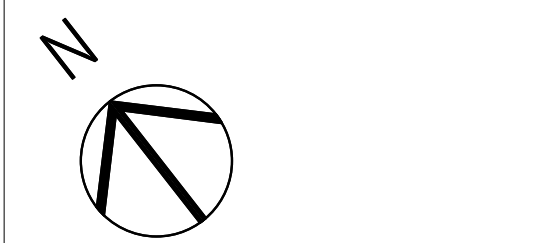
PROJECT NUMBER: 120067	
DRAWING TITLE	

LEVEL 6 FLOOR PLAN

DRAWING NUMBER
----------------

A-106

REVISION	ID	DATE	DESCRIPTION



GRAPHIC SCALE

PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 7 FLOOR PLAN

DRAWING NUMBER

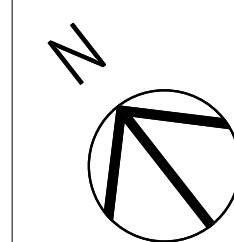
A-107



1 LEVEL 7 FLOOR PLAN  
3/16" = 1'-0"



1 LEVEL 8  
3/16" = 1'-0"

[illegible]

GRAPHIC SCALE

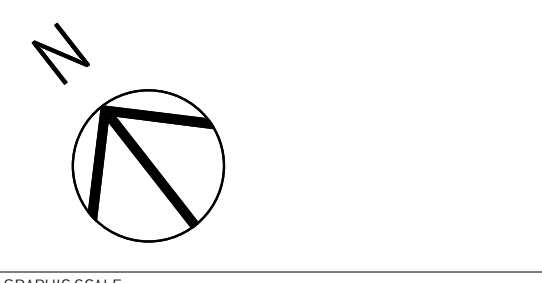
PROJECT NUMBER: 120067	
DRAWING TITLE	

LEVEL 8 FLOOR PLAN

DRAWING NUMBER
----------------

A-108

REVISION	DATE	DESCRIPTION



GRAPHIC SCALE

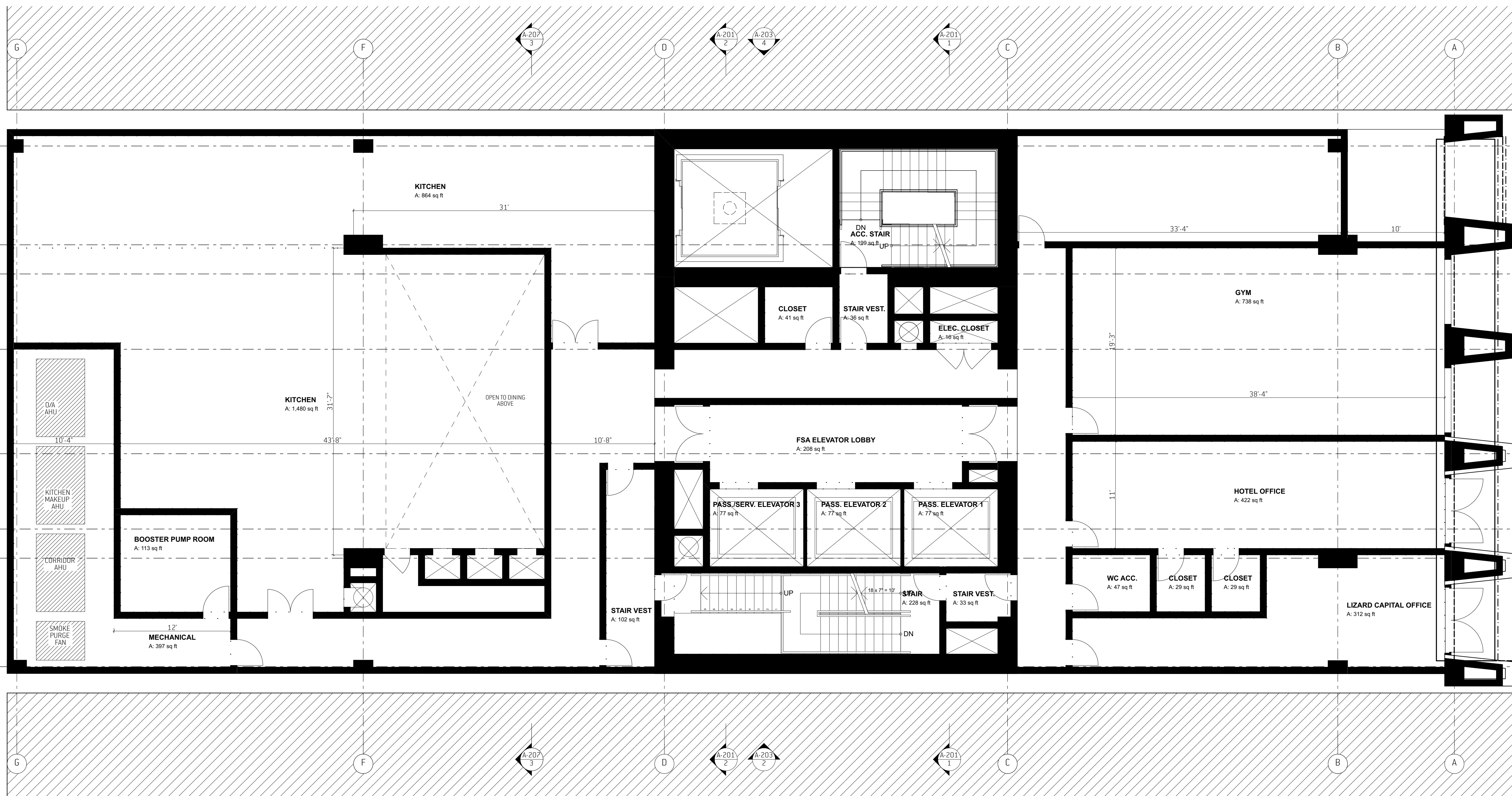
PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 9 FLOOR PLAN

DRAWING NUMBER

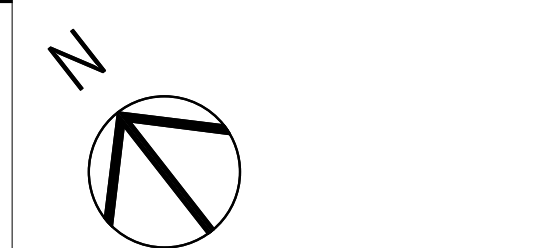
A-109



1 LEVEL 9 FLOOR PLAN  
3/16" = 1'-0"



ISSUE  
11/04/15 - SD

[illegible]

GRAPHIC SCALE

PROJECT NUMBER:	120067
-----------------	--------

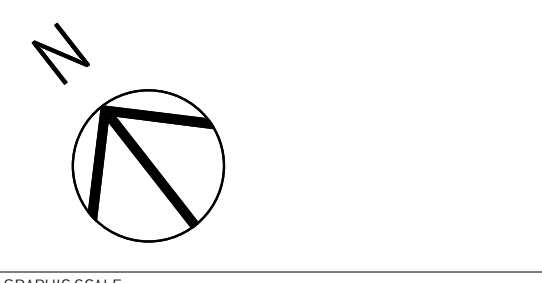
DRAWING TITLE	
---------------	--

LEVEL 10 FLOOR PLAN

DRAWING NUMBER

A-110

REVISION	DATE	DESCRIPTION



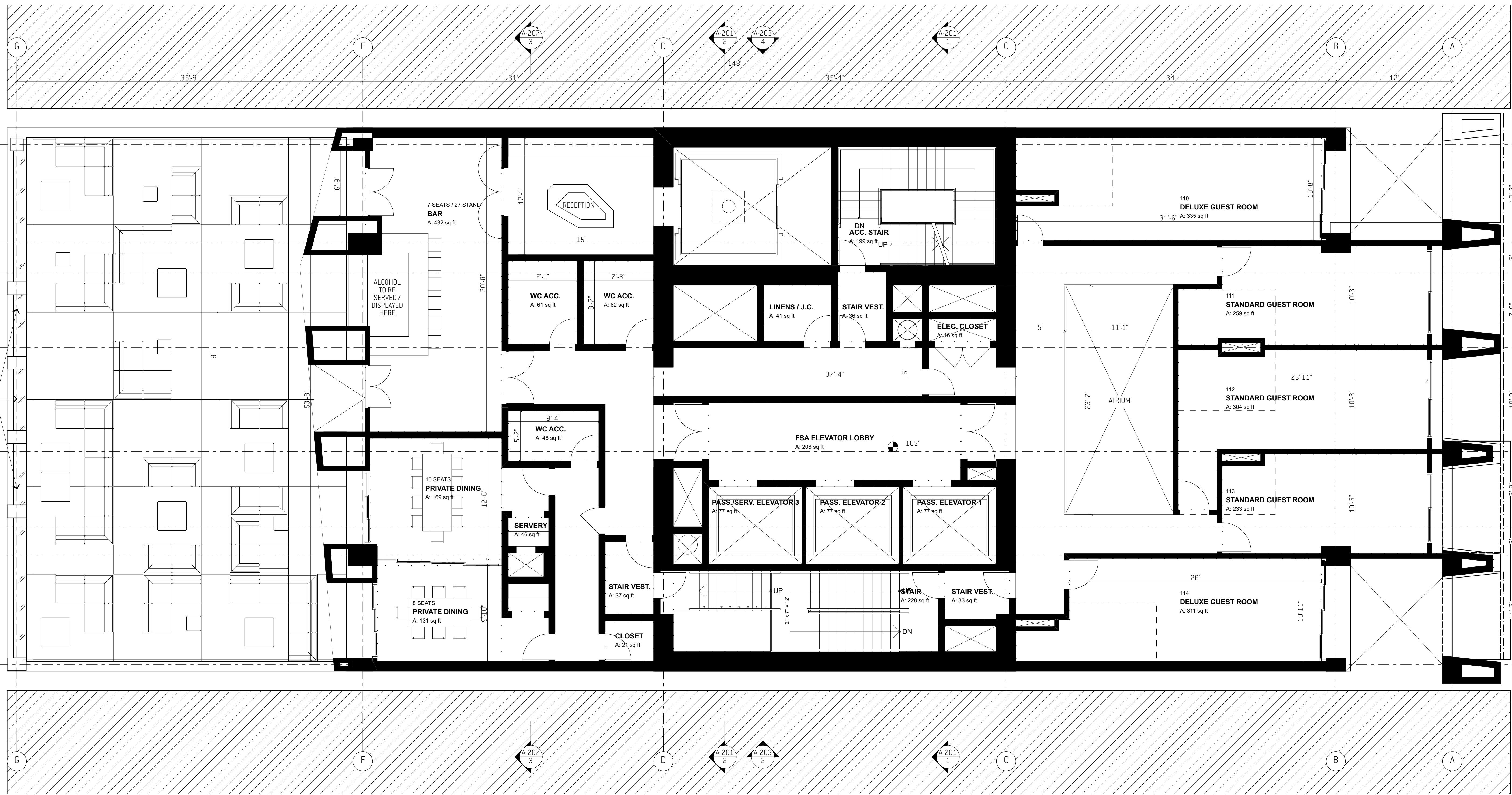
PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 11 FLOOR PLAN

DRAWING NUMBER

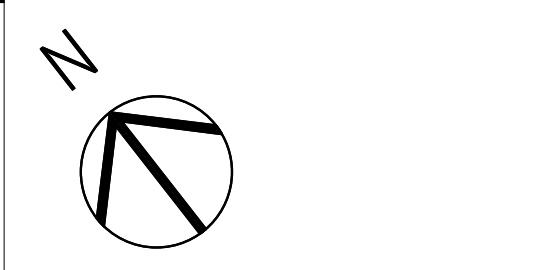
A-111



1 LEVEL 11 FLOOR PLAN  
3/16" = 1'-0"



REVISION	DATE	DESCRIPTION



GRAPHIC SCALE

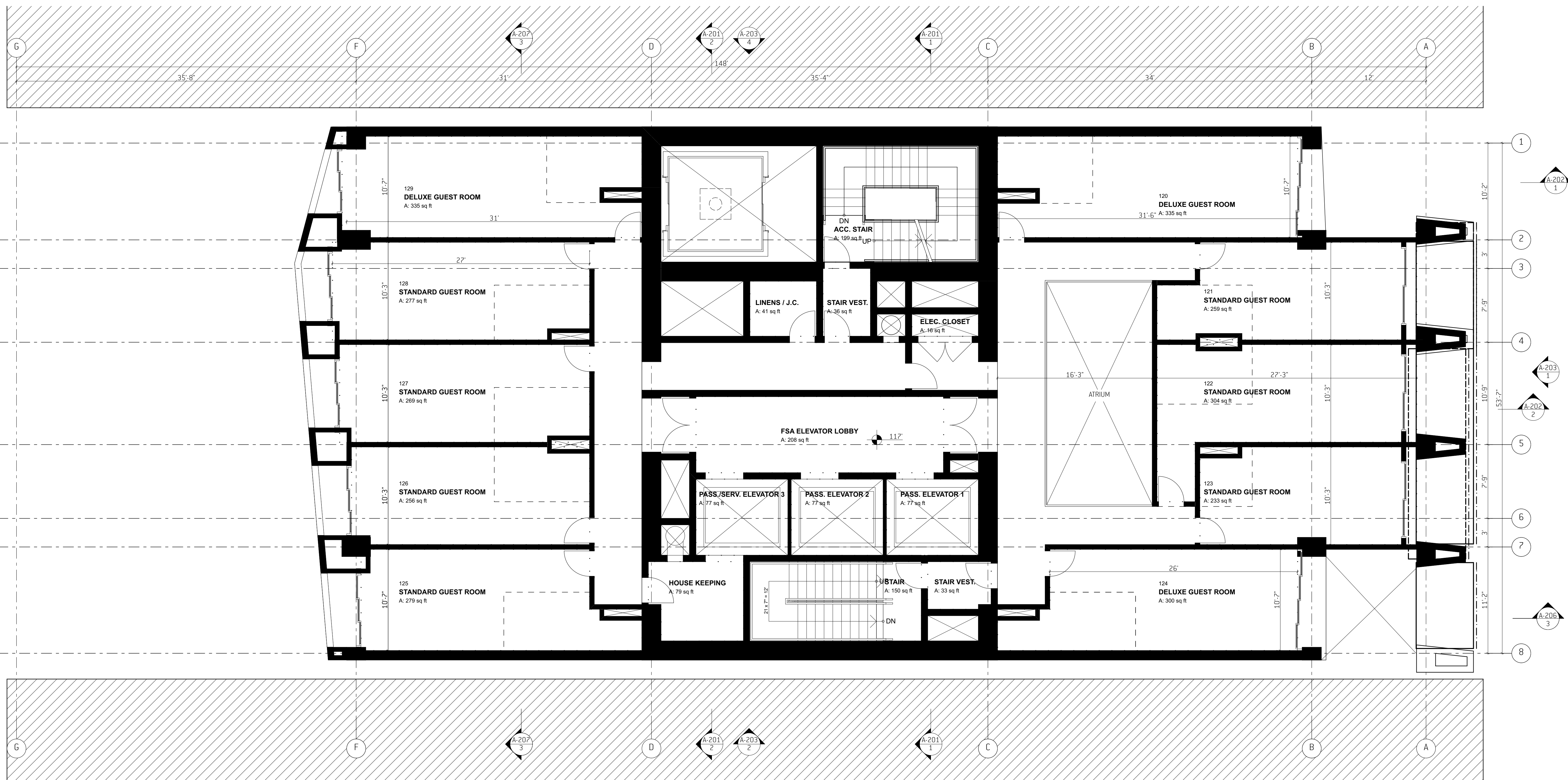
PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 12 FLOOR PLAN

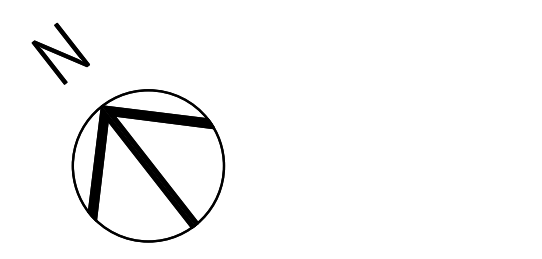
DRAWING NUMBER

A-112



1 LEVEL 12 FLOOR PLAN  
3/16" = 1'-0"

REVISION	ID	DATE	DESCRIPTION



GRAPHIC SCALE

PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 17 FLOOR PLAN

DRAWING NUMBER

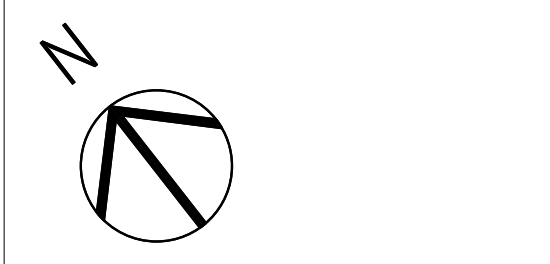
A-117



1 LEVEL 17 FLOOR PLAN  
3/16" = 1'-0"



REVISION	ID	DATE	DESCRIPTION



GRAPHIC SCALE

PROJECT NUMBER  
120067

DRAWING TITLE

DRAWING NUMBER

LEVEL 21 FLOOR PLAN

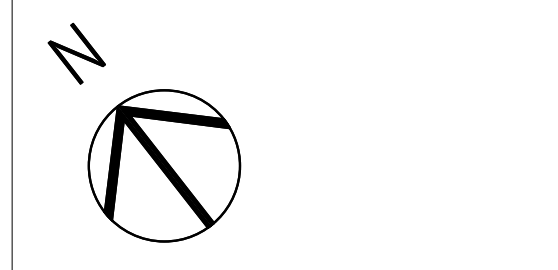
DRAWING NUMBER

A-121



1 LEVEL 21 FLOOR PLAN  
3/16" = 1'-0"

REVISION	DATE	DESCRIPTION



GRAPHIC SCALE

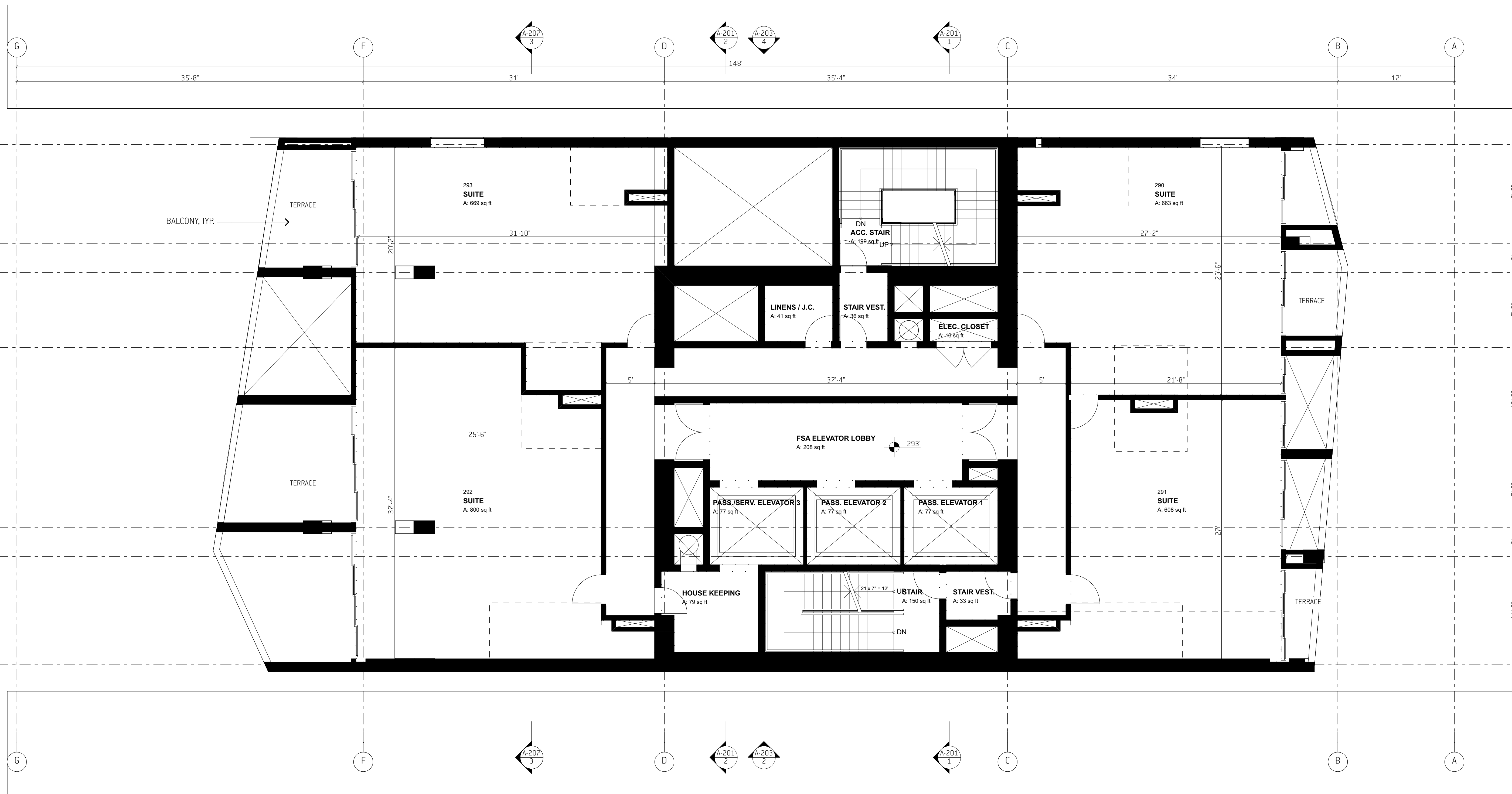
PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 29 FLOOR PLAN

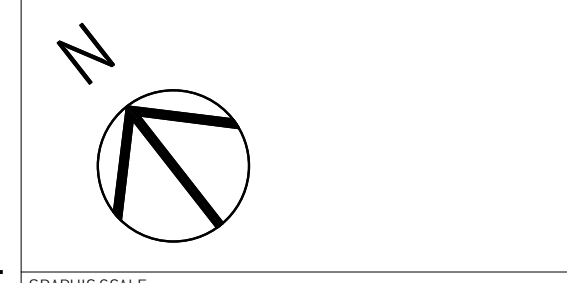
DRAWING NUMBER

A-129



1 LEVEL 29 FLOOR PLAN  
3/16" = 1'-0"

REVISION ID	DATE	DESCRIPTION



GRAPHIC SCALE

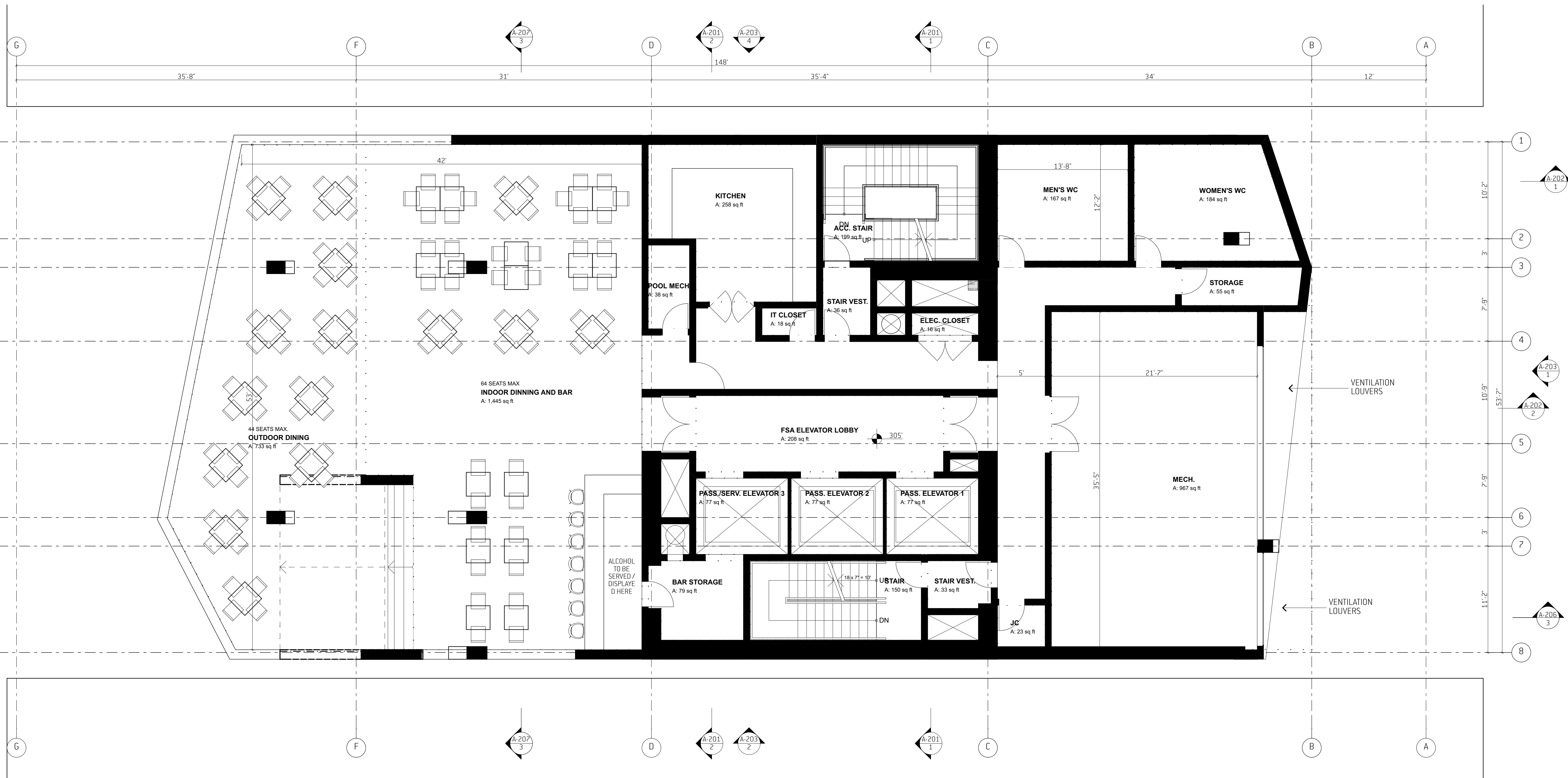
PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 30 FLOOR PLAN

DRAWING NUMBER

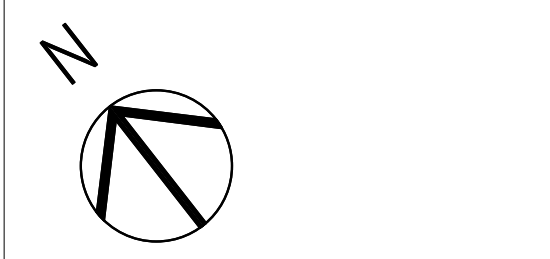
A-130



1 LEVEL 30 FLOOR PLAN  
3/16" = 1'-0"



REVISION	ID	DATE	DESCRIPTION



GRAPHIC SCALE

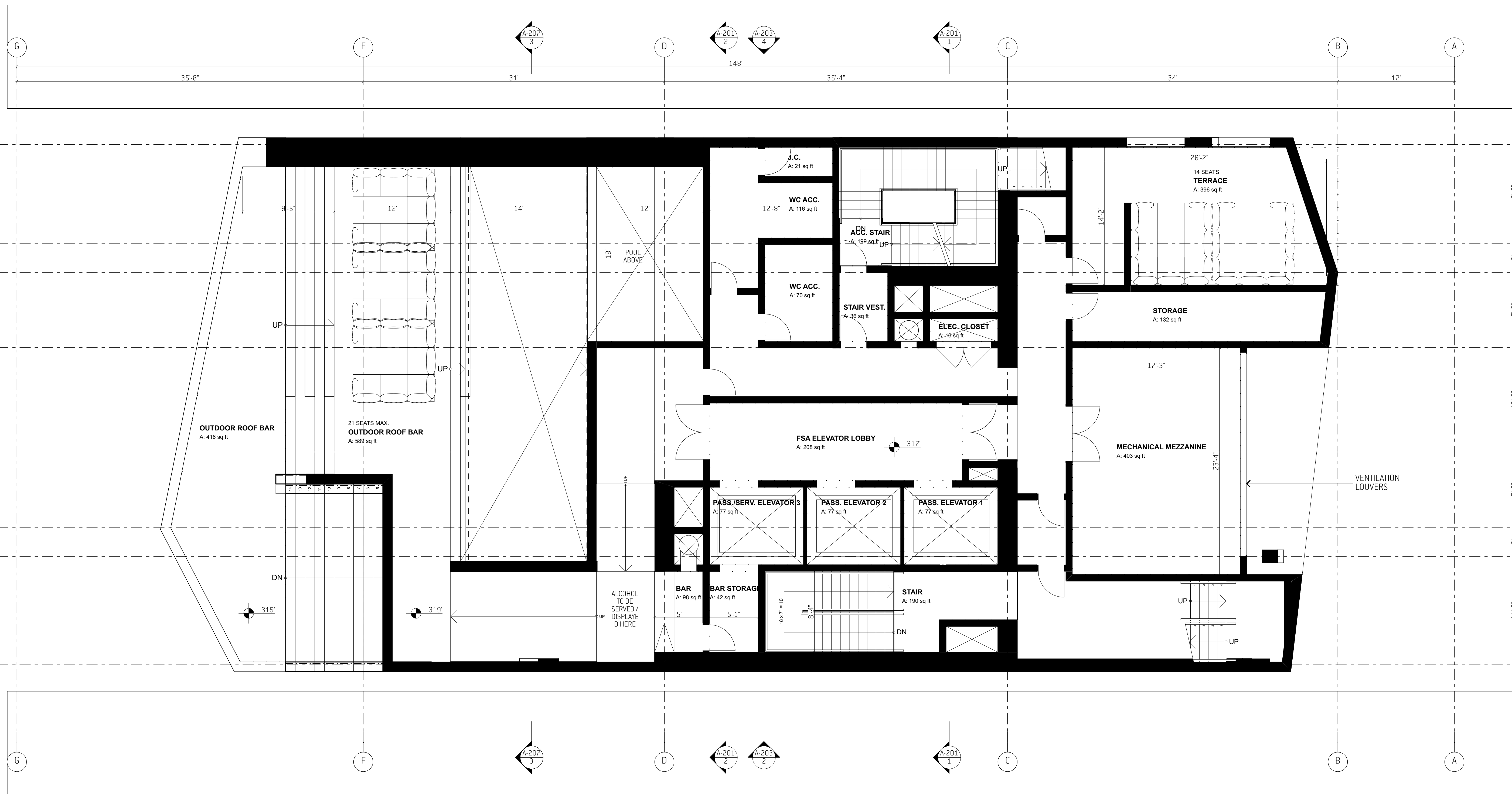
PROJECT NUMBER  
120067

DRAWING TITLE

LEVEL 31 FLOOR PLAN

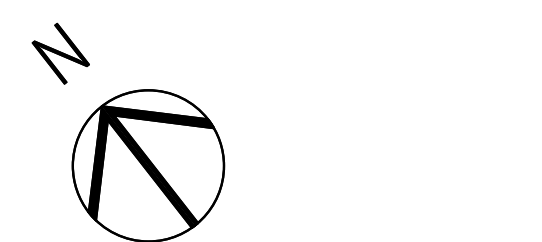
DRAWING NUMBER

A-131



1 LEVEL 31 FLOOR PLAN  
3/16" = 1'-0"

REVISION	DATE	DESCRIPTION



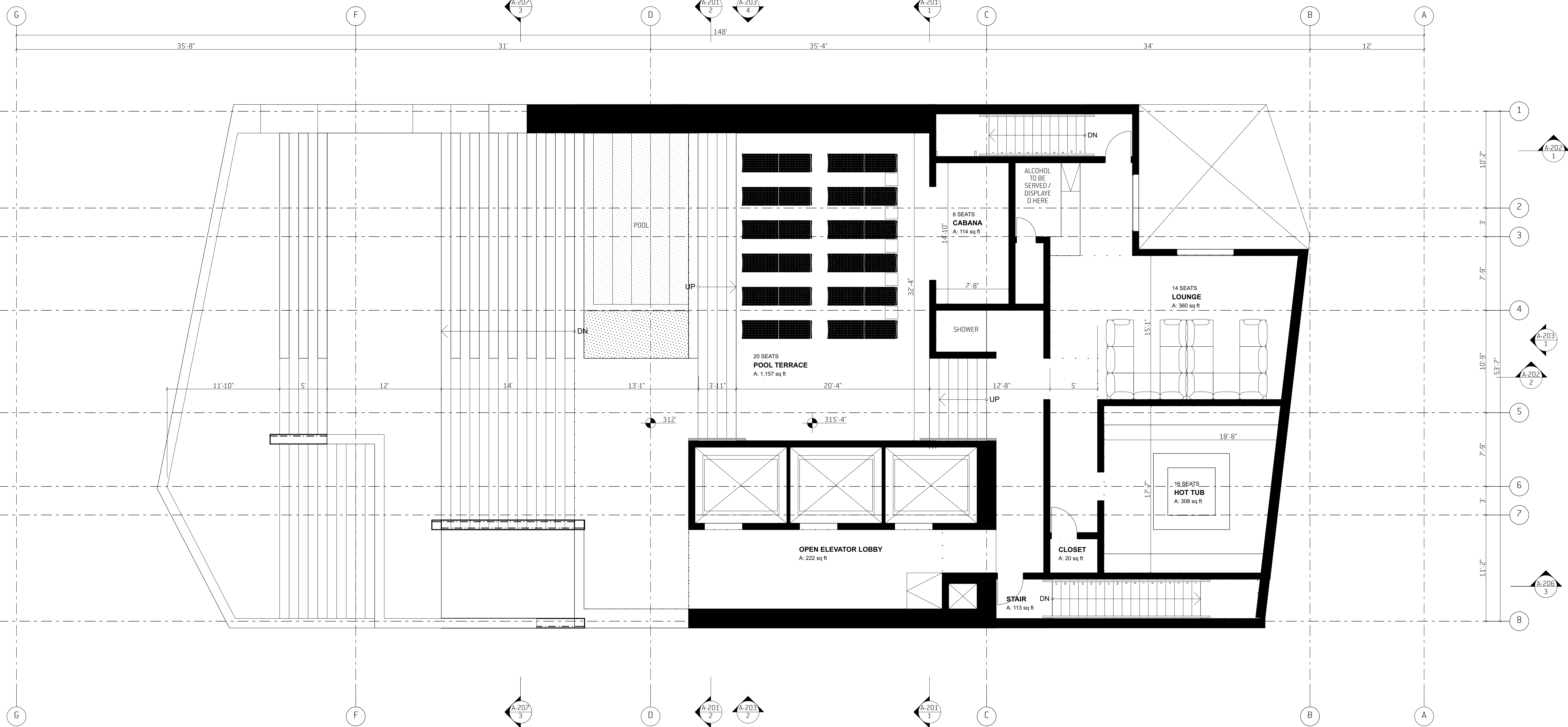
GRAPHIC SCALE

PROJECT NUMBER  
120067

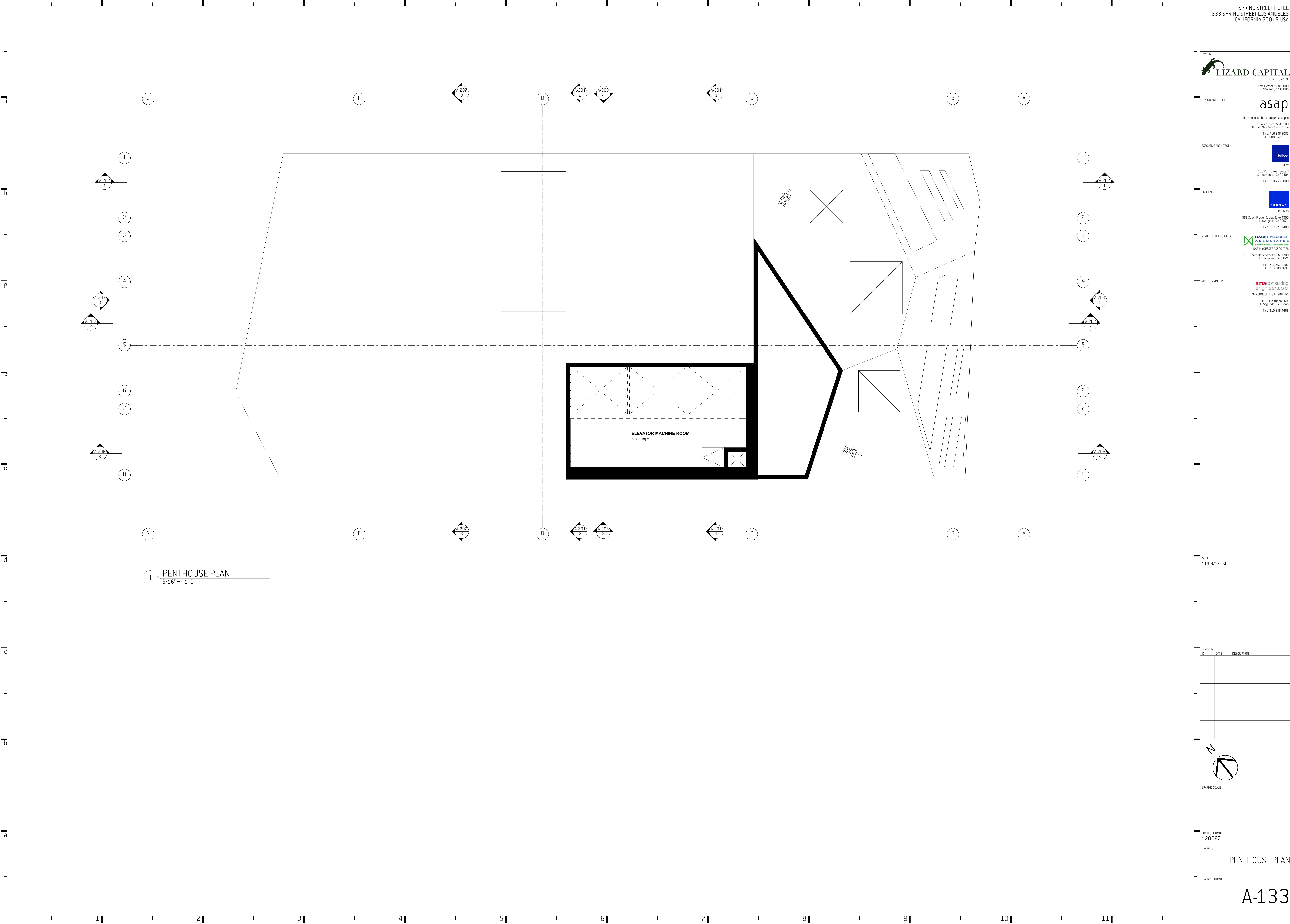
DRAWING TITLE  
LEVEL 32 FLOOR PLAN

DRAWING NUMBER

A-132



1 LEVEL 32 FLOOR PLAN  
3/16" = 1'-0"



SPRING STREET HOTEL  
633 SPRING STREET LOS ANGELES  
CALIFORNIA 90015 USA

OWNER  
**LIZARD CAPITAL**  
LIZARD CAPITAL  
14 Wall Street, Suite 2000  
New York, NY 10005

DESIGN ARCHITECT  
**asap**  
adam sokol architecture practice pllc  
19 Allen Street, Suite 1001  
Buffalo, New York 14203 USA  
T + 1 716 235 8082  
F + 1 888 652 6112

EXECUTIVE ARCHITECT  
**hlw**  
HLW  
1552 20th Street, Suite B  
Santa Monica, CA 90404  
T + 1 310 453 2800

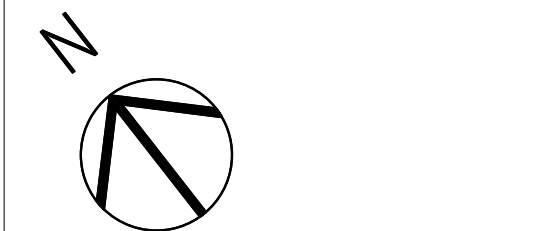
CIVIL ENGINEER  
**PSOMAS**  
PSOMAS  
555 South Flower Street, Suite 400  
Los Angeles, CA 90071  
T + 1 213 223 1400

STRUCTURAL ENGINEER  
**NABH YOUSSEF ASSOCIATES**  
STRUCTURAL ENGINEERS  
NABH YOUSSEF ASSOCIATES  
550 South Hope Street, Suite 1700  
Los Angeles, CA 90071  
T + 1 213 362 0007  
F + 1 213 688 3909

M/E/P ENGINEER  
**ama consulting engineers, p.c.**  
AMA CONSULTING ENGINEERS  
2101 El Segundo Blvd  
El Segundo, CA 90245  
T + 1 310 946 4666

ISSUE  
11/04/15 - SD

REVISION	DATE	DESCRIPTION



GRAPHIC SCALE

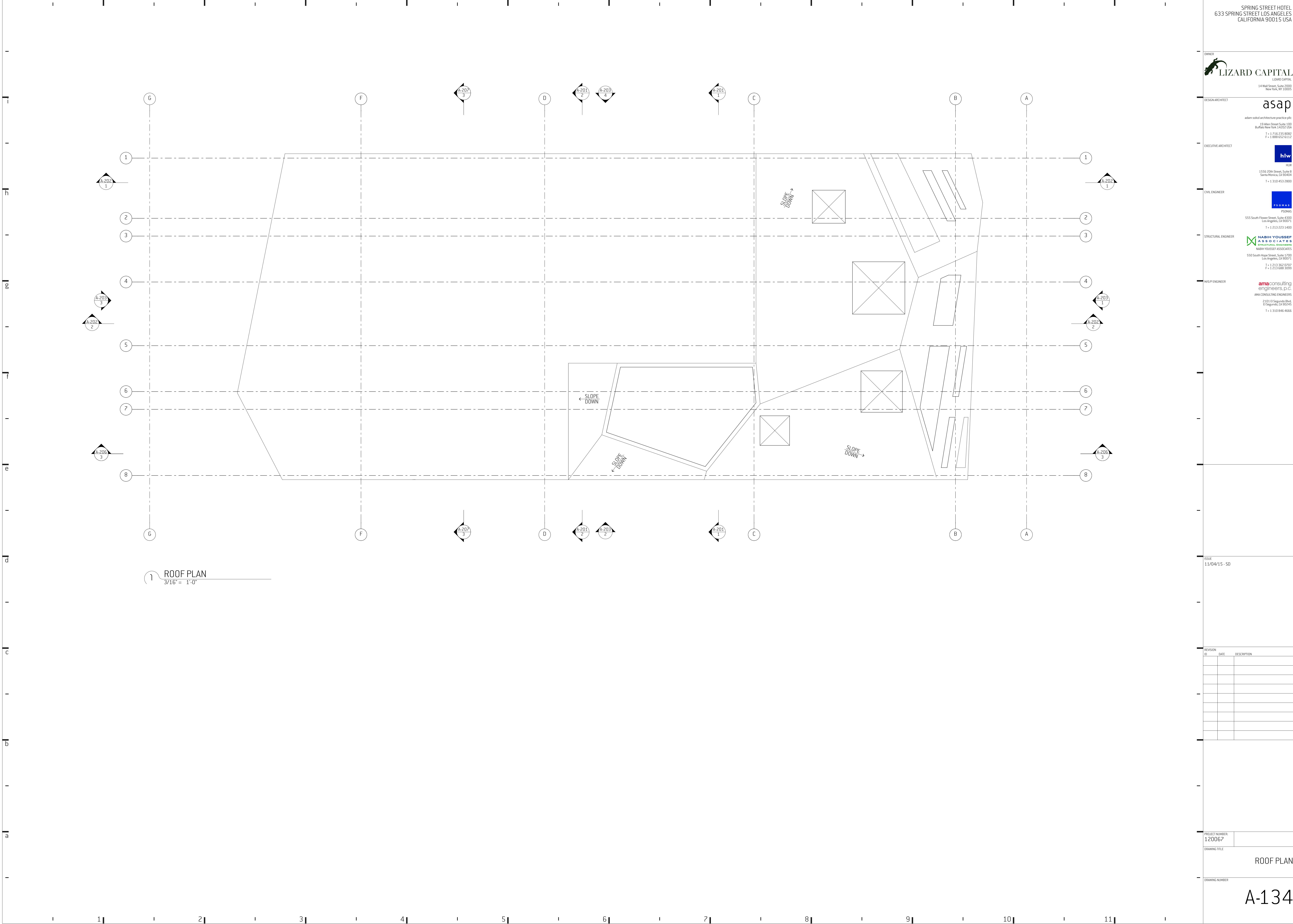
PROJECT NUMBER  
120067

DRAWING TITLE

PENTHOUSE PLAN

DRAWING NUMBER

A-133



SPRING STREET HOTEL  
633 SPRING STREET LOS ANGELES  
CALIFORNIA 90015 USA

OWNER  
**LIZARD CAPITAL**  
LIZARD CAPITAL  
14 Wall Street, Suite 2000  
New York, NY 10005

DESIGN ARCHITECT  
**asap**  
adam sokol architecture practice plc  
19 Allen Street Suite 1001  
Buffalo New York 14202 USA  
T + 1 216 235 8082  
F + 1 888 652 6112

EXECUTIVE ARCHITECT  
**hlw**  
HLW  
1552 20th Street, Suite B  
Santa Monica, CA 90404  
T + 1 310 453 2800

CIVIL ENGINEER  
**PSOMAS**  
PSOMAS  
555 South Flower Street, Suite 400  
Los Angeles, CA 90071  
T + 1 213 223 1400

STRUCTURAL ENGINEER  
**NABH YOUSSEF ASSOCIATES**  
NABH YOUSSEF ASSOCIATES  
550 South Hope Street, Suite 1700  
Los Angeles, CA 90071  
T + 1 213 362 0007  
F + 1 213 688 3909

ME/P ENGINEER  
**ama consulting engineers, p.c.**  
AMA CONSULTING ENGINEERS  
2101 El Segundo Blvd  
El Segundo, CA 90245  
T + 1 310 946 4666

ISSUE  
11/04/15 - SD

REVISION	DATE	DESCRIPTION

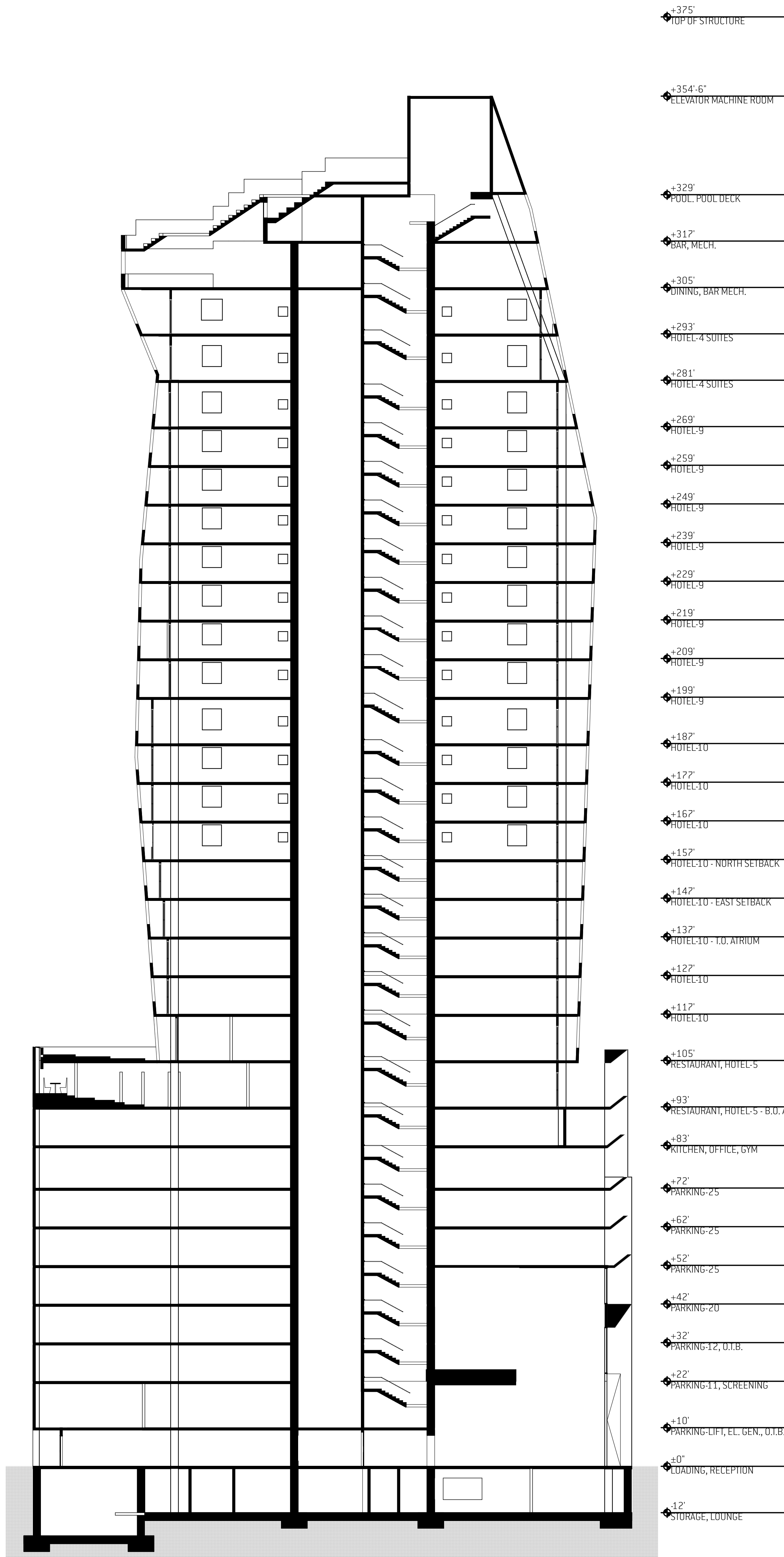
PROJECT NUMBER  
120067

DRAWING TITLE  
ROOF PLAN

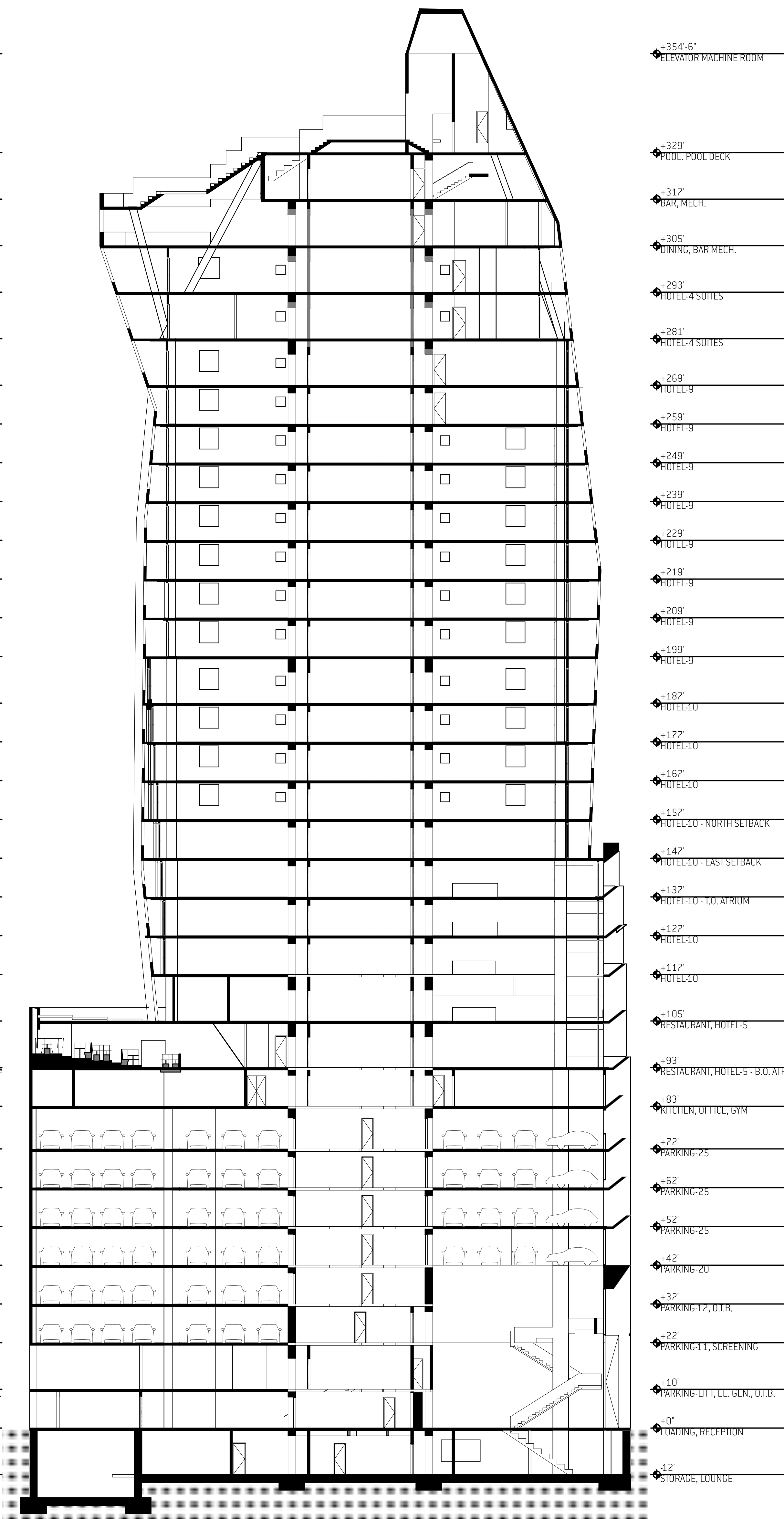
DRAWING NUMBER  
A-134



REVISION	ID	DATE	DESCRIPTION



1 BUILDING SECTION - E-W  
1/16" = 1'-0"



2 BUILDING SECTION - E-W  
1/16" = 1'-0"



## Appendix B – Professional Qualifications

---



# Margarita Jerabek, Ph.D.

ASSOCIATE PRINCIPAL, DIRECTOR OF HISTORIC RESOURCES

## SUMMARY

Margarita Jerabek has 25 years of professional practice in the United States with an extensive background in historic preservation, architectural history, art history and decorative arts, and historical archaeology. She specializes in Visual Art and Culture, 19th-20th Century American Architecture, Modern and Contemporary Architecture, Architectural Theory and Criticism, Urbanism, and Cultural Landscape, and is a regional expert on Southern California architecture. Her qualifications and experience meet and exceed the Secretary of the Interior's Professional Qualification Standards in History, Archaeology, and Architectural History. She has managed and conducted a wide range of technical studies in support of environmental compliance projects, developed preservation and conservation plans, and implemented preservation treatment projects for public and private clients in California and throughout the United States.

## EXPERIENCE

Dr. Jerabek has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area and Southern California counties. She provides expert assistance to public agencies and private clients in environmental review, from due diligence through planning/design review and permitting and when necessary, implements mitigation and preservation treatment measures on behalf of her clients. As primary investigator and author of hundreds of technical reports, plan review documents, preservation and conservation plans, HABS/HAER/HALS reports, construction monitoring reports, salvage reports and relocation plans, she is a highly experienced practitioner and expert in addressing historical resources issues while supporting and balancing project goals.

She is an expert in the evaluation, management and treatment of historic properties for compliance with Sections 106 and 110 of the NHPA, NEPA, Section 4(f) of the Department of Transportation Act, CEQA, and local ordinances and planning requirements. Dr. Jerabek regularly performs assessments to ensure conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, and assists clients with adaptive reuse/rehabilitation projects by providing preservation design and treatment consultation, agency coordination, legally defensible documentation, construction monitoring and conservation treatment.

She is a regional expert on Southern California architecture. She has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area as well as in Ventura, Orange, Riverside, San Bernardino and San Diego counties. Beyond her technical skill, Dr. Jerabek is a highly experienced project manager with broad national experience throughout the United States. She currently manages PCR's on-call preservation services with the City of Santa Monica, County of San Bernardino Department of Public Works, City of Hermosa Beach, Los Angeles Unified School District, and Long Beach Unified School District.

## Education

Ph.D., Art History, University of California, Los Angeles, 2005

M.A., Architectural History, School of Architecture, University of Virginia, Charlottesville, 1991

Certificate of Historic Preservation, School of Architecture, University of Virginia, Charlottesville, 1991

B.A., Art History, Oberlin College, Oberlin, Ohio, 1983

## Awards/Recognition

2014 Preservation Award, *The Dunbar Hotel*, L.A. Conservancy

2014 Westside Prize, *The Dunbar Hotel*, Westside Urban Forum,

2014 Design Award: *Tongva Park & Ken Genser Square*, Westside Urban Forum

2012 California Preservation Foundation Award, *RMS Queen Mary Conservation Management Plan*, California Preservation Foundation

## Professional Affiliations

California Preservation Foundation

Santa Monica Conservancy

Los Angeles Conservancy

Society of Architectural Historians

National Trust for Historic Preservation Leadership Forum

American Institute of Architects (AIA), National Allied Member

American Architectural Foundation

Association for Preservation Technology



# Amanda Kainer, M.S.

## SENIOR ARCHITECTURAL HISTORIAN

### SUMMARY

Amanda Kainer has more than eight years of professional and academic experience in the practice of historic preservation and architectural history. Ms. Kainer has conducted extensive archival research, field observation, recordation, and prepared survey documentation and assisted in database management for numerous PCR historic resources projects. She has training and substantial experience in the evaluation and conservation of art and architecture and passion for interior design.

### EXPERIENCE

Ms. Kainer has completed and co-authored a wide range of architectural investigations including historic resources assessment and impacts analysis reports for compliance with CEQA, character-defining features reports, plan reviews, investment tax credit applications, Section 106 significance evaluations, and HABS documentations. She has also performed extensive research, survey work, and prepared numerous landmark and preliminary assessment reports as a part of PCR's On-Call Historic Preservation Contract with the City of Santa Monica.

She is involved a diverse set of projects and analyses. These include anything from a California Register nomination for the UCLA Faculty Center to a paint analysis for a Churrigueresque style 1920s commercial building in Santa Monica. She has co-authored Section 106 reports for the residential development in Thousand Oaks, Santa Monica Pier, Avalon Fuel Dock on Catalina Island, and a Mid-Century roadside motel in Bakersfield. For LAUSD, Ms. Kainer authored a character-defining features analysis for seven historic schools, provided historic analysis for an MND, and preliminary resource evaluations and plan reviews for various historic schools.

**Historic Resources Assessments:** Ms. Kainer has contributed to the research, site inspections, and report preparation of a number of historic resources assessments in the Los Angeles metropolitan area for compliance with CEQA. Ms. Kainer has evaluated a number of different types of potential historical resources, including single-family and multi-family residences, banks, commercial buildings, schools, hotels, and cultural landscapes in Beverly Hills, Venice, Los Angeles, and Santa Monica.

**Large Scale Survey Experience:** She was a contributing author for three major Community Redevelopment Agency of the City of Los Angeles—Adelante Eastside, Wilshire Center/Koreatown, and Normandie 5 Redevelopment Areas. Ms. Kainer also served as PCR Survey Team Leader and co-author for the comprehensive survey of over 4,000 objects of fine and decorative arts aboard the RMS Queen Mary in Long Beach. Additionally, Ms. Kainer helped complete the district-wide survey and evaluation of the Long Beach Unified School District and a windshield survey of Hermosa Beach for the Historic Resources Chapter of the Hermosa Beach General Plan Update.

### Education

M.S., Historic Preservation  
(Emphasis: Conservation Science),  
Columbia University, New York, New  
York, 2008

B.S., Design (Emphasis: Interior  
Architecture), University of  
California, Davis, 2002

B.A., Art History, University of  
California, Davis, 2002

### Awards/Recognition

Joel Polsky Academic Achievement  
Award, American Society of Interior  
Designers, 2008

### Continuing Education

CEQA and Historic Resources:  
Thresholds, Mitigation & Case  
Studies, California Preservation  
Foundation Workshop, March 2011

### Professional Affiliations

California Preservation Foundation

Los Angeles Conservancy

Santa Monica Conservancy  
(Volunteer Docent for the Shotgun  
House)

Docomomo SoCal

Association of Preservation  
Technology Western Chapter



# Virginia Harness, M.A.

## ASSISTANT ARCHITECTURAL HISTORIAN

### SUMMARY

Virginia Harness has one year of professional experience and two years of academic experience in the practice of historic preservation and architectural history. Additionally, her professional background includes a year of professional experience in archival work and a summer of training in archaeology. She has also worked in the field of public history, conducting oral history interviews and creating a museum exhibit.

She earned her M.A. in Architectural History and Certificate in Historic Preservation from the University of Virginia (UVA) where she studied under architectural historian Dr. Richard Guy Wilson (thesis advisor) and preservationist Dr. Daniel Bluestone. Her wide range of work across preservation and history fields brings a depth of experience to her current work in historic resources.

### EXPERIENCE

Ms. Harness has extensive experience in archival research, first as an archivist with the Brethren Historical Library and Archives and during her time as a student at UVA. While at UVA she worked on the Historic American Building Survey (HABS) recordation of Little Mountain Farm in Albemarle County and was a contributing author of the National Register Nomination for a corridor in Dillwyn, Virginia to assess its eligibility for listing as a historic district on the National Register of Historic Places.

As a public history intern with Historic Vienna, Inc. in northern Virginia, she designed and created a small scale museum exhibit which included traditional board mounted displays and a touch-screen interface.

Since commencing work at PCR, first as an intern and now as a technician, she has worked on historic resources assessment and impacts analysis reports, character-defining features reports, plan reviews, and HABS documentation for projects in the greater Los Angeles metropolitan area. Recent projects include HABS documentation, plan review, and construction monitoring for a late 19th century residence in Laguna Beach; a historic resource assessment and impacts analysis report for a new construction project in the Old Pasadena historic district; research for an impact report for a pipeline in San Diego County; historic resource assessments for buildings in Los Angeles, Laguna Beach, South Pasadena and Santa Monica; and a peer review of a Los Angeles Historical-Cultural Monument Application. Additionally, Ms. Harness has assisted in the completion of character defining features analysis, most recently for seven historic schools within LAUSD, and also recently completed an architectural survey of the RMS Queen Mary in Long Beach.

### Education

M.A., American Architectural History  
University of Virginia, Charlottesville,  
2014

Certificate in Historic Preservation,  
University of Virginia, Charlottesville,  
2014

B.A., Liberal Arts, St. John's College,  
Annapolis, Maryland, 2011

### Continuing Education

Section 106: A Guide to Federal  
Protections for Historic Properties,  
California Preservation Foundation  
Workshop, May 2015

CEQA: How it Really Works,  
California Preservation Foundation  
Workshop, May 2015

### Professional Affiliations

Society of Architectural Historians

California Preservation Foundation

Los Angeles Conservancy

## Appendix C – Building Permit Results

---



All applications must be filled out by applicant.

WARD 3

Applicant must indicate the Building Line or Lines clearly and distinctly on the drawings.

BOARD OF PUBLIC WORKS

## DEPARTMENT OF BUILDINGS

### Application to Alter, Repair or Demolish

Application is hereby made to the Chief Inspector of Buildings of the City of Los Angeles, for the approval of the detailed statement of the specifications herewith submitted for the alteration, repair or demolition of the building herein described. All provisions of the Building Ordinances shall be complied with in the alteration, repair or demolition of said building, whether specified or not.

(Sign here)

RELIANCE BUILDING & REALTY CO. Inc.  
*R. H. Willard Pres.*  
Los Angeles, Cal., JUN 20 1910, 190\_\_

CITY ASSESSOR: Please Verify

REMOVED FROM

REMOVED TO

Lot 3, Ward 3/3, Block 17  
Tract Tract 100 ft

Lot \_\_\_\_\_, Block \_\_\_\_\_  
Tract \_\_\_\_\_

*Ords Survey*

*079 Mallard  
J. W. Williams*

Book 10 Page 10 F. B. Page 125 Book \_\_\_\_\_ Page \_\_\_\_\_ F. B. Page \_\_\_\_\_

O.K. BY *E. G.*  
TAKE TO  
ROOM NO 6  
FIRST FLOOR

CITY ENGINEER: Please Verify Street Number

TAKE TO  
ROOM NO. 34  
THIRD FLOOR

From No. 631 1/2 351 To No. 1010 1/2

- Owner's name *M. J. Maxwell*
- Owner's address *1327 J. Figueroa St*
- Architect's name *J. C. Austin*
- Builder's name *RELIANCE BUILDING & REALTY CO. Inc.*
- Builder's address *1029 Hwy Building*
- Entire cost of the Proposed Improvements, \$ 300
- Purpose of building \_\_\_\_\_
- Class of building *Flr* No. of rooms at present \_\_\_\_\_
- No. of stories in height 6 Size of building \_\_\_\_\_ X
- Size of addition \_\_\_\_\_ X
- Material of foundation \_\_\_\_\_ Size Footing \_\_\_\_\_ Size of wall \_\_\_\_\_
- Size of exterior studs \_\_\_\_\_ X Interior studs \_\_\_\_\_ X
- Size of mud sills \_\_\_\_\_ X Bearing studs \_\_\_\_\_ X
- Size of first floor joist \_\_\_\_\_ X Second floor joist \_\_\_\_\_ X

15. State on following lines just what you want to do:

*Remove out bath & plaster to exterior  
on light courts*

Permit No. 5054

JUN 20 1910

All applications must be filled out by applicant.

(USE INK OR INDELIBLE PENCIL)

Ward 3

PLANS AND SPECIFICATIONS and  
other data must also be filed.

BOARD OF PUBLIC WORKS

## DEPARTMENT OF BUILDINGS

### Application to Alter, Repair or Demolish

Application is hereby made to the Board of Public Works (Chief Inspector of Buildings), of the City of Los Angeles, for the approval of this detailed statement of specifications herewith submitted for the alteration, repair or demolition of the building herein described. All provisions of the building ordinances and state laws shall be complied with in the alteration of said building, whether herein specified or not. It is also understood the granting of a permit on this application does not grant any right or privilege for the alteration, repair or demolition of the building herein described, on any public street or alley or on any land or portion thereof, the title or right of possession to which is in litigation by, or is disputed by the City, County or State; or in giving or granting any right or privilege to use the said structure or building for any purpose which is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

(SIGN HERE)

CITY ASSESSOR: Please Verify

REMOVED FROM		REMOVED TO	
Lot	Block	Lot	Block
Tract		Tract	
		Tract No 523	
Book	Page	Book	Page
	F. B. Page	10	10 F. B. Page 162

TAKE TO  
ROOM NO. 6  
FIRST FLOOR

TAKE TO  
ROOM NO. 34  
THIRD FLOOR

CITY ENGINEER: Please Verify Street Number

From No. 631 So. Spring St. To No. OK MB

- Owner's name Los Angeles Realty Board
- Owner's address 616 Commercial Realty Bldg.
- Architect's name Ernest Lee Connell
- Contractor's name Henry Eckhardt
- Contractor's address 354 Wilcox Bldg.
- Entire cost of the Proposed Improvements, \$ 11111 2385.00
- Purpose of the building Officers
- Class of building C No. of rooms at present 1
- No. of stories in height 6 Size of present building 50 X 160
- Size of new addition 60 X 50
- Material of foundation - Size Footing - Size of wall -
- Size of exterior studs X Interior studs X
- Size of mud sills X Bearing studs X
- Size of first floor joist X Second floor joist X
- STATE ON FOLLOWING LINES JUST WHAT YOU WANT TO DO:-

Putting in Partitions for Officers  
2 x 3 Studting and more lath

PERMIT NO

420

Date Issued JAN 12 1912

191

OVER

Application Received

All applications must be filled out by applicant.

(USE INK OR INDELIBILE PENCILS)

PLANS AND SPECIFICATIONS and  
other data must also be filed.

Ward 7

BOARD OF PUBLIC WORKS

## DEPARTMENT OF BUILDINGS

### Application to Alter, Repair or Demolish

Application is hereby made to the Board of Public Works (Chief Inspector of Buildings), of the City of Los Angeles, for the approval of this detailed statement of specifications herewith submitted for the alteration, repair or demolition of the building herein described. All provisions of the building ordinances and state laws shall be complied with in the alteration of said building, whether herein specified or not. It is also understood the granting of a permit on this application does not grant any right or privilege for the alteration, repair or demolition of the building herein described, on any public street or alley or on any land or portion thereof, the title or right of possession to which is in litigation by, or is disputed by the City, County, or State; or as giving or granting any right or privilege to use the said structure or building for any purpose which is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

(SIGN HERE) H. A. Cole

CITY ASSESSOR: Please Verify

REMOVED FROM		REMOVED TO	
Lot <u>1</u>	Block <u>1</u>	Lot <u>1</u>	Block <u>1</u>
Tract <u>631 5 Spring</u>		Tract <u>Tract No. 523</u>	
Book <u>10</u>	Page <u>10</u>	Book <u>10</u>	Page <u>10</u>
F. B. Page <u>162</u>		F. B. Page <u>162</u>	

TAKE TO  
ROOM NO. 6  
FIRST FLOOR

TAKE TO  
ROOM NO. 34  
THIRD FLOOR

CITY ENGINEER: Please Verify Street Number

From No. 631 5 Spring St To No. 631 5 Spring St

- Owner's name P. L. Wilson
- Owner's address First & Main
- Architect's name H. A. Cole
- Contractor's name H. A. Cole
- Contractor's address 912 E. 20th
- Entire cost of the Proposed Improvements, \$ 3500.00
- Purpose of the building Office
- Class of building C No. of rooms at present 1
- No. of stories in height 1 Size of present building X
- Size of new addition X
- Material of foundation X Size Footing X Size of wall X
- Size of exterior studs X Interior studs X
- Size of mud sills X Bearing studs X
- Size of first floor joist X Second floor joist X
- STATE ON FOLLOWING LINES JUST WHAT YOU WANT TO DO:—

put in 2 Windows & Paint 4th floor  
off 631 on Spring in to office  
as per plans

PERMIT NO. 615

Date Issued

JAN 17 1912

191

OVER

Application Received



All applications must be filled out by applicant

(USE INK OR INDELIBLE PENCIL)

PLANS AND SPECIFICATIONS  
and other data must also be filed.

WARD 3

3

BOARD OF PUBLIC WORKS  
DEPARTMENT OF BUILDINGS

Application to Alter, Repair or Demolish

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be, prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

(SIGN HERE)

J. F. McIntosh

(Applicant)

CITY ASSESSOR: PLEASE VERIFY.

REMOVED FROM

REMOVED TO

Lot..... Block.....

Lot..... Block.....

Tract.....

Tract.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

Book..... Page..... F.B. Page.....

Book..... Page..... F.B. Page.....

CITY ENGINEER: PLEASE VERIFY STREET NUMBER.

From No.....

To No.....

631-South Spring St

West Coast Art Co

631 So Spring

1. Owner's name

2. Owner's Address

3. Architect's name

4. Contractor's name

5. Contractor's address

6. Entire cost of the proposed improvements

7. Purpose of the building

8. Class of building

9. No. of stories in height

10. Size of new addition

11. Material of foundation

12. Size of Redwood Mudsills

13. Size of interior bearing studs

14. Size of first floor joist

15. STATE ON FOLLOWING LINES JUST WHAT YOU WANT TO DO.

To install partition across room of 2x8-wood

lath and plaster 1/2 glass and oak floor

To divide back room with 7/4" and 1/2 glass

6th Floor

Date issued, SEP 11 1912 191

PERMIT NO. 11072

Application Received

OVER

All applications must be filled out by applicant

BOARD OF PUBLIC WORKS

PLANS AND SPECIFICATIONS  
and other data must also be filed

3

## DEPARTMENT OF BUILDINGS

### Application to Alter, Repair or Demolish

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.  
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is or may hereafter be prohibited by ordinance of the City of Los Angeles.  
Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

TAKE TO  
ROOM No. 6  
FIRST  
FLOOR  
CITY CLERK  
PLEASE  
VERIFY

REMOVED FROM		REMOVED TO	
Lot	Block	Lot	Block
Tract <u>710 523</u>		Tract	
Book	Page	Book	Page
F. B. Page		F. B. Page	

TAKE TO  
ROOM No. 405  
SOUTH  
ANNEX

ENGINEER  
PLEASE  
VERIFY

From No. 631 S. SPRING Street  
To No. Realty Bldg. Bldg. 631 S. Spring Street

(USE INK OR INDELIBLE PENCIL)

1. What Purpose is the present Building used for? Store and Office
2. Owner's name Benson and Thompson Co Phone 21564
3. Owner's address C. E. Benson - 727 Meador
4. Architect's name W. J. Saunders Phone 62594
5. Contractor's name Waggoner - R. Lee Phone
6. Contractor's address 727 Meador Ave.
7. ENTIRE COST OF PROPOSED WORK {Including Plumbing, Gas Fitting, Sowers, Ceaspoons, Elevators, Painting, Finishing, etc.} \$ 420.00
8. Class of Present Building 6 No. of Rooms at present
9. No. of stories in height 5 Size of present building
10. State how many Buildings are on this lot One
11. State purpose Buildings on lot are used for Store and Office  
(Tenement House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES JUST WHAT YOU WANT TO DO:

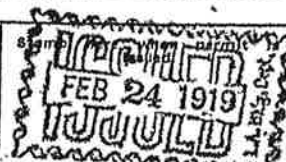
add Board and Battin Partitions to 5th floor only

I have carefully examined and read the above application and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

**OVER**

1175 2/17/19 (Sign here) W. J. Saunders  
(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY		
PERMIT NO. <u>1175</u>	Plans and specifications checked and found to conform to Ordinances, State Laws, etc. (Use Ink) <u>W. J. Saunders</u> Plan Examiner.	Application checked and found O. K. (Use Rubber Stamp) FEB 24 1919 Clerk.



12. Size of new addition.....No. of Stories in height.....
13. Material of foundation.....Size footings.....Size wall.....Depth below ground.....
14. Size of Redwood Mudsills.....Size of exterior studs.....
15. Size of interior bearing studs.....Size of interior non-bearing studs.....
16. Size of first floor joist.....Second floor joist.....

**NOTE**—Answer the Following Questions For Dwellings and Flats Only:—

**STATE DWELLING HOUSE ACT**

17. Are there any living rooms in basement? *No*
18. What is least area of any living room? *No Living Rooms*
19. What is the least width of any living room? *No Apartments used for*
20. What is the minimum ceiling height? *Living purposes*
21. Give least size of window courts.....
22. Give maximum cornice projections.....
23. Will windows in each room be equal to one-eighth ( $\frac{1}{8}$ ) of floor area?.....
24. What is the minimum height of floor joists above ground?.....
25. Will entire space underneath building be enclosed?.....
26. Will removable ventilating screens be provided for space under building?.....
27. Will a toilet be provided for each family?.....
28. Give size of windows for toilets or bath rooms.....
29. Will all provisions of State Dwelling House Act be complied with? *No Dwelling Apartments*

I have carefully examined and read the above blank and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here) *J. J. Sanders*  
(Owner or Authorized Agent)

3

CITY OF LOS ANGELES  
DEPARTMENT OF BUILDING AND SAFETY  
BUILDING DIVISION

## Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM

REMOVED TO

Lot.....

Lot.....

Tract.....

Tract.....

Present location of building } ..... 631 South Spring Street .....  
 (House Number and Street)

New location of building } ..... TO BE DEMOLISHED AND REMOVED .....  
 (House Number and Street)

Between what cross streets } ..... Sixth and Seventh .....  
 (House Number and Street)

Approved by  
City Engineer.

Deputy.

- Purpose of PRESENT building..... STORE AND OFFICE ..... Families..... Rooms.....  
Store, Residence, Apartment House, or any other purpose.
- Use of building AFTER alteration or moving..... Families..... Rooms.....
- Owner (Print Name)..... J. E. HARRIS AND C. E. HARRIS ..... Phone.....
- Owner's address..... 650 So. Spring St. ....
- Certificated Architect..... State License No..... Phone.....
- Licensed Engineer..... State License No..... Phone.....
- Contractor..... L. A. WRECKING CO., INC. .... State License No. 29083 Phone Va. 5135  
 City License # 33027
- Contractor's address..... 510 East 9th Street, .....
- VALUATION OF PROPOSED WORK {Including all Material, Labor, Finishes, Equipment } \$ 2,000.00  
 {and Appliances in Completed Building.
- State how many buildings NOW } ..... 1, store and office bldg. ....  
 on lot and give use of each. { Residence, Hotel, Apartment House, or any other purpose.
- Size of existing building..... 60 x 150. Number of stories high..... 6 ..... Height to highest point..... 24
- Class of building..... BRICK. Material of existing walls..... BRICK. Exterior framework..... BRICK.  
 Describe briefly and fully all proposed construction and work: Wood or Steel  
 TO BE DEMOLISHED AND REMOVED.

L. A. WRECKING CO., INC.

I. Clark.

Fill in Application on other Side and Sign Statement

9 (OVER)

PERMIT NO.		FOR DEPARTMENT USE ONLY				Fee	
33001	Plans and Specifications checked	Zone	Fire District	No.		Stamp here when Permit is issued	
	Corrections Verified	Set Back	Street Widening	Ft.			
	Plans, Specifications and Applications checked and approved	Application checked and approved		Clerk.		OCT - 6 1937	
	For Plans See	Filed with	Required	Specified	Yes No		
PLANS	Inspector		Harry Carpenter				

REMARKS:



1

# APPLICATION TO ERECT A NEW BUILDING AND FOR MAINTENANCE CERTIFICATE OF OCCUPANCY

Form B-1-1024-4-48  
CITY OF LOS ANGELES  
DEPARTMENT  
OF  
BUILDING AND SAFETY  
BUILDING DIVISION

Lot No. lot #1  
Block 12  
Tract 523  
Location of Building 631 So. Spring St.  
(Block Number and Street)  
Between what cross streets 6th + 7th  
Approved by  
City Engineer  
Deputy

## USE INK OR INDELIBLE PENCIL

1. Purpose of building PARKING LOT OFFICE Families \_\_\_\_\_ Rooms \_\_\_\_\_  
(Store, Dwelling, Apartment House, Hotel or other purpose)  
2. Owner SYSTEM AUTO PARKS Phone VA 5123  
BOX 6199 (Print Name)  
3. Owner's address LOS ANGELES 41, CALIF. P.O. Box 6199 Metro Sta.  
4. Certificated Architect [Signature] State License No. \_\_\_\_\_ Phone \_\_\_\_\_  
5. Licensed Engineer \_\_\_\_\_ State License No. \_\_\_\_\_ Phone \_\_\_\_\_  
6. Contractor [Signature] State License No. \_\_\_\_\_ Phone \_\_\_\_\_  
7. Contractor's address [Signature]

## 8. VALUATION OF PROPOSED WORK

Including all labor and material and all permanent  
lighting, heating, ventilating, water supply, plumbing,  
fire sprinkler, electrical wiring and elevator  
equipment thereto or thereon.

9. State how many buildings NOW  
on lot and give use of each.

① PARKING LOT OFFICE  
(Store, Dwelling, Apartment House, Hotel or other purpose)

10. Size of new building 4' x 8' No. Stories 1 Height to highest point 9' Size lot 60' x 155'

11. Material Exterior Walls Wood Type of Roofing COMP.

For Accessory  
12. Buildings and similar  
structures } (a) Footing: Width \_\_\_\_\_ Depth in Ground \_\_\_\_\_ Width of Wall \_\_\_\_\_  
(b) Size of Studs \_\_\_\_\_ Material of Floor \_\_\_\_\_  
(c) Size of Floor Joists \_\_\_\_\_ Size of Rafters \_\_\_\_\_

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here [Signature]  
(Owner or Authorized Agent)

DISTRICT  
OFFICE

By

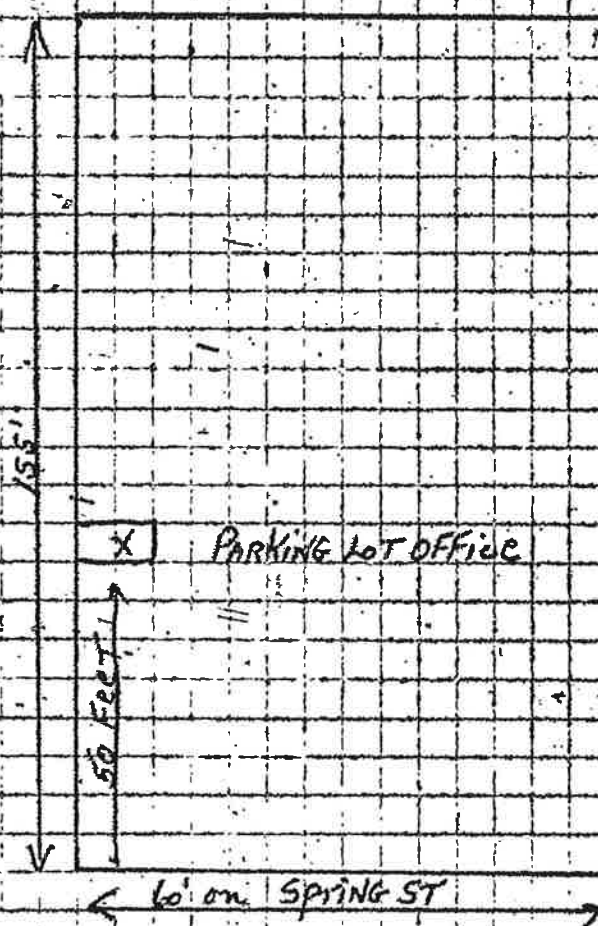
PLAN CHECKING				FOR DEPARTMENT USE ONLY			
Date <u>REVOC.</u>	REINFORCED CONCRETE			Bldg. Per.		Fees	
Receipt No. <u>[Signature]</u>	Bbls. Cement			Cant. of Occupancy		Total <u>2.60</u>	
Valuation \$	Type of Reinforcing Steel			Bldg. Per.		Cant. of Occupancy	
Fees Paid \$	Type of Reinforcing Steel			Bldg. Per.		Cant. of Occupancy	
TYPE <u>V</u>	GROUP <u>6</u>	Maximum No. Occupants	Issue Lot	Key Lot	Lot Size	20 ft. rear alley	City
			Cover Lot	Cover Lot Keyed	<u>60x155</u>	4 ft. side alley	<u>Back</u>
PERMIT No. <u>29068</u>	Plans and Specifications checked			Zone <u>C-11</u>	File District <u>10</u>	District Map No. <u>55H</u>	
	Corrections Voted			Bldg. Line	Street Widening		
PLANS	Plans, Specifications and Application checked and approved.			Application checked and approved		Stamp here when Permit is issued	
Rec'd.	By Plans Sec.	Filed with	Continuous Inspection	SPRINKLER	Specified-Required Valuation Included	Yea—No—	
						<u>12 1948</u>	
						<u>[Signature]</u>	

PROVISIONAL STRUCTURE

The building referred to herein shall  
be made to conform to Code requirements,  
be maintained in this condition and not  
be permitted to become detrimental to  
surrounding premises.

SISTEM AUTO-PARKS, INC.

Owner - Lanson

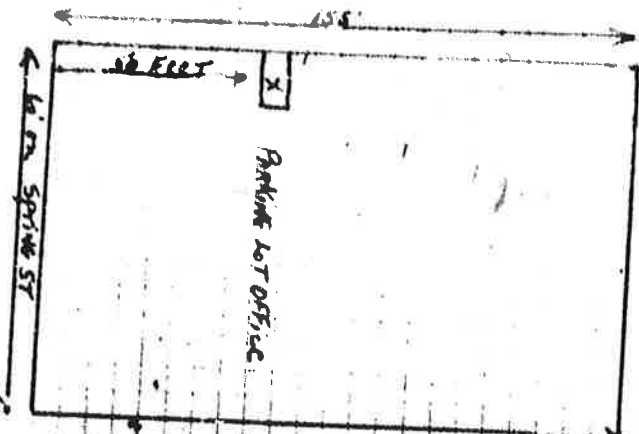


**PROVISIONAL PERMIT**

The building referred to herein shall be made to conform to Code requirements, be maintained in this condition and not be permitted to become detrimental to surrounding premises.

Issued under PLUMBING

Owner - J. J. J.



**1**

**APPLICATION TO  
ERECT A NEW BUILDING  
AND FILING  
CERTIFICATE OF OCCUPANCY**

CITY OF LOS ANGELES  
DEPARTMENT  
BUILDING AND SAFETY  
BUILDING DIVISION

Lot No.

Block #1

ROOM N-10

Tract

6143

Location of Building

631 S. Spring St.

Between which cross streets

6143 + 6144

USE FOR OR INDIVIDUAL PERSON

PARKING LOT OFFICE

Rooms

1. Purpose of building

SYSTEM AUTO PARKS

Phone 1-4-203

2. Owner

6143 + 6144

P.O. BOX 6144, Hollywood 57A

3. Owner's address

Phone 1-4-203

4. Licensed Architect

Phone

5. Licensed Engineer

Phone

6. Contractor

Phone

7. Contractor's address

Phone

8. LOCATION OF PROPOSED WORK

PARKING LOT OFFICE

9. State how many buildings now on lot and give use of each

1

PARKING LOT OFFICE

10. Size of new building

8' x 9'

No. Stories 1 Height to highest point 9' Size lot 60' x 155'

11. Material Exterior Walls

Wood

Type of flooring

CONC.

12. Footing: (a) With

(b) Size of Sheds

Material of Foot

13. Building and similar structures

(c) Size of Floor Joists

Size of Rafters

I hereby certify that the land of my knowledge and belief the above apply, that the building or construction work will comply with all laws, and that in the doing of the work I am not violating any provision of the Labor Code of the State of California relating to Work.

Signature

ROOM N-10

Sign here

PLAN CHECKING

ROOM N-10

Date

4-1-19

REINFORCED

CONCRETE

FEEES

ROOM N-10

Building No.

4-1-19

REINFORCED

CONCRETE

FEEES

ROOM N-10

Foundation

4-1-19

REINFORCED

CONCRETE

FEEES

ROOM N-10

Foundation

4-1-19

REINFORCED

CONCRETE

FEEES

ROOM N-10

Foundation

4-1-19

REINFORCED

CONCRETE

FEEES

ROOM N-10

Foundation

4-1-19

REINFORCED

CONCRETE

FEEES

ROOM N-10

Foundation

4-1-19

REINFORCED

CONCRETE

FEEES

ROOM N-10

Foundation

4-1-19

REINFORCED

CONCRETE

FEEES

ROOM N-10

Foundation

4-1-19

REINFORCED

CONCRETE

FEEES

ROOM N-10

Foundation

4-1-19

REINFORCED

CONCRETE

FEEES

ROOM N-10



2

# Application for Relocation of Building AND FOR A Certificate of Occupancy

CITY OF LOS ANGELES  
DEPARTMENT  
OF  
BUILDING AND SAFETY  
BUILDING DIVISION

From Lot 803 To Lot 523  
Tract Block 51 Suber map Tract 523  
Present location of building 602 (House Number and Street)  
New location of building 602 (House Number and Street)  
Between what cross streets 602 (House Number and Street)  
USE INK OR INDELIBLE PENCIL

Approved by  
City Engineer

Deputy

1. Present use of building single house Families \_\_\_\_\_ Rooms \_\_\_\_\_  
(Store, Dwelling, Apartment House, Motel or other purpose)  
2. Use of building AFTER Relocation same Families \_\_\_\_\_ Rooms \_\_\_\_\_  
3. Owner A. V. O. NEW DAKS Phone 9484051  
(Print Name)  
4. Owner's Address 247 Mt. View P.O. \_\_\_\_\_  
5. Certified Architect \_\_\_\_\_ State License No. \_\_\_\_\_ Phone \_\_\_\_\_  
6. Licensed Engineer none State License No. \_\_\_\_\_ Phone \_\_\_\_\_  
7. Contractor none State License No. \_\_\_\_\_ Phone \_\_\_\_\_  
8. Contractor's Address \_\_\_\_\_  
9. VALUATION OF PROPOSED WORK (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment thereto or thereon) \$100.00 with  
10. State how many buildings now on new lot and give use of each NONE Show new Plot Plan on back of Application  
11. Size of building to be moved 7.5x10 Number of stories high 1.4 Height to highest point \_\_\_\_\_  
12. Material Exterior Walls \_\_\_\_\_ Exterior framework \_\_\_\_\_  
13. Describe briefly all proposed construction and work: Aluminum building (Wood or Steel)

I certify that the issuance of this permit will not violate any deed restriction of record.

Owner (MUST BE SIGNED BY OWNER)

NEW CONSTRUCTION  
14. Size of Addition 50 x 100 Size of Lot \_\_\_\_\_ Number of Stories when complete \_\_\_\_\_  
15. Footing: Width 400 Depth in Ground \_\_\_\_\_ Width of Wall \_\_\_\_\_ Size of Floor Joists \_\_\_\_\_  
16. Size of Studs \_\_\_\_\_ x \_\_\_\_\_ Material of Floor \_\_\_\_\_ Size of Rafters \_\_\_\_\_ Type of Roofing \_\_\_\_\_

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Andrew Oakes X  
(Owner or Authorized Agent)

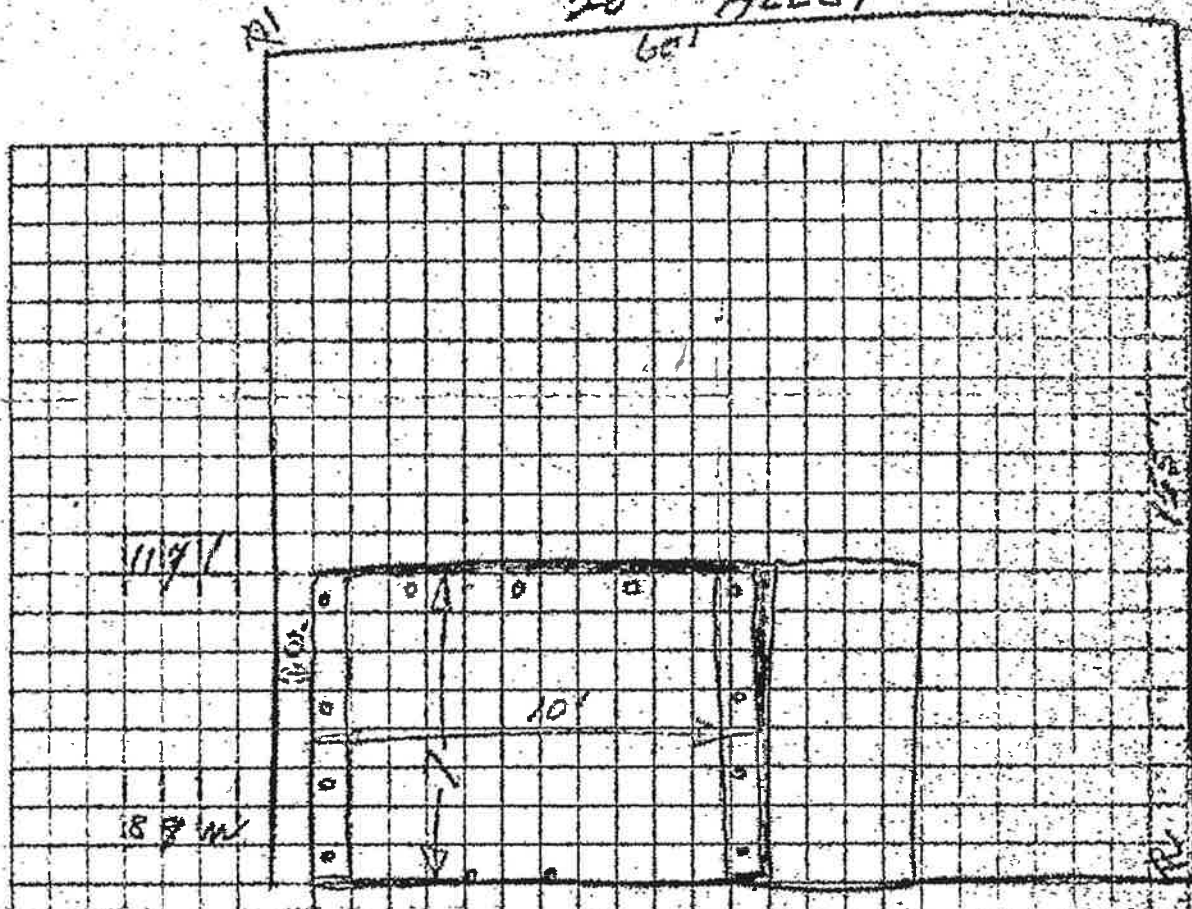
District Office \_\_\_\_\_ By \_\_\_\_\_

FOR DEPARTMENT USE ONLY					
PLAN CHECKING	Date Approved <u>1/12/51</u>	Surety Bond Posted	FEES		
Valuation \$ <u>125.00</u>	Bond For \$ <u>125.00</u>	Date <u>JAN 15 1951</u>	Investigation \$ <u>5</u>		
Fee \$ <u>5</u>			Bldg. Permit \$ <u>1.50</u>		
TYPE <u>IV</u>	MAXIMUM No. Occupants <u>10</u>	Key Lot <u>60 x 155</u>	Lot Area <u>90</u>	FL. rear alley	Chert
GROUP <u>C-1</u>	Plans and Specifications checked	Corner Lot Keyed <u>C/M</u>	Fire District <u>1</u>	FL. side alley	<u>Address</u>
For Plans Fee	Correction <u>5</u>	Eng. Line	Street Widening	District Map No. <u>5518</u>	
Filed with	Plans, Specifications and Application rechecked and approved	FL. _____	FL. _____	Application checked and approved <u>7 JAN 16 1951</u>	
		Sewer Capping Permit	Inspector		

TYPE OF RECEIPT	DATE ISSUED	TRACKER NO. (MD)	RECEIPT NO.	COPEA	FEK PAID
Application Fee	JAN 9 1951		K 33	12	
Plan Checking	JAN 12 1951		I A 2982		
Building Permit					

20' ALLEY

60'



50' 50'

Handwritten signature/initials

I, \_\_\_\_\_ owner have  
read and understand the  
above requirements.  
To be signed by the owner  
in the presence of a Sale-  
ction Inspector

11/2/51

Handwritten signature/initials

1

# APPLICATION TO ERECT A NEW BUILDING

~~AND FOR A~~  
~~Certificate of Occupancy~~

Form B-1  
CITY OF LOS ANGELES  
DEPARTMENT  
OF  
BUILDING AND SAFETY  
BUILDING DIVISION

Lot No. 1Tract. STORY TRACT 523Location of Building. 633 So Spring St.  
(House Number and Street)Approved by  
City EngineerBetween what cross streets? Sixth & Seventh

Deputy.

## USE INK OR INDELIBLE PENCIL

1. Purpose of building Auto Park Office Families        Rooms         
(Store, Dwelling, Apartment House, Hotel or other purpose)2. Owner Walt Auto Park & Garage Phone Man 8137  
(Print Name)3. Owner's Address 240 So Bell P. O. Los Angeles4. Certificated Architect        State        License No.        Phone       5. Licensed Engineer        State        License No.        Phone       6. Contractor Frederick J. Pettus State        License No.        Phone       7. Contractor's Address 13957 Greenbrier Bell Calif8. VALUATION OF PROPOSED WORK        including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon. \$ 200.009. State how many buildings NOW None on lot and give use of each.         
(Store, Dwelling, Apartment House, Hotel or other purpose)10. Size of new building        x        No. Stories        Height to highest point        Size lot 60 x 15511. Material Exterior Walls Wood Type of Roofing Comp

For Accessory Buildings and similar structures

(a) Footing: Width        Depth in Ground        Width of Wall       

(b) Size of Studs 2x4 Material of Floor Concrete

(c) Size of Floor Joists        x        Size of Rafters 2x4

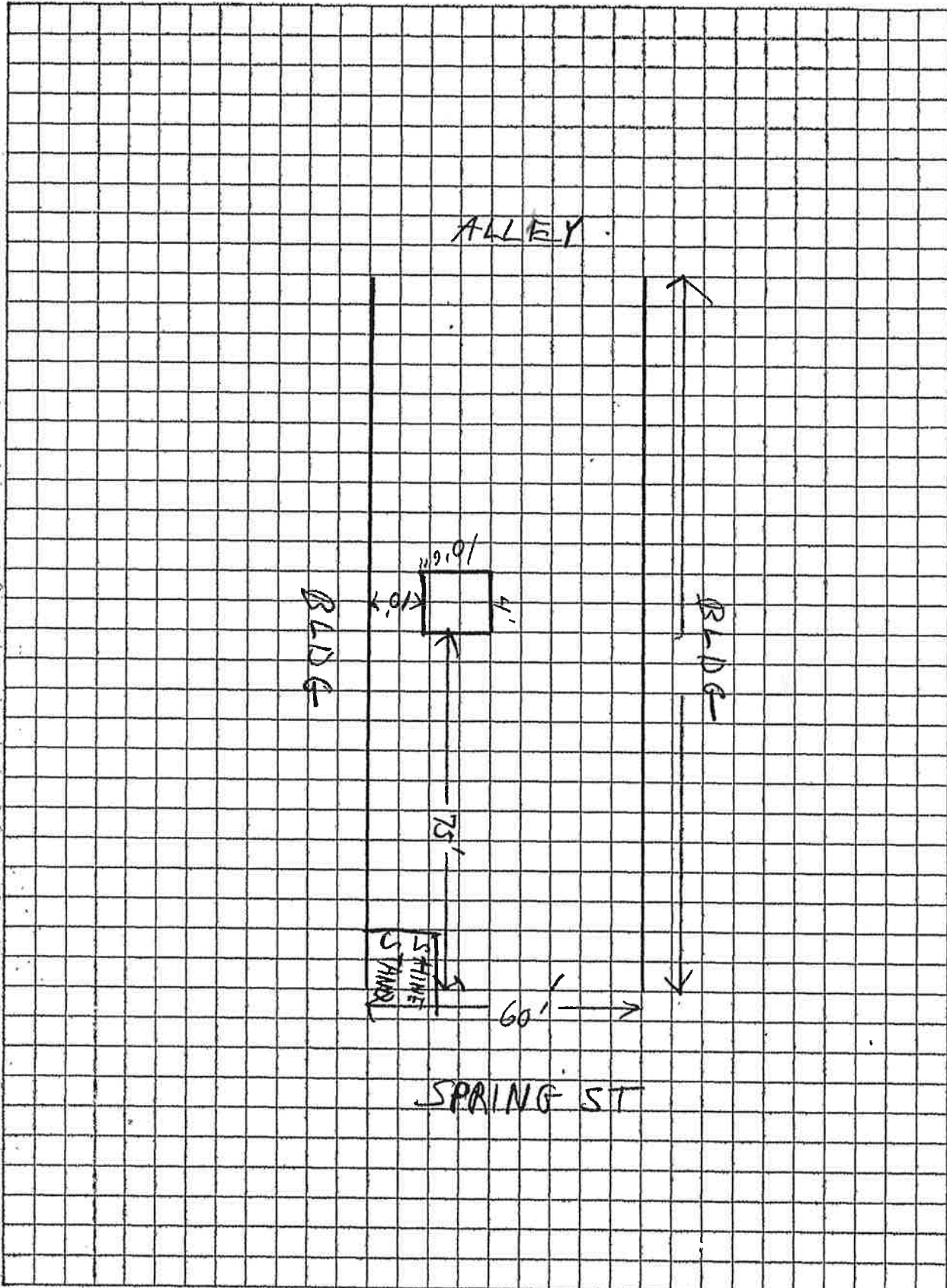
I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Walter M. Briggs  
(Owner or Authorized Agent)By Walter M. BriggsDISTRICT  
OFFICE

13 OF 14 FOR DEPARTMENT USE ONLY					
PLAN CHECKING					
Valuation \$ <u>2800</u>			Investigation Fee \$ <u>2.00</u>		
Fee \$ <u>5.00</u>			Bldg. Permit Fee \$ <u>2.00</u>		
				Total \$ <u>      </u>	
TYPE <u>PROV.</u>	Maximum No. Occupants <u>      </u>	Inside Lot <u>      </u>	Key Lot <u>      </u>	Lot Size <u>60 x 154+</u>	20 Ft. rear alley <u>      </u>
GROUP <u>STRICT.</u>	Plans and Specifications checked <u>      </u>	Corner Lot <u>      </u>	Corner Lot Keyed Zone <u>C-5</u>	Fire District <u>5518</u>	X Ft. side alley <u>      </u>
For Plans See <u>      </u>	Correction Verified <u>      </u>	Bldg. Line <u>      </u>	No. <u>      </u>	District Map No. <u>134-30-2</u>	Application checked and approved <u>      </u>
Filed with <u>      </u>	Plans/Specifications and Application rechecked and approved. <u>      </u>	Continuous Inspection <u>      </u>	FL. <u>      </u>	SPRINKLER Specified—Required Valuation Included Yes—No <u>      </u>	Inspector <u>      </u>

DO NOT WRITE BELOW THIS LINE

TYPE OF RECEIPT	DATE ISSUED	TRACER NO. (M)	RECEIPT NO.	CODE	FEE PAID
Plan Checking	OCT 15 1954	954	57222		
Supplemental Plan Checking	OCT 20 1954		LA 1344		
Building Permit					





APPLICATION FOR INSPECTION OF NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY										C-6		BAS B-1-Rev. 5-61			
CITY OF LOS ANGELES										DEPT. OF BUILDING AND SAFETY					
INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.										CENSUS TRACT					
1. LEGAL DESCR.	LOT	BLK.	TRACT							DIST. MAP	126-209				
2. PURPOSE OF BUILDING	(17) Restaurant STD PLAN # 280														
3. JOB ADDRESS	633 S. Spring St.														
4. BETWEEN CROSS STREETS	6th St. AND 7th St.														
5. OWNER'S NAME	Welma RK Inc 689-9335														
6. OWNER'S ADDRESS	864 S. Main St.														
7. ARCHITECT OR DESIGNER	Conley Pryor & Assoc SE 725 474-0078														
8. ENGINEER															
9. CONTRACTOR															
10. SIZE OF NEW BLDG.	STORIES	HEIGHT	NO. OF EXISTING BUILDINGS ON LOT AND USE												
8 x 18	1	12	none												
11. MATERIAL OF CONSTRUCTION	EXT. WALLS	ROOF	FLOOR												
masonry	conc blk	wood	conc												
12. JOB ADDRESS	633 S. Spring St.														
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING.	\$ 1,380														
PURPOSE OF BUILDING										VALUATION APPROVED					
(17) Restaurant										PLANS CHECKED					
TYPE III B GROUP G-2										PLANS APPROVED					
P.C. AREA 1394										TOTAL					
DWELL UNITS										APPLICANT APPROVED					
GUEST ROOMS										CONT. INSP.					
SPRINKLERS REQ'D SPECIFIED										FILE WITH					
P.C. No. NN 6891										INSPECTOR					
P.C.	494	S.P.C.		G.P.I.		B.P.	760	I.F.	/	O.S.		C/O		TYPYST	dw

100-100-100 48832 E :51740 W=28X 4.24  
 CASHIER

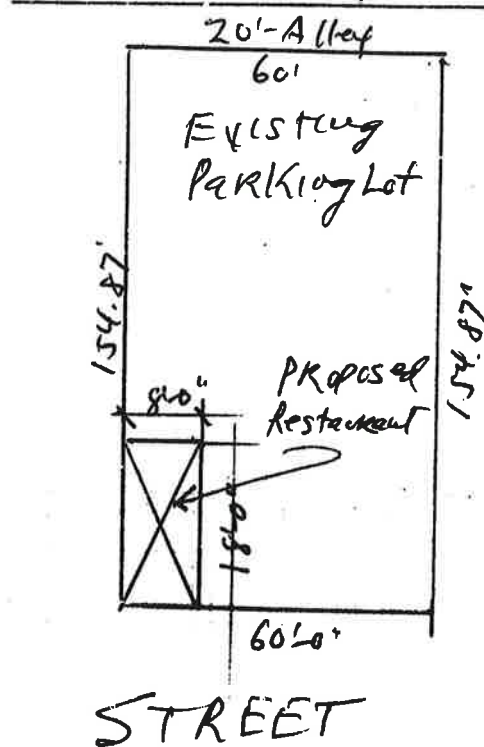
#### STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed	Walmark, Inc. [Signature]		Name	Dafton	Date	8/22/67
Bureau of Engineering	ADDRESS APPROVED		SEWERS AVAILABLE	SEWERS REM. 4th	8/22/67	
	DRIVEWAY APPROVED		HIGHWAY DEDICATION REQUIRED COMPLETED			
Conservation	FLOOD CLEARANCE APPROVED		APPROVED FOR ISSUE FILE #			
Planning	PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED		APPROVED UNDER CASE #			
Fire	APPROVED (TITLE 17) (L.A.M.C.-5700)		APPROVED FOR			
Traffic						

1467  
restaurant



CITY OF LOS ANGELES  
DEPT. OF BUILDING AND SAFETY

## 3 APPLICATION TO ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

INSTRUCTIONS: 1. Application to Complete Numbered Items Only  
2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT 1	BLK.	TRACT 523	CENSUS TRACT	DIST. MAP 126 209
2. PRESENT USE OF BUILDING	17 restaurant		NEW USE OF BUILDING	17 same & sun shelter	
3. JOB ADDRESS	633 S. Spring St.			FIRE DIST.	1 80
4. BETWEEN CROSS STREETS	6th St.	AND	7th St.	INSIDE COR. LOT KEY	REV. COR.
5. OWNER'S NAME	Alma RK Inc.			LOT SIZE	60X154.8
6. OWNER'S ADDRESS	634 S. Main St.			P.O. BOX	ZIP
7. ARCHITECT OR DESIGNER				STATE LICENSE NO.	PHONE
8. ENGINEER	Robert Haussler			STATE LICENSE NO.	PHONE
9. CONTRACTOR	owner			STATE LICENSE NO.	PHONE
10. SIZE OF EXISTING BLDG.	STORIES 1	HEIGHT 12	NO. OF EXISTING BUILDINGS ON LOT AND USE		none
11. MATERIAL OF CONSTRUCTION	EXT. WALLS conc blk.	ROOF wood	FLOOR conc	DPD	
12. JOB ADDRESS	633 S. Spring St.			DISTRICT OFFICE	LA
13. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	\$800			GRADING	/
14. NEW WORK: (Describe)	addn of sunshelter std. # 133			CRIT. SOIL	/
				HIGHWAY DED.	yes
NEW USE OF BUILDING		SIZE OF ADDITION		STORIES	HEIGHT
(17) Restaurant		18 x 30			
TYPE	GROUP	SPRINKLERS REQ'D SPECIFIED	VALUATION APPROVED		CONS.
MB/IV	G-2		Kaprielian		
BLDG. AREA	MAX OCC.	TOTAL	PLANS CHECKED		ZONED BY
402/540			Kaprielian		
DWELL. UNITS	GUEST ROOMS	SPACES PARKING	REQ'D PROVIDED	PLANS APPROVED	FILE NO. 1740/67
0	0	0	0	Kaprielian	
P.C. No. NN-7688	CONT. INSP.	Lic Fab		APPLICATION APPROVED	INSPECTOR
				Kaprielian	
P.C. 325	S.P.C.	G.P.I.	B.P. 500	I.F.	O.S.
					C/O
					TYPIST DM

Plan check expires six months after fee is paid. Permit expires one year after fee is paid or six month after fee is paid if construction is not commenced.

SEP 28-67 46625 5 •53793 X-2 CK 3.25  
SEP 28-67 46626 5 •53793 X-1 CK 5.00

### STATEMENT OF RESPONSIBILITY

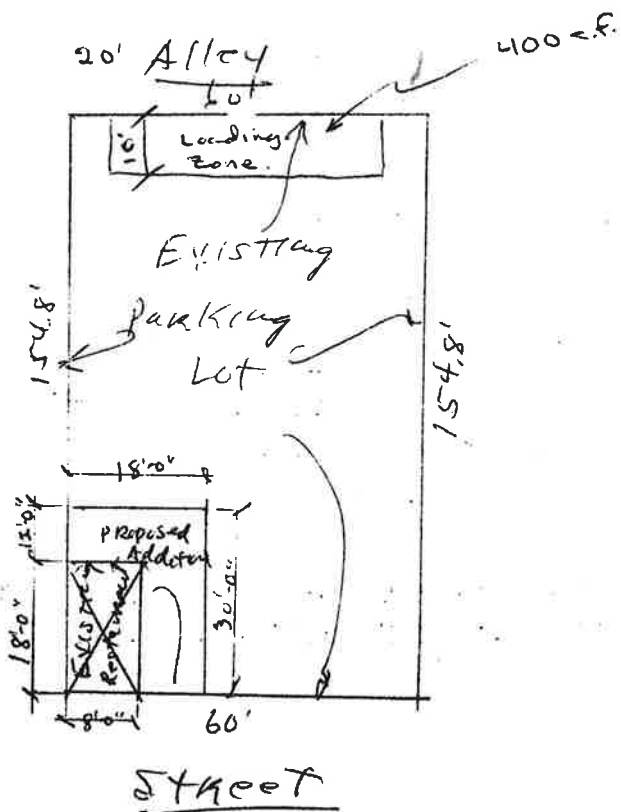
I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed Walter B. Inc. SA Name \_\_\_\_\_ Date \_\_\_\_\_  
(Owner or Agent)

Bureau of Engineering	ADDRESS APPROVED SEWERS AVAILABLE NOT AVAILABLE DRIVEWAY APPROVED HIGHWAY DEDICATION REQUIRED COMPLETED	<u>McConnell</u> 9-27-67
Conservation	FLOOD CLEARANCE APPROVED	
Plumbing	APPROVED FOR ISSUE	
Planning	FILE #	
Fire	PRIVATE SEWAGE DISPOSAL SYSTEM APPROVED	
Traffic	APPROVED UNDER CASE #	
	APPROVED (TITLE 19) (L.A.M.C.-579C)	
	APPROVED FOR	

1967  
Sun Shelter





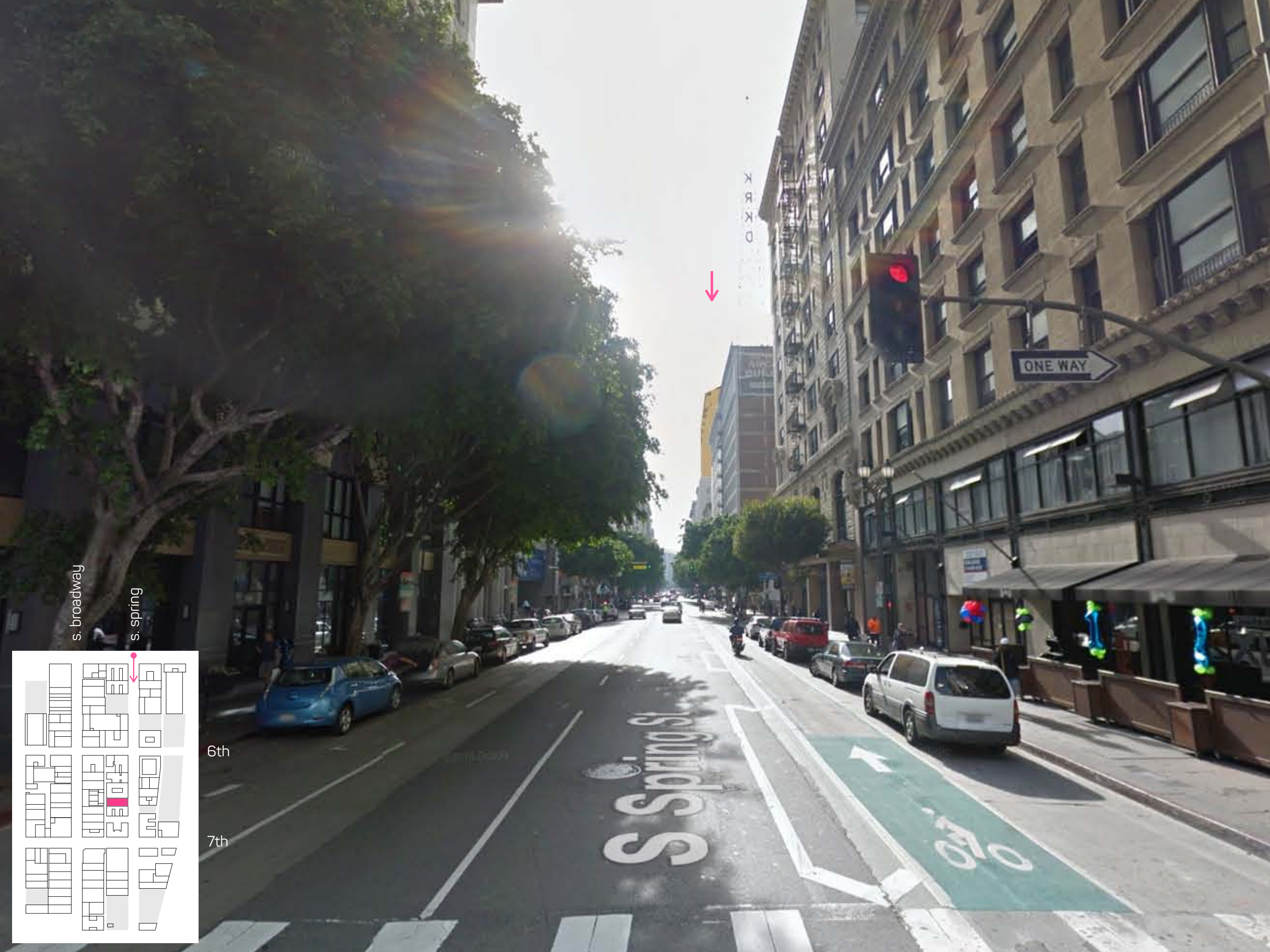
## Appendix D – Visual Impact Simulations

---

# SPRING STREET HOTEL

VIEW SHED STUDY

OCTOBER 12, 2016

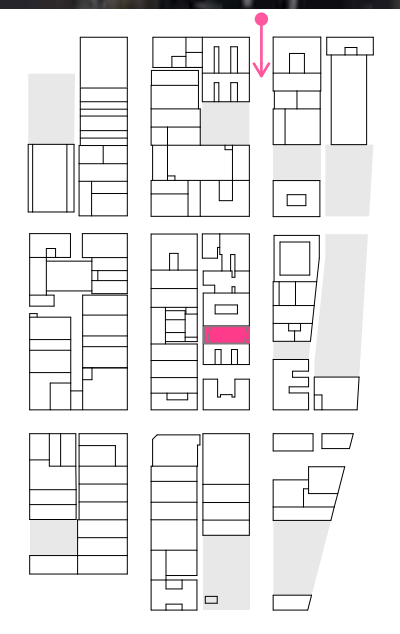


s. broadway

s. spring

6th

7th





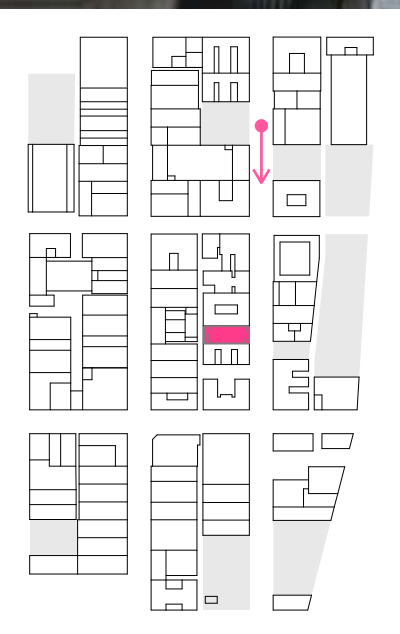


s. broadway

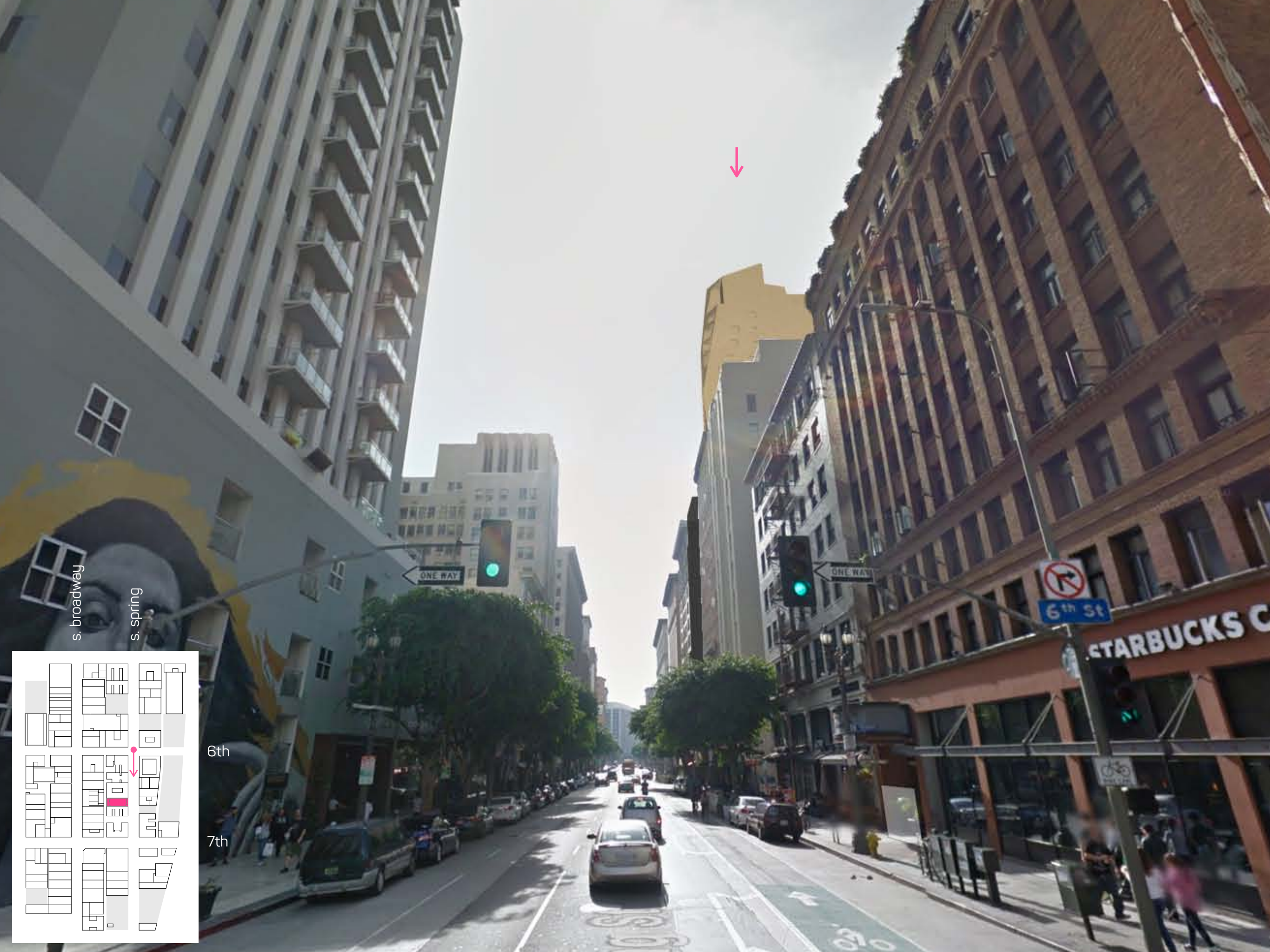
s. spring

6th

7th





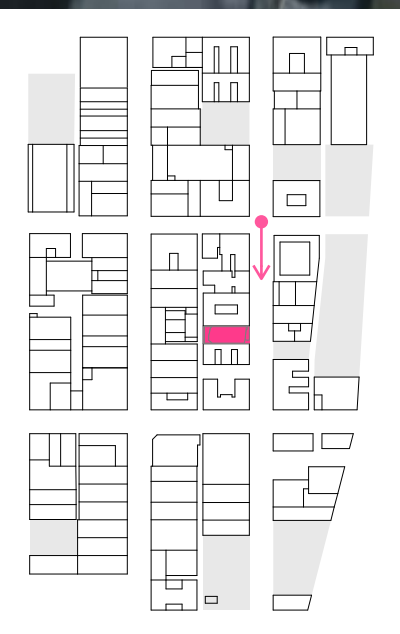


s. broadway

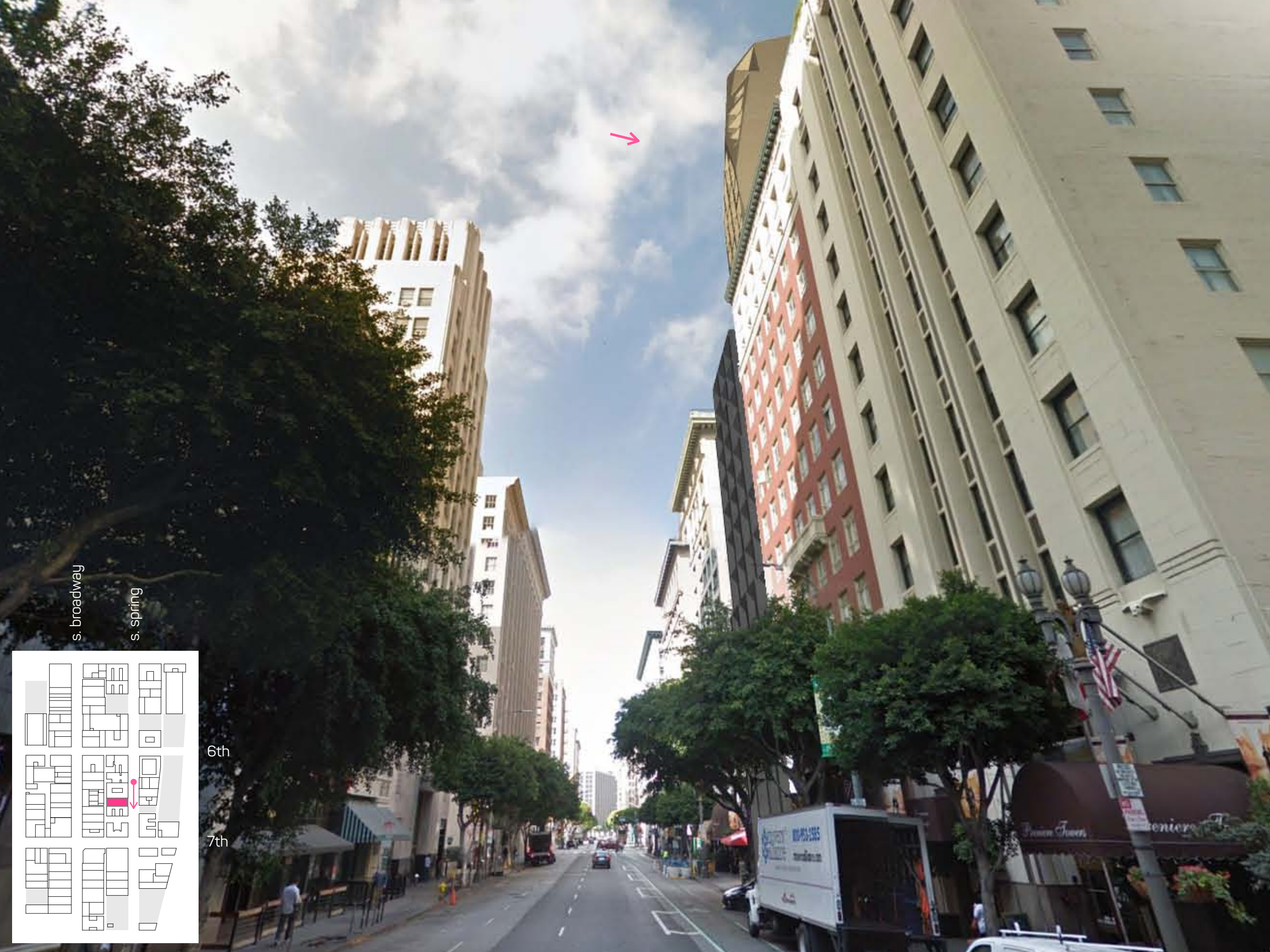
s. spring

6th

7th





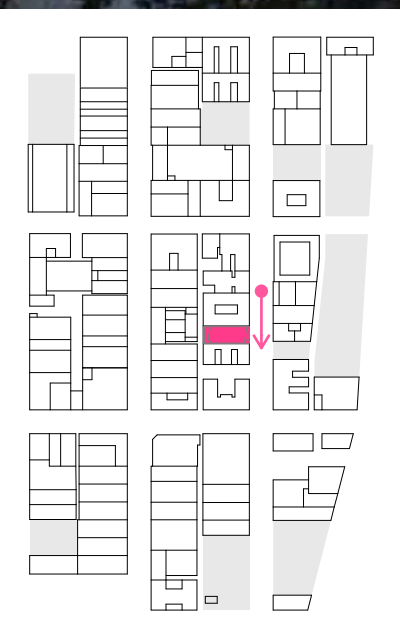


s. broadway

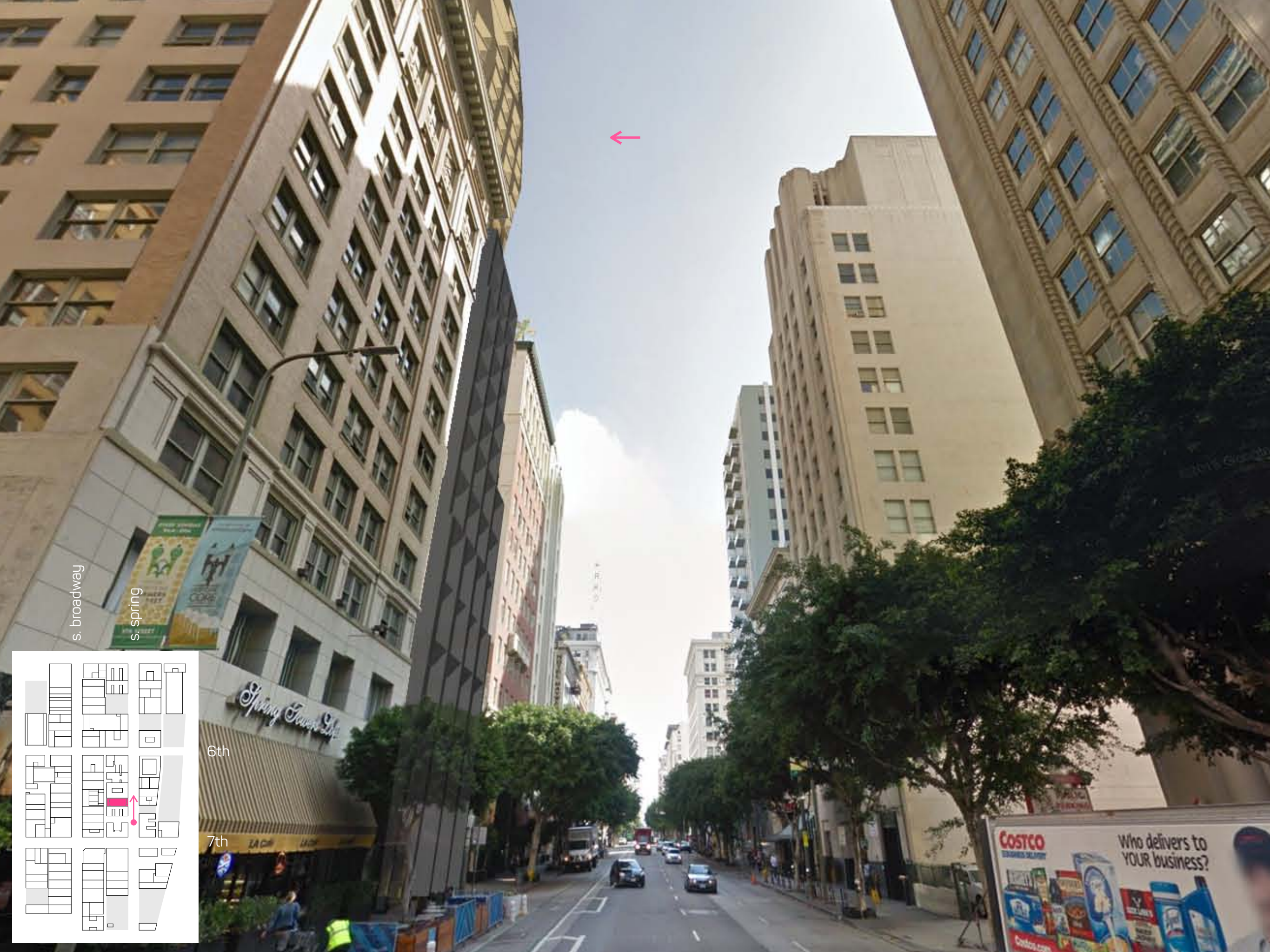
s. spring

6th

7th





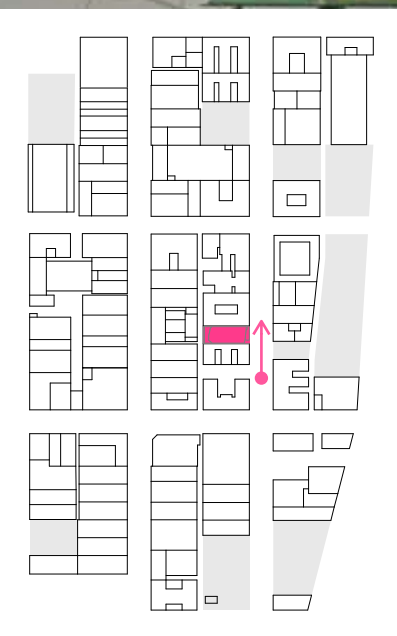


s. broadway

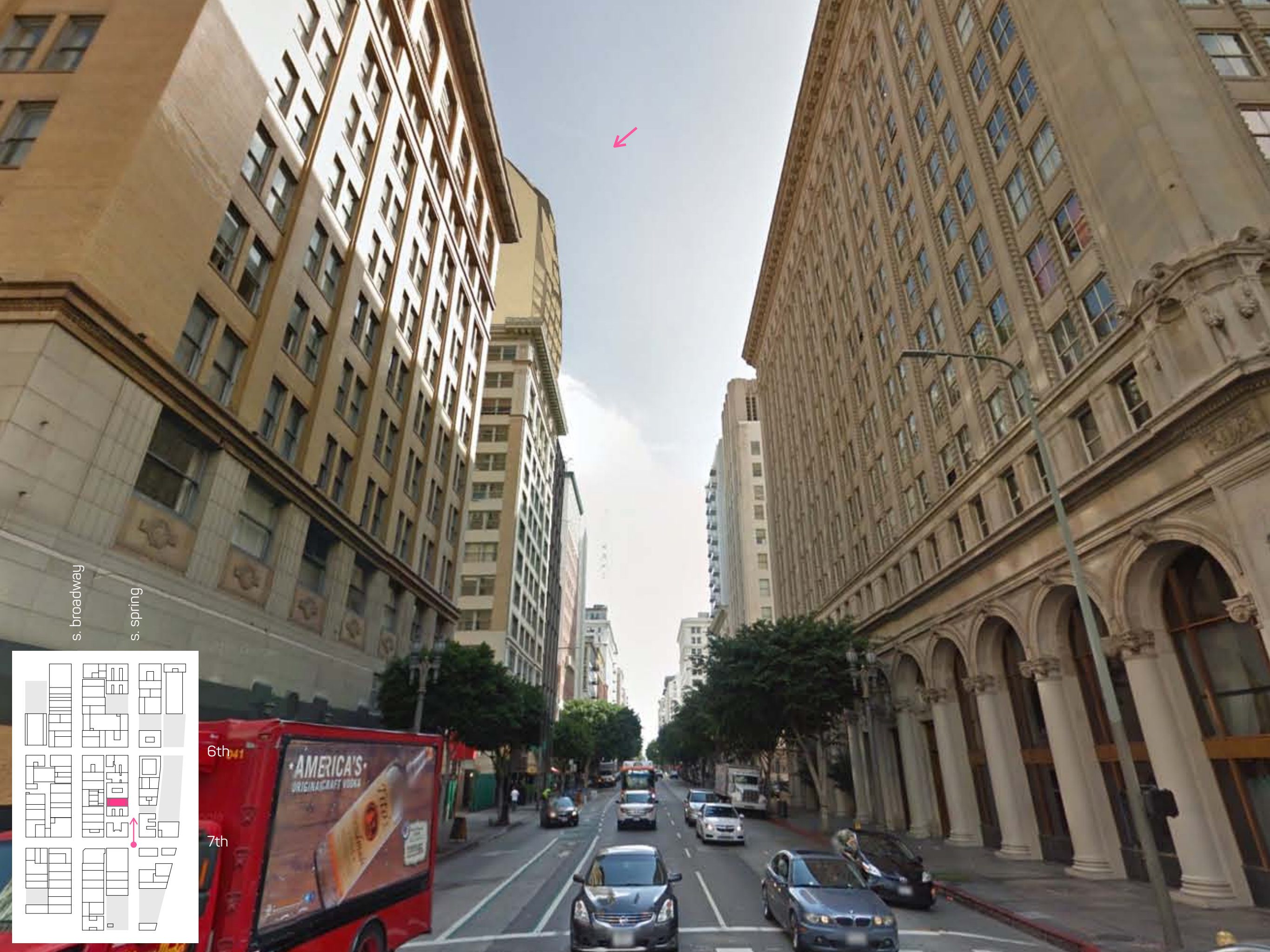
s. spring

6th

7th

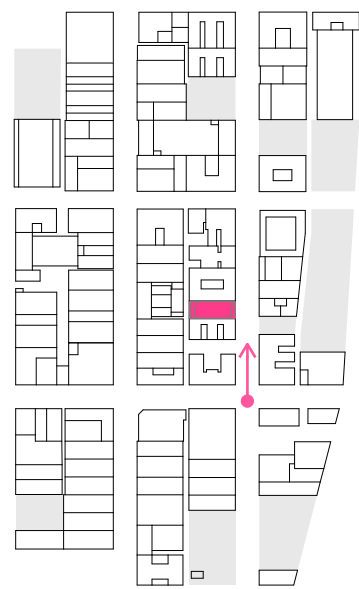






s. broadway

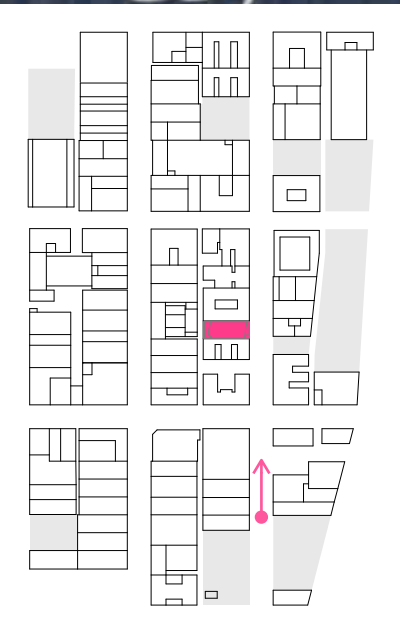
s. spring



6th

7th

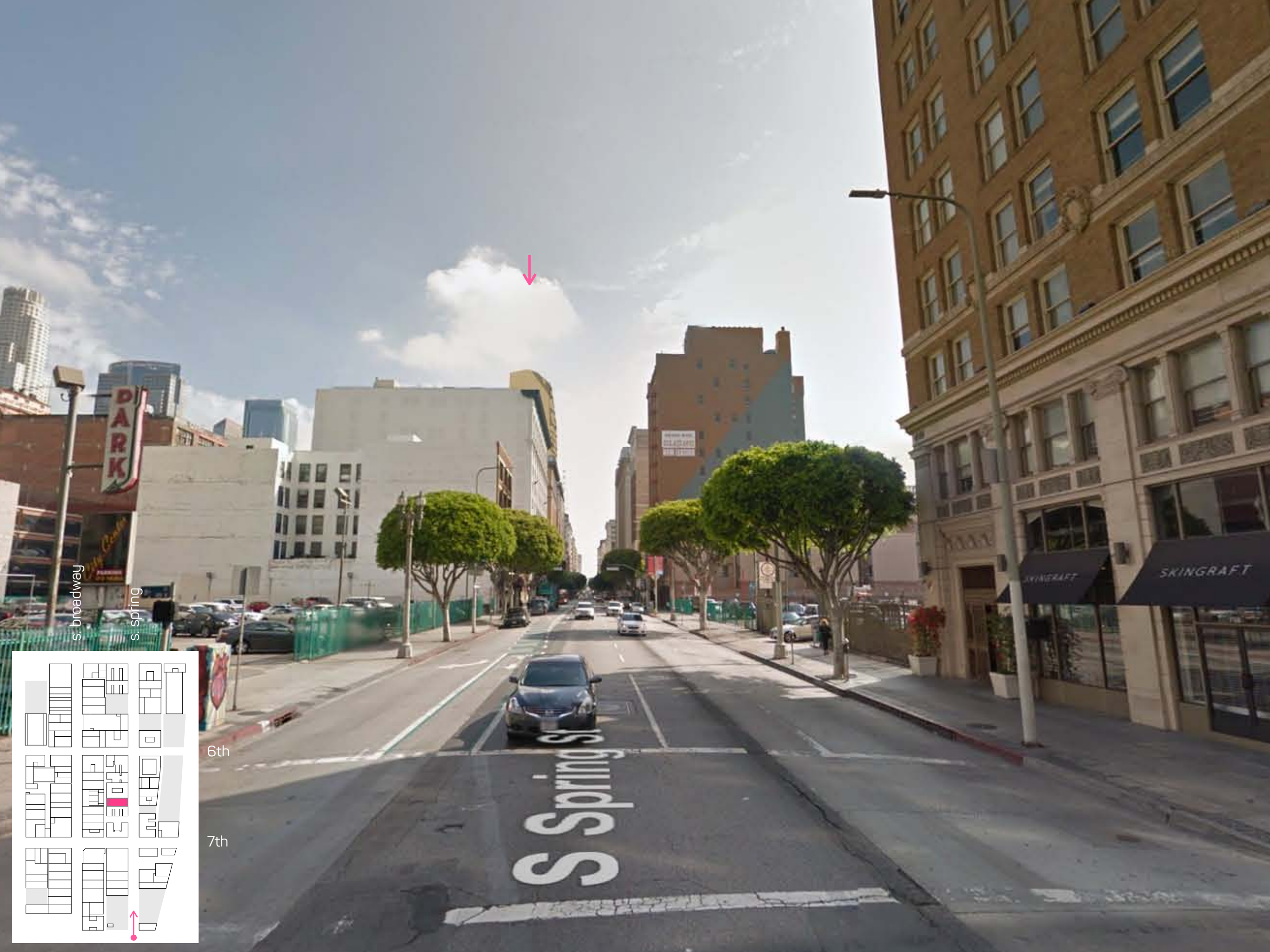




6th

7th



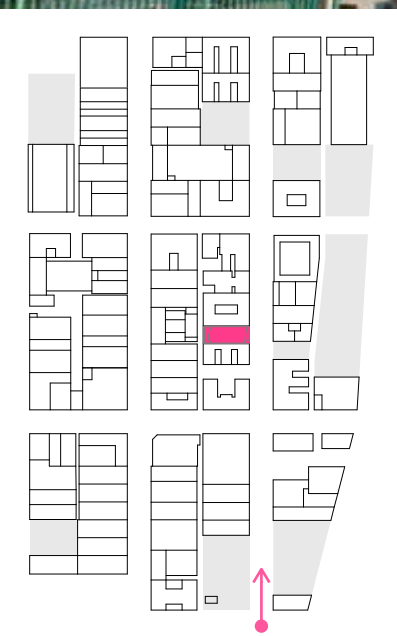


s. broadway

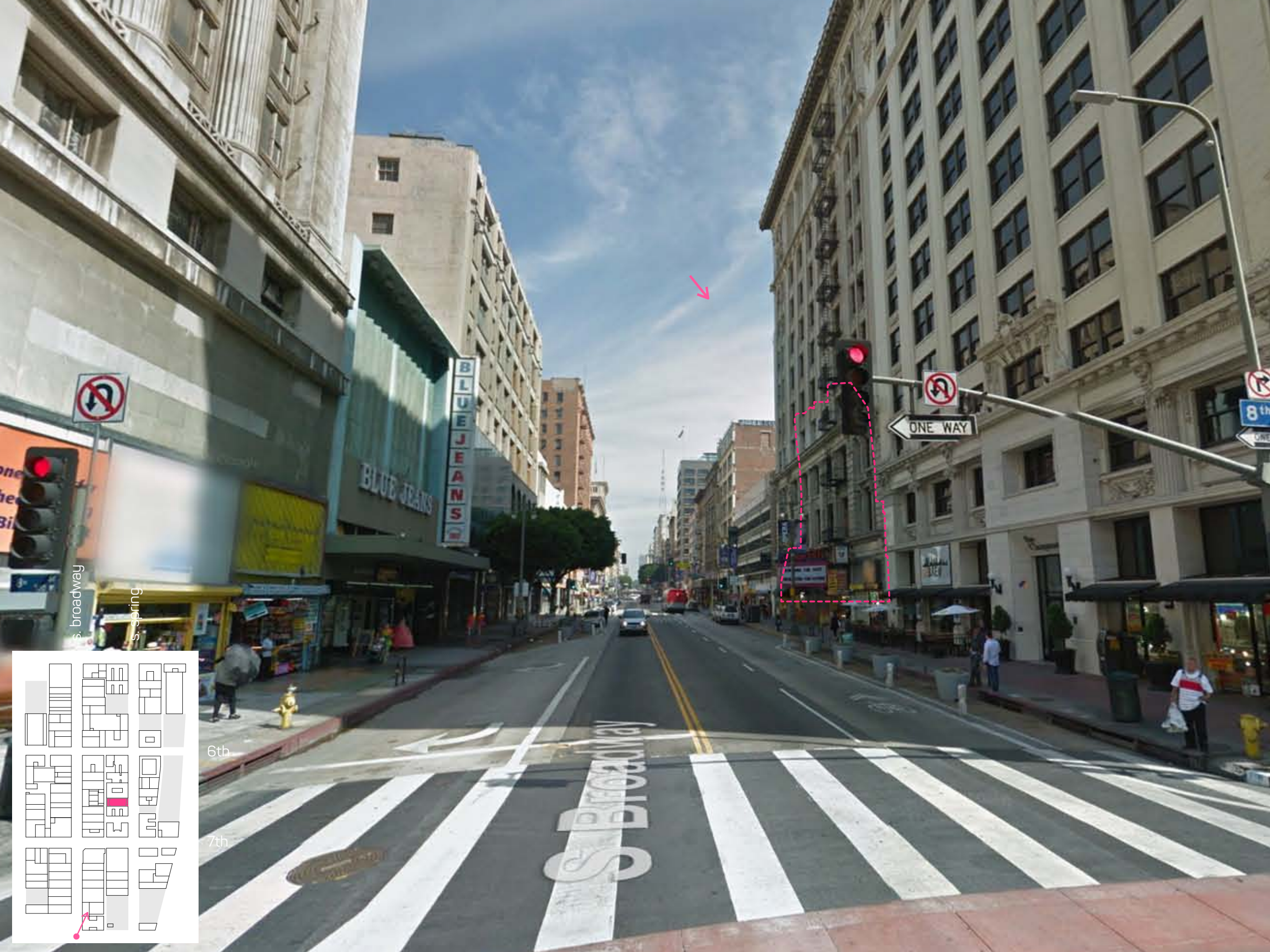
s. spring

6th

7th





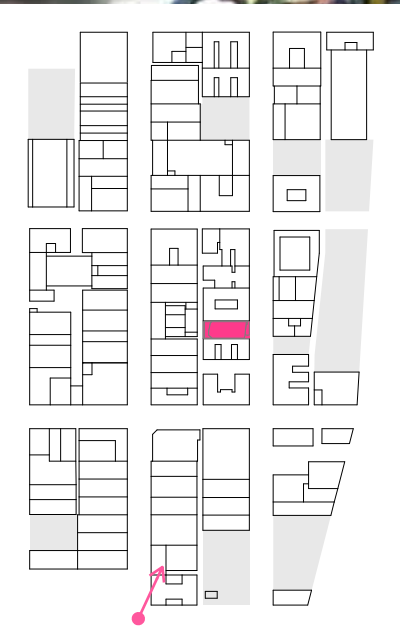


s. broadway

s. spring

6th

7th





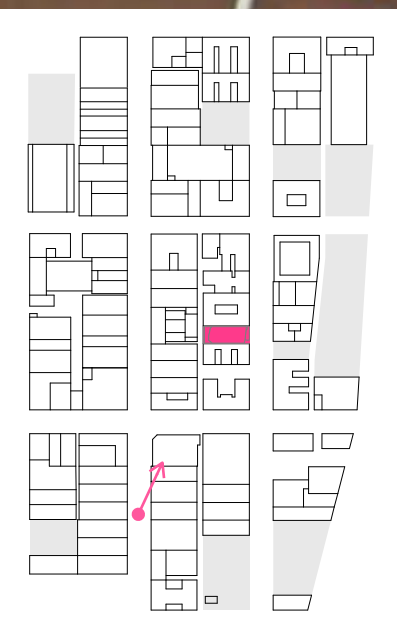


s. broadway

s. spring

6th

7th





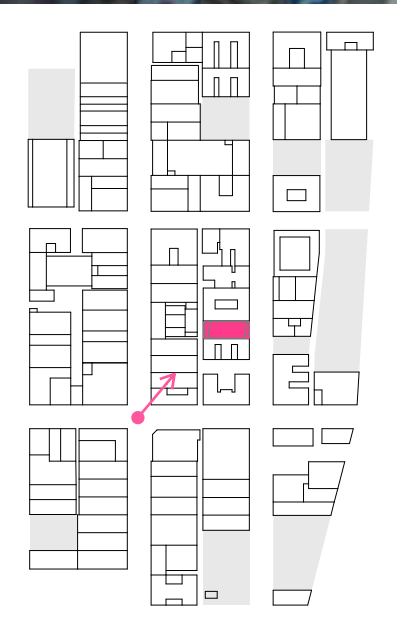


s. broadway

s. spring

6th

7th





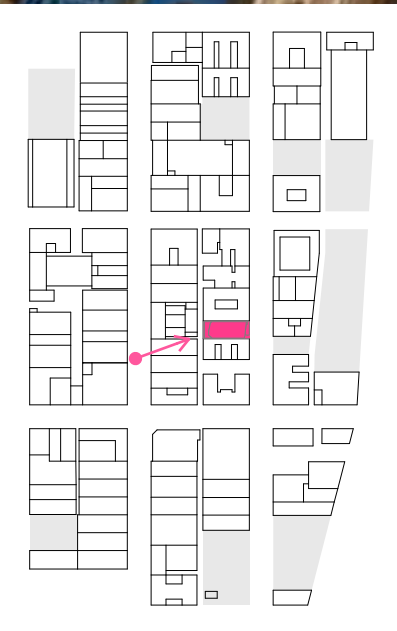


s: broadway

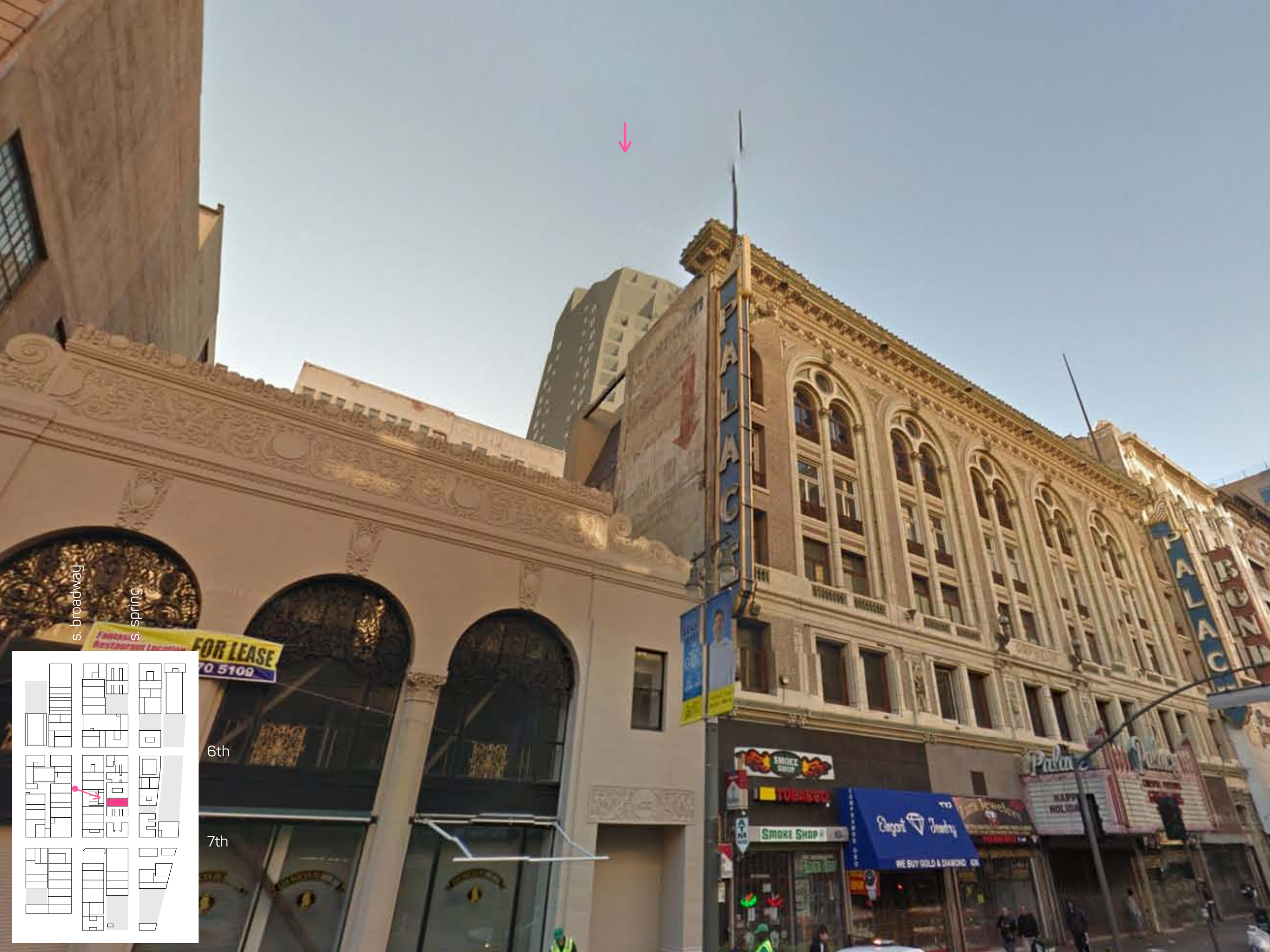
s: spring

6th

7th





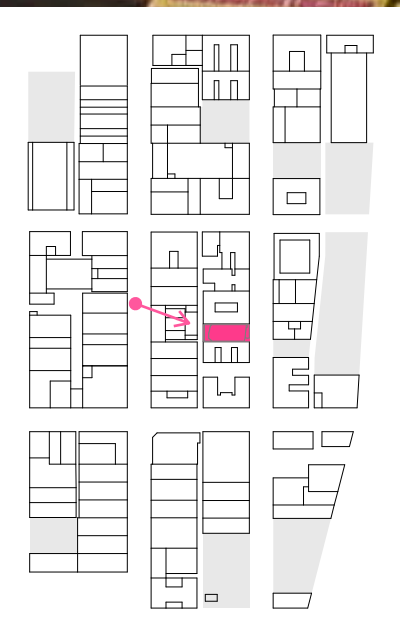


s. broadway

s. spring

6th

7th





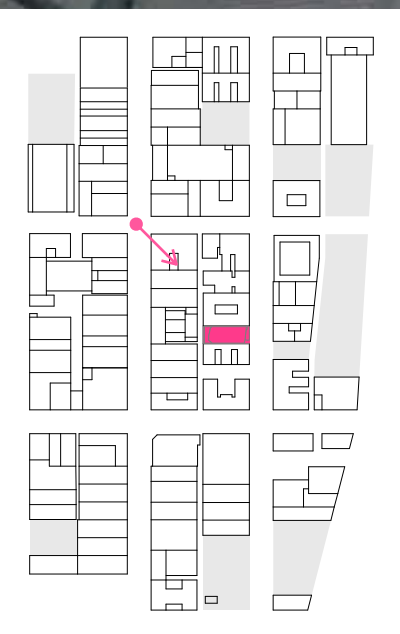


s. broadway

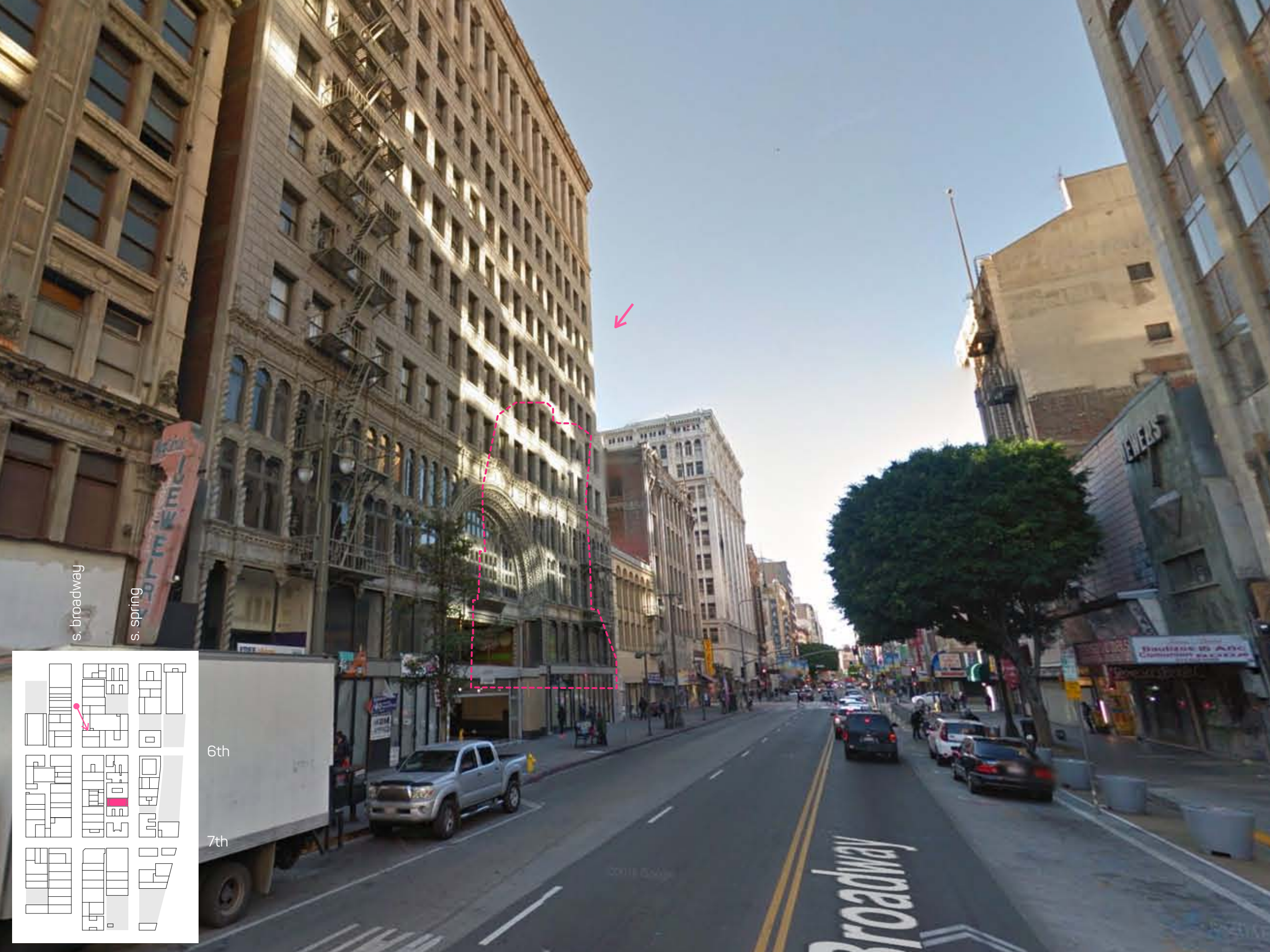
s. spring

6th

7th





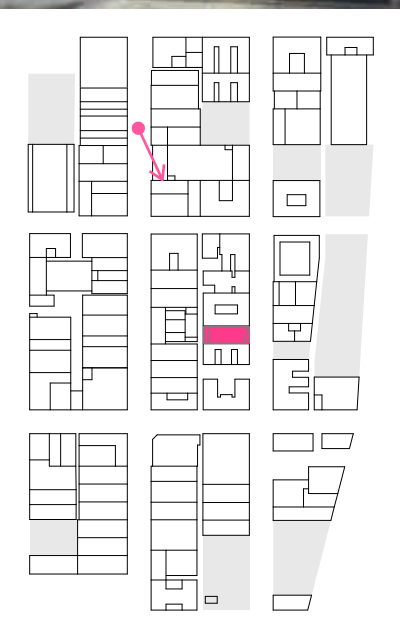


s. broadway

s. spring

6th

7th







s. broadway

s. spring

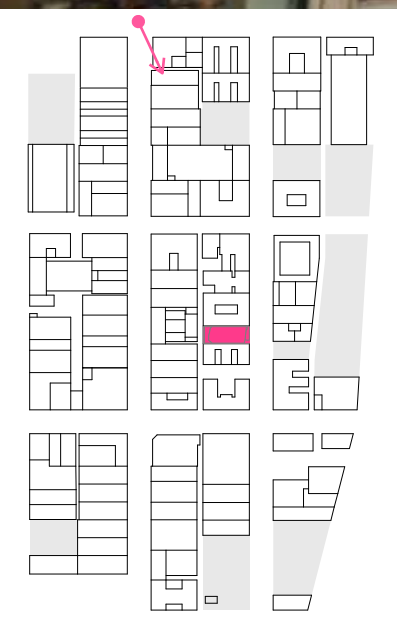
6th

7th

S Broadway



ONE WAY





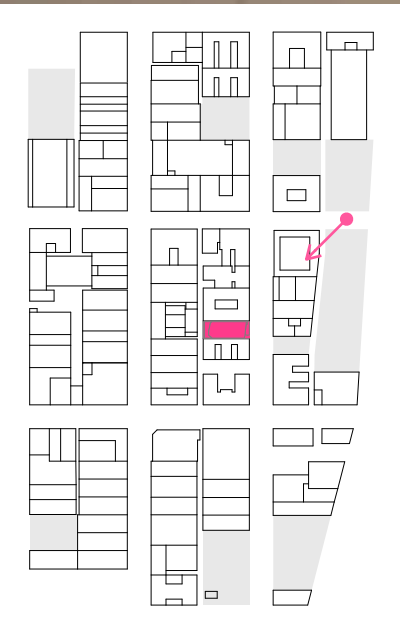


s. broadway

s. spring

6th

7th



## Appendix E – Record Search Results

---

## Report Detail: LA-00483

633 S Spring St

---

### Identifiers

*Report No.:* LA-00483

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Greenwood, Roberta S.

*Year:* 1978

*Title:* Archaeological Resources Survey the Proposed Downtown People Mover Project Corridor Area

*Affiliation:* Greenwood and Associates

*No. pages:*

*No. maps:*

*Attributes:* Literature search

*Inventory size:*

*Disclosure:*

*Collections:*

### General notes

#### Associated resources

<i>Primary No.</i>	<i>Trinomial</i>	<i>Name</i>
P-19-120015		Burial

*No. resources:* 1

*Has informals:*

#### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD, LOS ANGELES

*Address:*

*PLSS:*

#### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 5/5/2008 jay

*Last modified:*

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	5/6/2008	jay	Appended records from old Surveys database.
--	----------	-----	---

*Record status:*

## Report Detail: LA-01578

633 S Spring St

---

### Identifiers

*Report No.:* LA-01578

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Anonymous

*Year:* 1983

*Title:* Technical Report Archaeological Resources Los Angeles Rapid Rail Transit Project Draft Environmental Impact Statement and Environmental Impact Report

*Affiliation:* Westec Services, Inc.

*No. pages:* 34

*No. maps:*

*Attributes:* Archaeological, Field study

*Inventory size:* 18 ac

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* BURBANK, LOS ANGELES

*Address:*

*PLSS:*

### Database record metadata

	<i>Date</i>	<i>User</i>
--	-------------	-------------

<i>Entered:</i>	5/5/2008	jay
-----------------	----------	-----

<i>Last modified:</i>	8/6/2014	agarcia
-----------------------	----------	---------

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	5/6/2008	jay	Appended records from old Surveys database.
--	----------	-----	---

*Record status:*



## Report Detail: LA-01642

633 S Spring St

---

### Identifiers

*Report No.:* LA-01642

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Costello, Julia G.

*Year:* 1980

*Title:* Los Angeles Downtown People Mover Program Archaeological Resources Survey: Phase II Evaluation of Significance and Recommendations for Future Actions

*Affiliation:* Science Applications Inc.

*No. pages:*

*No. maps:*

*Attributes:* Literature search

*Inventory size:*

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* LOS ANGELES

*Address:*

*PLSS:*

### Database record metadata

	<i>Date</i>	<i>User</i>
--	-------------	-------------

<i>Entered:</i>	5/5/2008	jay
-----------------	----------	-----

<i>Last modified:</i>	12/16/200	agarcia
-----------------------	-----------	---------

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	5/6/2008	jay	Appended records from old Surveys database.
--	----------	-----	---

*Record status:*

## Report Detail: LA-01643

633 S Spring St

---

### Identifiers

*Report No.:* LA-01643

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Costello, Julia G.

*Year:* 1981

*Title:* Los Angeles Downtown People Mover Program Archaeological Resources Survey Phase 3

*Affiliation:*

*No. pages:*

*No. maps:*

*Attributes:* Archaeological, Field study

*Inventory size:*

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD, LOS ANGELES

*Address:*

*PLSS:*

### Database record metadata

	<i>Date</i>	<i>User</i>
--	-------------	-------------

<i>Entered:</i>	5/5/2008	jay
-----------------	----------	-----

*Last modified:*

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	5/6/2008	jay	Appended records from old Surveys database.

*Record status:*

## Report Detail: LA-03103

633 S Spring St

---

### Identifiers

*Report No.:* LA-03103

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Greenwood, Roberta S.

*Year:* 1993

*Title:* Cultural Resources Impact Mitigation Program Angeles Metro Red Line Segment 1

*Affiliation:*

*No. pages:* 419

*No. maps:*

*Attributes:* Monitoring

*Inventory size:* 4 li mi

*Disclosure:*

*Collections:*

### General notes

#### Associated resources

<i>Primary No.</i>	<i>Trinomial</i>	<i>Name</i>
P-19-000007	CA-LAN-000007/H	UNION STATION; LA CHINATO
P-19-000887	CA-LAN-000887H	Las Placitas, La Placita de Dolor
P-19-001575	CA-LAN-001575/H	MR-1

*No. resources:* 3

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* LOS ANGELES

*Address:*

*PLSS:*

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

<i>Entered:</i> 5/5/2008	jay
--------------------------	-----

<i>Last modified:</i> 8/6/2014	agarcia
--------------------------------	---------

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	5/6/2008	jay	Appended records from old Surveys database.
--	----------	-----	---

*Record status:*

## Report Detail: LA-03496

633 S Spring St

---

### Identifiers

*Report No.:* LA-03496

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Anonymous

*Year:*

*Title:* Draft Environmental Impact Report Transit Corridor Specific Plan Park Mile Specific Plan Amendments

*Affiliation:* Unknown

*No. pages:* 65

*No. maps:*

*Attributes:* Management/planning

*Inventory size:* 18.6 li mi

*Disclosure:* Not for publication

*Collections:* No

### General notes

#### Associated resources

<i>Primary No.</i>	<i>Trinomial</i>	<i>Name</i>
P-19-000159	CA-LAN-000159/H	La Brea Tar Pits
P-19-001945	CA-LAN-001945H	Campo de Cahuenga, Feliz Ado

*No. resources:* 2

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* BURBANK, HOLLYWOOD, LOS ANGELES, VAN NUYS

*Address:*

*PLSS:*

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

<i>Entered:</i> 5/5/2008	jay
--------------------------	-----

<i>Last modified:</i> 2/4/2013	agarcia
--------------------------------	---------

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	5/6/2008	jay	Appended records from old Surveys database.
--	----------	-----	---

	2/4/2013	agarcia	Data updated, already mapped. Removed from unmappable folder.
--	----------	---------	---

*Record status:*

## Report Detail: LA-04467

633 S Spring St

---

### Identifiers

*Report No.:* LA-04467

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Hatheway, Roger G. and Richard Starzak

*Year:* 1983

*Title:* Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District

*Affiliation:* Roger G. Hatheway & Associates

*No. pages:*

*No. maps:*

*Attributes:* Architectural/historical, Evaluation, Other research

*Inventory size:*

*Disclosure:*

*Collections:*

### General notes

### Associated resources

<i>Primary No.</i>	<i>Trinomial</i>	<i>Name</i>
P-19-166858		Irvine Block-Byrne Bldg
P-19-166861		OT Johnson Block #4
P-19-166862		Nelson Bldg
P-19-166863		OT Johnson Bldg
P-19-166867		OT Johnson Bldg #2
P-19-166870		Cameo Theater
P-19-166871		Eden Hotel
P-19-166876		Los Angeles Theater
P-19-166877		Schaber's Cafeteria
P-19-166881		Joseph E Carr Bldg
P-19-166882		Lankershim Hotel
P-19-166884		J D Hooker Apt Bldg
P-19-166885		F W Woolworth
P-19-166890		Rialto Theater
P-19-166901		Chester Williams Bldg
P-19-166903		Eshman Bldg
P-19-166905		Bradbury Bldg
P-19-166906		Fletcher Tailoring Co
P-19-166910		Newmark Bldg, Parmalee Bldg
P-19-166911		Barker Brothers Bldg
P-19-166912		Park Realty Bldg, Walter Lindley
P-19-166917		Remick Bldg, Levis
P-19-166919		Cheney Block
P-19-166921		Broadway Theater & Commercial
P-19-166923		Wurlitzer Bldg
P-19-166924		United Artists Theatre
P-19-166982		Boston Dry Goods Store
P-19-173175		Blackstone's Dept Store
P-19-173176		Western Costume Bldg
P-19-174099		Clifton's Brookdale Cafeteria Ter
P-19-175036		Blackstone Bldg
P-19-175037		Shannon Bldg
P-19-175040		Judson's/Judson's

*No. resources:* 33

*Has informals:*

## Report Detail: LA-04467

633 S Spring St

---

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address:*

*PLSS:*

### Database record metadata

*Date      User*

*Entered:* 5/5/2008   jay

*Last modified:*

*IC actions:   Date      User*

5/6/2008   jay

*Action taken*

Appended records from old Surveys database.

*Record status:*



## Report Detail: LA-04834

633 S Spring St

---

### Identifiers

*Report No.:* LA-04834

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Ashkar, Shahira

*Year:* 1999

*Title:* Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties

*Affiliation:* Jones & Stokes Associates, Inc.

*No. pages:*

*No. maps:*

*Attributes:* Archaeological, Field study

*Inventory size:* 23.5 line miles

*Disclosure:*

*Collections:*

### General notes

Same as OR2094

### Associated resources

<i>Primary No.</i>	<i>Trinomial</i>	<i>Name</i>
P-19-186110		Union Pacific RR, Hobart Tower
P-19-186111		Bellflower RR Depot
P-30-176630		Southern Pacific and Union Rail

*No. resources:* 3

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* ANAHEIM, HOLLYWOOD, LA HABRA, LONG BEACH, LOS ALAMITOS, LOS ANGELES, SOUTH GATE, WHITTIER

*Address:*

*PLSS:*

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

<i>Entered:</i> 5/5/2008	jay
--------------------------	-----

*Last modified:*

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	5/6/2008	jay	Appended records from old Surveys database.

*Record status:*

## Report Detail: LA-04836

633 S Spring St

---

### Identifiers

*Report No.:* LA-04836

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):*

*Year:* 2000

*Title:* Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project

*Affiliation:* Science Applications International Corporation

*No. pages:*

*No. maps:*

*Attributes:* Archaeological, Field study

*Inventory size:* 200 miles

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD, INGLEWOOD, LOS ANGELES, SOUTH GATE, VENICE

*Address:*

*PLSS:*

### Database record metadata

	<i>Date</i>	<i>User</i>
--	-------------	-------------

<i>Entered:</i>	5/5/2008	jay
-----------------	----------	-----

*Last modified:*

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	5/6/2008	jay	Appended records from old Surveys database.

*Record status:*

## Report Detail: LA-06394

633 S Spring St

---

### Identifiers

*Report No.:* LA-06394

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Milosfsky, Michali

*Year:* 1990

*Title:* California Theater, Historic Structures Report

*Affiliation:* Milofsky and Michali Architects

*No. pages:*

*No. maps:*

*Attributes:* Architectural/historical

*Inventory size:* 0

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address:*

*PLSS:*

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

<i>Entered:</i> 5/5/2008	jay
--------------------------	-----

*Last modified:*

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	5/6/2008	jay	Appended records from old Surveys database.
--	----------	-----	---

*Record status:*

## Report Detail: LA-06413

633 S Spring St

---

### Identifiers

*Report No.:* LA-06413

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Duke, Curt

*Year:* 2001

*Title:* Cultural Resource Assessment Cingular Wireless Facility No. Sm 104-01, Los Angeles County, California

*Affiliation:* LSA Associates, Inc.

*No. pages:*

*No. maps:*

*Attributes:* Literature search

*Inventory size:* 0.25 ac

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address:*

*PLSS:*

### Database record metadata

	<i>Date</i>	<i>User</i>
--	-------------	-------------

<i>Entered:</i>	5/5/2008	jay
-----------------	----------	-----

*Last modified:*

<i>IC actions:</i>	<i>Date</i>	<i>User</i>
--------------------	-------------	-------------

	5/6/2008	jay
--	----------	-----

*Action taken*

Appended records from old Surveys database.

*Record status:*

## Report Detail: LA-06440

633 S Spring St

---

### Identifiers

*Report No.:* LA-06440

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Mason, Roger D.

*Year:* 2001

*Title:* Proposed Verizon Wireless Facility: Pershing Square (99800089) in the City and County of Los Angeles, California

*Affiliation:* Chambers Group, Inc.

*No. pages:*

*No. maps:*

*Attributes:* Literature search

*Inventory size:* .25 ac

*Disclosure:*

*Collections:*

### General notes

DOE:19-01-0810-0000

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address:*

*PLSS:*

### Database record metadata

	<i>Date</i>	<i>User</i>
--	-------------	-------------

<i>Entered:</i>	5/5/2008	jay
-----------------	----------	-----

*Last modified:*

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	5/6/2008	jay	Appended records from old Surveys database.
--	----------	-----	---

*Record status:*

## Report Detail: LA-06446

633 S Spring St

---

### Identifiers

*Report No.:* LA-06446

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Mason, Roger D.

*Year:* 2000

*Title:* Proposed At&t Wireless Services Facility: 7th Hill (r282) in the City of Los Angeles, Los Angeles County, California

*Affiliation:* Chambers Group, Inc.

*No. pages:*

*No. maps:*

*Attributes:* Literature search

*Inventory size:* 0.25 ac

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address:*

*PLSS:*

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

<i>Entered:</i> 5/5/2008	jay
--------------------------	-----

*Last modified:*

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	5/6/2008	jay	Appended records from old Surveys database.
--	----------	-----	---

*Record status:*



## Report Detail: LA-06449

633 S Spring St

---

### Identifiers

*Report No.:* LA-06449

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Bonner, Wayne H.

*Year:* 2002

*Title:* Cultural Resources Survey Report for an At&t Wireless Services Telecommunications Facility: Cell Site 7th Hill (r282) in the City of Los Angeles, Los Angeles County, California Section 106 Historic 701 S. Hill Street Los Angeles

*Affiliation:* Chamabers Group, Inc.

*No. pages:*

*No. maps:*

*Attributes:* Architectural/historical, Evaluation, Literature search

*Inventory size:* .25 ac

*Disclosure:*

*Collections:*

### General notes

19-173189 is listed as 701 S. Hill in State Historic Resources Inventoryt but project address is listed as 404 W. 7th

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address:*

*PLSS:*

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

<i>Entered:</i> 5/5/2008	jay
--------------------------	-----

*Last modified:*

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	5/6/2008	jay	Appended records from old Surveys database.
--	----------	-----	---

*Record status:*

## Report Detail: LA-06920

633 S Spring St

---

### Identifiers

*Report No.:* LA-06920

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Duke, Curt and Judith Marvin

*Year:* 2003

*Title:* Cultural Resource Assessment Cingular Wireless Facility No. Sm 104-08 City and County of Los Angeles, California

*Affiliation:* LSA Associates, Inc.

*No. pages:*

*No. maps:*

*Attributes:* Archaeological, Evaluation, Field study

*Inventory size:* .25 ac

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* LOS ANGELES

*Address:*

*PLSS:*

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

<i>Entered:</i> 5/5/2008	jay
--------------------------	-----

*Last modified:*

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	5/6/2008	jay	Appended records from old Surveys database.
--	----------	-----	---

*Record status:*

## Report Detail: LA-08026

633 S Spring St

---

### Identifiers

*Report No.:* LA-08026

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Carrico, Richard L.

*Year:* 1985

*Title:* Treatment Plan for Potential Cultural Resources Within Proposed Metro Rail Subway Station Locations in Metropolitan Los Angeles, California

*Affiliation:* Westec Services, Inc.

*No. pages:*

*No. maps:*

*Attributes:* Management/planning, Other research

*Inventory size:* ~80 ac

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD, LOS ANGELES

*Address:*

*PLSS:*

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

<i>Entered:</i> 5/5/2008	jay
--------------------------	-----

*Last modified:*

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	5/6/2008	jay	Appended records from old Surveys database.
--	----------	-----	---

*Record status:*

## Report Detail: LA-08754

633 S Spring St

---

### Identifiers

*Report No.:* LA-08754

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Bonner, Wayne H. and Kathleen A. Crawford

*Year:* 2007

*Title:* Cultural Resources Records Search and Site Visit Results for T-mobile Candidate La03104k (california Jewelry), 607 South Hill Street, Los Angeles, Los Angeles County, California

*Affiliation:* Michael Brandman Associates

*No. pages:*

*No. maps:*

*Attributes:* Archaeological, Field study

*Inventory size:* < 1 ac

*Disclosure:*

*Collections:*

### General notes

### Associated resources

<i>Primary No.</i>	<i>Trinomial</i>	<i>Name</i>
P-19-166921		Broadway Theater & Commercia

*No. resources:* 1

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address:*

*PLSS:*

### Database record metadata

<i>Date</i>	<i>User</i>	
<i>Entered:</i> 5/5/2008	jay	
<i>Last modified:</i>		
<i>IC actions:</i> Date	<i>User</i>	<i>Action taken</i>
5/6/2008	jay	Appended records from old Surveys database.

*Record status:*

## Report Detail: LA-09092

633 S Spring St

---

### Identifiers

*Report No.:* LA-09092

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Bonner, Wayne H.

*Year:* 2006

*Title:* Cultural Resources Records Search Results and Site Visit for T-mobile Wireless Candidate Sv11069b (santee Court),  
710 South Los Angeles Street, Los Angeles, Los Angeles County, California

*Affiliation:* Michael Brandman Associates

*No. pages:*

*No. maps:*

*Attributes:* Archaeological, Field study

*Inventory size:* < 1 ac

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* LOS ANGELES

*Address:*

*PLSS:*

### Database record metadata

*Date*      *User*

*Entered:* 5/5/2008    jay

*Last modified:*

*IC actions:*    *Date*      *User*      *Action taken*

5/6/2008    jay      Appended records from old Surveys database.

*Record status:*

## Report Detail: LA-09106

633 S Spring St

---

### Identifiers

*Report No.:* LA-09106

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Bonner, Wayne H.

*Year:* 2007

*Title:* Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11069C (Abe Building), 533 South Los Angeles Street, Los Angeles Street, Los Angeles, Los Angeles County, California

*Affiliation:* Michael Brandman Associates

*No. pages:* 15

*No. maps:*

*Attributes:* Archaeological, Field study

*Inventory size:*

*Disclosure:*

*Collections:*

### General notes

### Associated resources

<i>Primary No.</i>	<i>Trinomial</i>	<i>Name</i>
P-19-002341	CA-LAN-002341H	Mount Wilson Telephone Line
P-19-003097	CA-LAN-003097H	Caltrans District 7 Headquarters
P-19-003347	CA-LAN-003347H	Werdin Place Granite-Block Pav
P-19-150330		VOID
P-19-173213		Hotel Cecil
P-19-186952		
P-19-186954		
P-19-186955		
P-19-187743		3rd St Tunnel

*No. resources:* 9

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* LOS ANGELES

*Address:*

*PLSS:*

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:*

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	9/3/2008	jay	Appended records from Biblio database (second round of additions)

*Record status:*



## Report Detail: LA-10507

633 S Spring St

---

### Identifiers

*Report No.:* LA-10507

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Anonymous

*Year:* 1983

*Title:* Technical Report - Historical/Architectural Resources - Los Angeles Rail Rapid Transit Project "Metro Rail" Draft Environmental Impact Statement and Environmental Impact Report

*Affiliation:* Westec Services, Inc.

*No. pages:* 230

*No. maps:*

*Attributes:* Archaeological, Evaluation, Field study, Other research

*Inventory size:*

*Disclosure:* Not for publication

*Collections:* No

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* BURBANK, HOLLYWOOD, LOS ANGELES, VAN NUYS

*Address:*

*PLSS:*

### Database record metadata

*Date*      *User*

*Entered:* 7/29/2010    agarcia

*Last modified:* 7/29/2010    agarcia

*IC actions:*

*Record status:*

## Report Detail: LA-10542

633 S Spring St

---

### Identifiers

*Report No.:* LA-10542

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Grimes, Teresa

*Year:* 1998

*Title:* Historical Architectural Survey and Evaluation Report and Finding of no Adverse Effect

*Affiliation:* Historic Resources Group

*No. pages:* 65

*No. maps:*

*Attributes:* Other research

*Inventory size:*

*Disclosure:* Not for publication

*Collections:* No

### General notes

#### Associated resources

<i>Primary No.</i>	<i>Trinomial</i>	<i>Name</i>
P-19-166898		Tower Theater
P-19-166921		Broadway Theater & Commercial

*No. resources:* 2

*Has informals:* Yes

#### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD, LOS ANGELES

*Address:*

*PLSS:*

#### Database record metadata

<i>Date</i>	<i>User</i>
Entered: 8/24/2010	agarcia
Last modified: 8/24/2010	agarcia

*IC actions:*

*Record status:*

## Report Detail: LA-10772

633 S Spring St

---

### Identifiers

*Report No.:* LA-10772

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Hatheway, Roger

*Year:* 1979

*Title:* Historic Building Survey - Los Angeles Downtown People Mover Program Report for Determination of Eligibility

*Affiliation:* Myra L. Franck

*No. pages:* 20

*No. maps:*

*Attributes:* Architectural/historical, Evaluation

*Inventory size:*

*Disclosure:* Not for publication

*Collections:* No

### General notes

### Associated resources

<i>Primary No.</i>	<i>Trinomial</i>	<i>Name</i>
P-19-166859		Grand Central Market
P-19-166929		Friday Morning Club
P-19-166934		California Club
P-19-166939		Subway Terminal Bldg
P-19-166940		Pershing Square Bldg
P-19-166958		Biltmore Hotel
P-19-167276		Fire Station #28
P-19-170976		Title Guarantee & Trust Co Bldg
P-19-173078		Los Angeles City Hall
P-19-173080		L A Times Complex
P-19-173081		Fire Station #3
P-19-173104		Home Telephone Bldg

*No. resources:* 12

*Has informals:* Yes

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD, LOS ANGELES

*Address:*

*PLSS:*

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

<i>Entered:</i> 1/12/2011	agarcia
---------------------------	---------

<i>Last modified:</i> 1/12/2011	agarcia
---------------------------------	---------

*IC actions:*

*Record status:*

## Report Detail: LA-11649

633 S Spring St

---

### Identifiers

*Report No.:* LA-11649

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Kaplan, David and O'Connor, Pam

*Year:* 2004

*Title:* Evaluation of Proposed Demolition of Stationers Building, 525 South Spring Street, Stationers Annex, 523 South Spring Street on the Spring Street Financial Historic District

*Affiliation:* Kaplan Chen Kaplan

*No. pages:* 80

*No. maps:*

*Attributes:* Architectural/historical, Evaluation

*Inventory size:*

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*Primary No.*    *Trinomial*

*Name*

P-19-166981

Spring St Financial District

*No. resources:* 1

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* LOS ANGELES

*Address:* *Address*

*City*

*Assessor's parcel no.*

*Zip code*

525 S. Spring St

Los Angeles, CA

523 S. Spring St

*PLSS:*

### Database record metadata

*Date*    *User*

*Entered:* 6/29/2012 Inoyes

*Last modified:* 6/29/2012 Inoyes

*IC actions:*

*Record status:*

## Report Detail: LA-11679

633 S Spring St

---

### Identifiers

*Report No.:* LA-11679

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Loftus, Shannon

*Year:* 2011

*Title:* Cultural Resource Records Search and Site Survey, AT&T Site LAC301, Downtown 404 1/2 West 7th Street, Los Angeles, Los Angeles County, California 90014

*Affiliation:* ACE Environmental

*No. pages:* 107

*No. maps:*

*Attributes:* Archaeological, Field study, Other research

*Inventory size:*

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*Primary No.*    *Trinomial*

P-19-173189

*Name*

Foreman & Clark Bldg

*No. resources:* 1

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address:* *Address*

404 West 7th St

*City*

Los Angeles, CA

*Assessor's parcel no.*

*Zip code*

*PLSS:*

### Database record metadata

*Date*    *User*

*Entered:* 7/6/2012    Inoyes

*Last modified:* 7/6/2012    Inoyes

*IC actions:*

*Record status:*

## Report Detail: LA-12171

633 S Spring St

---

### Identifiers

Report No.: LA-12171

Other IDs:

Cross-refs:

### Citation information

Author(s): Bonner, Wayne and Crawford, Kathleen

Year: 2012

Title: Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03104K (California Jewelry Exchange) 607 South Hill Street, Los Angeles, California

Affiliation: MBA

No. pages: 34

No. maps:

Attributes: Archaeological, Field study

Inventory size:

Disclosure:

Collections:

### General notes

### Associated resources

Primary No.	Trinomial	Name
P-19-166921		Broadway Theater & Commercial
P-19-166929		Friday Morning Club
P-19-167179		VOID
P-19-167275		Garfield Bldg
P-19-170976		Title Guarantee & Trust Co Bldg
P-19-173802		VOID
P-19-187003		Bldg @ 816 S Grand Ave
P-19-187083		Superior Oil Co

No. resources: 8

Has informals:

### Location information

County(ies): Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address

607 S Hill St

PLSS:

City

Los Angeles, CA

Assessor's parcel no.

Zip code

### Database record metadata

Date User

Entered: 3/29/2013 Inoyes

Last modified: 3/29/2013 Inoyes

IC actions:

Record status:



## Report Detail: LA-12242

633 S Spring St

---

### Identifiers

*Report No.:* LA-12242

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Grimes, Teresa

*Year:* 2013

*Title:* Mitigation Report Charnock Block/Pershing Hotel

*Affiliation:* GPA Consulting

*No. pages:* 34

*No. maps:*

*Attributes:* Other research

*Inventory size:*

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* LOS ANGELES

*Address:*

*PLSS:*

### Database record metadata

	<i>Date</i>	<i>User</i>
--	-------------	-------------

<i>Entered:</i>	6/17/2013	Inoyes
-----------------	-----------	--------

<i>Last modified:</i>	6/17/2013	Inoyes
-----------------------	-----------	--------

*IC actions:*

*Record status:*

## Report Detail: LA-12243

633 S Spring St

---

### Identifiers

*Report No.:* LA-12243

*Other IDs:*

*Cross-refs:*

### Citation information

*Author(s):* Grimes, Teresa

*Year:* 2013

*Title:* Mitigation Report Roma Hotel

*Affiliation:* GPA Consulting

*No. pages:* 18

*No. maps:*

*Attributes:* Other research

*Inventory size:*

*Disclosure:*

*Collections:*

### General notes

### Associated resources

*No. resources:*

*Has informals:*

### Location information

*County(ies):* Los Angeles

*USGS quad(s):* LOS ANGELES

*Address:*

*PLSS:*

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

<i>Entered:</i> 6/17/2013	Inoyes
---------------------------	--------

<i>Last modified:</i> 6/17/2013	Inoyes
---------------------------------	--------

*IC actions:*

*Record status:*

## Resource Detail: P-19-166825

633 S Spring St

---

### Identifying information

Primary No.: P-19-166825

Trinomial:

Name: St Vincent's Place

Other IDs: Type

Name

OHP Property Numb 020743

Resource Name St Vincent's Place

CHL CHL 567

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
3/1/1976	Tom Sitton	Natural History Museum	
3/1/1976	Tom Sitton	Natural History Museum	

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address

City

Assessor's parcel no.

Zip code

6th St

Los Angeles

PLSS:

UTMs:

### Management status

### Database record metadata

Date User

Entered: 5/1/2008 jay

Last modified: 6/19/2012 sstjames

IC actions: Date

User

Action taken

5/1/2008

jay

Appended records from Encodent database.

Record status:

## Resource Detail: P-19-166865

633 S Spring St

---

### Identifying information

Primary No.: P-19-166865

Trinomial:

Name: Broadway Central Block

Other IDs: Type Name

OHP Property Numb 020786

Resource Name Broadway Central Block

Other Judson-Rives Bldg

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

### Associated reports

Report No.	Year	Title	Affiliation
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): LOS ANGELES

Address: Address	City	Assessor's parcel no.	Zip code
424 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date User

Entered: 9/3/2008

Last modified: 9/27/2012 mgalaz

IC actions: Date User Action taken

9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
----------	-----	---

Record status:

## Resource Detail: P-19-166866

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166866

*Trinomial:*

*Name:* Bumiller Bldg

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020787
	Resource Name	Bumiller Bldg

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* LOS ANGELES

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	430 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 9/27/2012 mgalaz

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)

*Record status:*

## Resource Detail: P-19-166867

633 S Spring St

---

### Identifying information

Primary No.: P-19-166867

Trinomial:

Name: OT Johnson Bldg #2

Other IDs:	Type	Name
OHP Property Numb	020788	
Resource Name	OT Johnson Bldg #2	
Other	Forve-Pettibone Co	
Other	OT Johnson Block	

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building, Element of district

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building); HP96 (Steel Construction); HP99 (Brick Costruction)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
5/1/1977			
7/1/1983	Richard Starzak	Roger G. Hatheway & Associates	Update
6/1/1992	Christy J. McAvoy	Historic Resource Group	Update

### Associated reports

Report No.	Year	Title	Affiliation
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD, LOS ANGELES

Address:	Address	City	Assessor's parcel no.	Zip code
	510 S Broadway	Los Angeles		
	512 S Broadway	Los Angeles	5149-034-002	
	510-514 S Broadway	Los Angeles	5149-034-002	

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User		
Entered: 9/3/2008			
Last modified: 12/11/2011	sstjames		
IC actions:	Date	User	Action taken
	9/3/2008	jav	Appended data from Encodent database (standalone historics table: not in

---



## Resource Detail: P-19-166867

633 S Spring St

---

-----  
6/15/2012 mgalaz Sites-All)  
updated.

*Record status:*

## Resource Detail: P-19-166868

633 S Spring St

---

### Identifying information

Primary No.: P-19-166868

Trinomial:

Name: Roxie Theatre

Other IDs:	Type	Name
	OHP Property Numb	020789
	Resource Name	Roxie Theatre
	Other	Roxie Theater
	Other	518 S Broadway

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP10 (Theater)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/1977	Sitton, Tom	Los Angeles Natural History Museum	

### Associated reports

Report No.	Year	Title	Affiliation
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD, LOS ANGELES

Address:	Address	City	Assessor's parcel no.	Zip code
	518 S Broadway	Los Angeles		
	516 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 12/11/201 sstjames

IC actions:	Date	User	Action taken
-------------	------	------	--------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

Record status:

## Resource Detail: P-19-166869

633 S Spring St

---

### Identifying information

Primary No.: P-19-166869

Trinomial:

Name: Hamburger's Dept Store

Other IDs:	Type	Name
	OHP Property Numb	020790
	Resource Name	Hamburger's Dept Store
	Other	May Co

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address:	Address	City	Assessor's parcel no.	Zip code
	8th St Broadway to Hill	Los Angeles		
	801 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 11/7/2012 sstjames

IC actions:	Date	User	Action taken
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)

Record status:

## Resource Detail: P-19-166870

633 S Spring St

---

### Identifying information

Primary No.: P-19-166870

Trinomial:

Name: Cameo Theater

Other IDs:	Type	Name
	OHP Property Numb	020791
	Resource Name	Cameo Theater
	Other	Clunes Broadway Theatre

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP10 (Theater)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/1983	Starzak, Richard	Roger Hatheway & Associates	Update
6/1/1976			

### Associated reports

Report No.	Year	Title	Affiliation
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD, LOS ANGELES

Address:	Address	City	Assessor's parcel no.	Zip code
	528 S Broadway	Los Angeles		
	526-530 S Broadway	Los Angeles	5149-035-005	

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User	Action taken
Entered: 9/3/2008		
Last modified: 6/15/2012	mgalez	
IC actions:	Date	User
	9/3/2008	jay
	6/15/2012	mgalez

Appended data from Encodent database (standalone historics table; not in Sites-All)

Updated

## Resource Detail: P-19-166870

633 S Spring St

---

*Record status:*

## Resource Detail: P-19-166871

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166871

*Trinomial:*

*Name:* Eden Hotel

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
OHP Property Numb	020792	
Resource Name	Eden Hotel	
Other	Elden Hotel	
Other	Hubert-Thom McAnn Bldg	
Voided	19-169612	

*Cross-refs:* See also 19-169612

Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP10 (Theater)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
7/1/1983	Richard Starzak and Louis Joyer	Roger G. Hatheway & Associates	Update
3/1/1977			

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	548 S Broadway	Los Angeles		
	546-550 S Broadway	Los Angeles	5149-035-007	

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 12/11/201 sstjames

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------



## Resource Detail: P-19-166871

633 S Spring St

---

9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
6/15/2012	mgalez	Update

*Record status:*

## Resource Detail: P-19-166872

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166872

*Trinomial:*

*Name:* Silverwood's Bldg

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020793
	Resource Name	Silverwood's Bldg
	Other	Silverwoods

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:*

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
6/1/1992	C. McAvoy	Historic Resource Group	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	558 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 9/27/2012 mgalaz

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

*Record status:*

## Resource Detail: P-19-166873

633 S Spring St

---

### Identifying information

Primary No.: P-19-166873

Trinomial:

Name: Zukors

Other IDs:	Type	Name
	OHP Property Numb	020794
	Resource Name	Zukors
	Other	Norton Bldg

Cross-refs: Is an element of district 19-000166

### Attributes

Resource type: Building, Element of district

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

### Associated reports

Report No.	Year	Title	Affiliation
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address:	Address	City	Assessor's parcel no.	Zip code
	601 S Broadway	Los Angeles		
	601-605 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 12/11/2011 sstjames

IC actions:	Date	User	Action taken
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)

Record status:

## Resource Detail: P-19-166874

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166874

*Trinomial:*

*Name:* Walter P Story Bldg

*Other IDs: Type*

*Name*

OHP Property Numb 020795

Resource Name Walter P Story Bldg

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
6/1/1992	C. McAvoy	Historic Resources Group	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address: Address*

*City*

*Assessor's parcel no.*

*Zip code*

610 S Broadway

Los Angeles

600 S Broadway

Los Angeles

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

*Date* *User*

*Entered:* 9/3/2008

*Last modified:* 9/27/2012 mgalaz

*IC actions: Date*

*User*

*Action taken*

9/3/2008

jay

Appended data from Encodent database (standalone historics table; not in Sites-All)

*Record status:*

## Resource Detail: P-19-166875

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166875

*Trinomial:*

*Name:* Desmond's Dept Store

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020796
	Resource Name	Desmond's Dept Store
	Other	Desmond's Bldg

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
6/1/1992	C. McAvoy	Historic Resources Group	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	614 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 11/7/2012 sstjames

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

*Record status:*

## Resource Detail: P-19-166876

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166876

*Trinomial:*

*Name:* Los Angeles Theater

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020797
	Resource Name	Los Angeles Theater
	Other	LA Theater

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP10 (Theater)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
7/1/1983	Starzak, Richard	Roger G. Hatheway & Associates	Update
6/1/1976			

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	615 S Broadway	Los Angeles		
	609-619 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>	
<i>Entered:</i>	9/3/2008	
<i>Last modified:</i>	6/18/2012	mgalaz
<i>IC actions:</i>	<i>Date</i>	<i>User</i>
	9/3/2008	jay
	6/18/2012	mgalaz

Action taken

Appended data from Encodent database (standalone historics table; not in Sites-All)

Updated.



## Resource Detail: P-19-166876

633 S Spring St

---

*Record status:*

## Resource Detail: P-19-166877

633 S Spring St

---

### Identifying information

Primary No.: P-19-166877

Trinomial:

Name: Schaber's Cafeteria

Other IDs:	Type	Name
OHP Property Numb	020798	
Resource Name	Schaber's Cafeteria	
Other	Broadway Cafeteria	
Other	Carl's Jr	

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP06 (1-3 story commercial building)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/1983	Starzak, Richard	Roger G. Hatheway & Associates	Update
4/1/1977			
6/1/1992	Christy J. McAvoy	Historic Resources Group	Update

### Associated reports

Report No.	Year	Title	Affiliation
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address:	Address	City	Assessor's parcel no.	Zip code
	618 S Broadway	Los Angeles		
	618-624 S Broadway	Los Angeles		
	618-626 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User		
Entered: 9/3/2008			
Last modified: 9/27/2012	mgalaz		
IC actions:	Date	User	Action taken
	9/3/2008	jav	Appended data from Encodent database (standalone historics table; not in

---

## Resource Detail: P-19-166877

633 S Spring St

---

Sites-All)

*Record status:*

## Resource Detail: P-19-166878

633 S Spring St

---

### Identifying information

Primary No.: P-19-166878

Trinomial:

Name: Palace Theater

Other IDs:	Type	Name
	OHP Property Numb	020799
	Resource Name	Palace Theater
	Other	Orpheum Theater #3
	Other	Orpheum

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building, Element of district

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
10/20/1977	T. Sitton	Natural History Museum	

### Associated reports

Report No.	Year	Title	Affiliation
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address	City	Assessor's parcel no.	Zip code
630 S Broadway	Los Angeles		
626 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User	Action taken
Entered: 9/3/2008		
Last modified: 6/4/2012	sstjames	
IC actions: 9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
3/17/2009	sstjames	St. James

Record status:

## Resource Detail: P-19-166879

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166879

*Trinomial:*

*Name:* Bullock's

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020800
	Resource Name	Bullock's
	Other	Tehama Bldg

*Cross-refs:* See also 19-166904

Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

see 19-066921 for information regarding buildings comprising the complex: Pease Building (1906); Eshman Building (1909); Bridge (1921); Gennet Building (1922); Hart Building/Hart (1924); and Hart Building/Hart (1928)

### Recording events

#### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	641 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

#### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 12/11/201 sstjames

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

*Record status:*

## Resource Detail: P-19-166880

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166880

*Trinomial:*

*Name:* Forrester Bldg

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020801
	Resource Name	Forrester Bldg

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	638-642 S Broadway	Los Angeles		
	638 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 12/10/2011 sstjames

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)

*Record status:*

## Resource Detail: P-19-166881

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166881

*Trinomial:*

*Name:* Joseph E Carr Bldg

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
OHP Property Numb	020802	
Resource Name	Joseph E Carr Bldg	
Other	J E Carr Bldg	

*Cross-refs:* See also 19-174099

Is an element of district 19-166921

### Attributes

*Resource type:* Building

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
7/1/1983	Starzak, Richard	Roger G. Hatheway & Associates	Update
3/1/1977			
4/1/1977	Roger Hatheway	Natural History Museum	Original record with parts 21, 22, and 23 of form exposed.
12/8/1998	Daniel Abeyta	SHPO	Letter with excerpts from District record.
4/10/2002			Historic Property File

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	644 S Broadway	Los Angeles		
	644-646 S Broadway	Los Angeles	5144-002-022	

*PLSS:*

*UTMs:*

### Management status



## Resource Detail: P-19-166881

633 S Spring St

---

### Database record metadata

	<i>Date</i>	<i>User</i>	
<i>Entered:</i>	9/3/2008		
<i>Last modified:</i>	9/27/2012	mgalaz	
<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
	6/18/2012	mgalaz	Updated.

*Record status:*

## Resource Detail: P-19-166882

633 S Spring St

---

### Identifying information

Primary No.: P-19-166882

Trinomial:

Name: Lankershim Hotel

Other IDs:	Type	Name
	OHP Property Numb	020803
	Resource Name	Lankershim Hotel

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building, Element of district

Age: Historic

Information base: Other

Attribute codes: HP05 (Hotel/motel); HP07 (3+ story commercial building); HP98 (Stone Construction); HP99 (Brick Costruction)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
3/1/1977			
7/1/1983	Richard Starzak, Louis Joyner	Roger G. Hatheway & Associates	Update

### Associated reports

Report No.	Year	Title	Affiliation
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address:	Address	City	Assessor's parcel no.	Zip code
	700 S Broadway	Los Angeles		
	700-708 S Broadway	Los Angeles	5144-015-037	

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User		
Entered: 9/3/2008			
Last modified: 6/18/2012	mgalez		
IC actions:	Date	User	Action taken
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
	6/18/2012	mgalez	Updated.

Record status:

## Resource Detail: P-19-166883

633 S Spring St

---

### Identifying information

Primary No.: P-19-166883

Trinomial:

Name: Loews State Theater Bldg

Other IDs:	Type	Name
	OHP Property Numb	020804
	Resource Name	Loews State Theater Bldg
	Other	United Bldg

Cross-refs:

### Attributes

Resource type: Building, Other

Age: Historic

Information base: Other

Attribute codes: HP10 (Theater)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

### Associated reports

Report No.	Year	Title	Affiliation
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address:	Address	City	Assessor's parcel no.	Zip code
	703 S Broadway	Los Angeles		
	701 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 12/11/2011 sstjames

IC actions:	Date	User	Action taken
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)

Record status:

## Resource Detail: P-19-166884

633 S Spring St

---

### Identifying information

Primary No.: P-19-166884

Trinomial:

Name: J D Hooker Apt Bldg

Other IDs:	Type	Name
	OHP Property Numb	020805
	Resource Name	J D Hooker Apt Bldg
	Other	Yorkshire Hotel

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building, Element of district

Age: Historic

Information base: Other

Attribute codes: HP05 (Hotel/motel); HP07 (3+ story commercial building); HP99 (Brick Costruction)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/1983	Starzak, Richard	Roger G. Hatheway & Assoc.	Update
3/1/1977			

### Associated reports

Report No.	Year	Title	Affiliation
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address:	Address	City	Assessor's parcel no.	Zip code
	710-714 S Broadway	Los Angeles		
	710-712 S Broadway	Los Angeles	5144-015-036	

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User		
Entered: 9/3/2008			
Last modified: 11/7/2012	sstjames		
IC actions:	Date	User	Action taken
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
	3/11/2009	sstjames	

## Resource Detail: P-19-166884

633 S Spring St

---

6/18/2012 mgalaz Updated.

*Record status:*

## Resource Detail: P-19-166885

633 S Spring St

---

### Identifying information

Primary No.: P-19-166885

Trinomial:

Name: F W Woolworth

Other IDs:	Type	Name
	OHP Property Numb	020806
	Resource Name	F W Woolworth

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building, Element of district

Age: Historic

Information base: Other, Unknown

Attribute codes: HP06 (1-3 story commercial building); HP96 (Steel Construction)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/1983	Starzak, Richard and Louis Joyner	Roger G. Hatheway & Associates	
4/1/1977			
7/1/1983	Richard Starzak, Louis Joyner	Roger G. Hatheway & Associates	Update

### Associated reports

Report No.	Year	Title	Affiliation
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address:	Address	City	Assessor's parcel no.	Zip code
	719 S Broadway	Los Angeles		
	719-727 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User		
Entered: 9/3/2008			
Last modified: 6/19/2012	sstjames		
IC actions:	Date	User	Action taken
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
	6/18/2012	mgalez	Update

Record status:

## Resource Detail: P-19-166886

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166886

*Trinomial:*

*Name:* Isaacs Bldg

*Other IDs:* *Type*

*Name*

OHP Property Numb 020807

Resource Name Isaacs Bldg

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

### Associated reports

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address:* *Address*

737-747 S Broadway

737 S Broadway

*City*

Los Angeles

Los Angeles

*Assessor's parcel no.*

*Zip code*

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

*Date* *User*

*Entered:* 9/3/2008

*Last modified:* 12/5/2012 sstjames

*IC actions:* *Date*

*User*

*Action taken*

9/3/2008

jay

Appended data from Encodent database (standalone historics table; not in Sites-All)

*Record status:*



## Resource Detail: P-19-166887

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166887

*Trinomial:*

*Name:* Globe Theater

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020808
	Resource Name	Globe Theater
	Other	Morosco Theater
	Other	Garland Theater

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building); HP10 (Theater)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
9/1/1976	T. Sitton & D. Smith	Natural History Museum	

### Associated reports

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	744 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>	
<i>Entered:</i> 9/3/2008		
<i>Last modified:</i> 6/4/2012	sstjames	
<i>IC actions:</i>	<i>Date</i>	<i>User</i> <i>Action taken</i>
	9/3/2008	jay      Appended data from Encodent database (standalone historics table; not in Sites-All)
<i>Record status:</i>		

## Resource Detail: P-19-166888

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166888

*Trinomial:*

*Name:* Los Angeles Investment Co

*Other IDs:* *Type* *Name*

OHP Property Numb 020809

Resource Name Los Angeles Investment Co

Other Chapman Bldg

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
9/1/1976	D. Smith & T. Sitton	Natural History Museum	

### Associated reports

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address:* *Address*

756 S Broadway

750 S Broadway

*City*

Los Angeles

Los Angeles

*Assessor's parcel no.*

*Zip code*

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

*Date* *User*

*Entered:* 9/3/2008

*Last modified:* 12/11/201 sstjames

*IC actions:* *Date* *User* *Action taken*

9/3/2008 jay

Appended data from Encodent database (standalone historics table; not in Sites-All)

*Record status:*

## Resource Detail: P-19-166889

633 S Spring St

---

### Identifying information

Primary No.: P-19-166889

Trinomial:

Name: Singer Bldg

Other IDs: Type

Name

OHP Property Numb 020810

Resource Name Singer Bldg

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base:

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
9/1/1976	T. Sitton & D. Smith	Natural History Museum	

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address

City

Assessor's parcel no.

Zip code

806 S Broadway

Los Angeles

PLSS:

UTMs:

### Management status

### Database record metadata

Date User

Entered: 9/3/2008

Last modified: 9/27/2012 mgalaz

IC actions: Date

User

Action taken

9/3/2008

jay

Appended data from Encodent database (standalone historics table; not in Sites-All)

Record status:

## Resource Detail: P-19-166890

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166890

*Trinomial:*

*Name:* Rialto Theater

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020811
	Resource Name	Rialto Theater
	Voided	19-174108

*Cross-refs:* See also 19-174108

### Attributes

*Resource type:* Building

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP10 (Theater)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
7/1/1983	Starzak, Richard	Roger G. Hatheway & Associates	Update
9/1/1976			

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	812 S Broadway	Los Angeles		
	810-812 S Broadway	Los Angeles	5144-016-041	

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 6/18/2012 mgalaz

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
	3/11/2009	sstjames	
	6/18/2012	mgalaz	Update.

*Record status:*

## Resource Detail: P-19-166891

633 S Spring St

---

### Identifying information

Primary No.: P-19-166891

Trinomial:

Name: Wurlitzer Bldg

Other IDs:	Type	Name
	OHP Property Numb	020812
	Resource Name	Wurlitzer Bldg
	Other	Apparel Center Bldg

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
9/1/1976	T. Sitton & D. Smith	Natural History Museum	

### Associated reports

Report No.	Year	Title	Affiliation
LA-04623	1986	Los Angeles Federal Center Project: Determination of Effect on National Register Properties	General Services Administration

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address	City	Assessor's parcel no.	Zip code
814 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 9/27/2012 mgalaz

IC actions:	Date	User	Action taken
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)

Record status:

## Resource Detail: P-19-166892

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166892

*Trinomial:*

*Name:* Braun Bldg

*Other IDs:* *Type* *Name*

OHP Property Numb 020813

Resource Name Braun Bldg

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
9/1/1976	T. Sitton & D. Smith	Natural History Museum	

### Associated reports

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i> <i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
820-822 S Broadway	Los Angeles		
820 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

*Date* *User*

*Entered:* 9/3/2008

*Last modified:* 9/27/2012 mgalaz

*IC actions:* *Date* *User* *Action taken*

9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
----------	-----	---

*Record status:*

## Resource Detail: P-19-166896

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166896

*Trinomial:*

*Name:* 5th St Store Bldg

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020817
	Resource Name	5th St Store Bldg
	Other	5th St Store

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
6/1/1992	C. McAvoy	Historic Resources Group	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	501 S Broadway	Los Angeles		
	501-515 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>	
<i>Entered:</i> 9/3/2008		
<i>Last modified:</i> 12/11/201	sstjames	
<i>IC actions:</i>	<i>Date</i>	<i>User</i>
	9/3/2008	jay
		<i>Action taken</i>
		Appended data from Encodent database (standalone historics table; not in Sites-All)

*Record status:*



## Resource Detail: P-19-166897

633 S Spring St

---

### Identifying information

Primary No.: P-19-166897

Trinomial:

Name: Arcade Theater

Other IDs:	Type	Name
OHP Property Numb	020831	
Resource Name		Arcade Theater
Other		Arcade Bldg
Other		Arcade Building
Other		Pantages Theater #1

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building, Element of district

Age: Historic

Information base: Other

Attribute codes: HP10 (Theater)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
6/1/1976	T. Sitton & D. Smith	Natural History Museum	

### Associated reports

Report No.	Year	Title	Affiliation
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD, LOS ANGELES

Address:	Address	City	Assessor's parcel no.	Zip code
	534 S Broadway	Los Angeles		
	540 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 6/14/2012 agarcia

IC actions:	Date	User	Action taken
-------------	------	------	--------------

9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
----------	-----	---

Record status:

## Resource Detail: P-19-166898

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166898

*Trinomial:*

*Name:* Tower Theater

*Other IDs:* *Type*

*Name*

OHP Property Numb 020819

Resource Name Tower Theater

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building); HP10 (Theater)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
3/1/1976	Tom Sitton	Natural History Museum	Historic Resources Inventory
	Christy Johnson	Historic Resources Group	DPR Form

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-10542	1998	Historical Architectural Survey and Evaluation Report and Finding of no Adverse Effect	Historic Resources Group

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address:* *Address*

*City*

*Assessor's parcel no.*

*Zip code*

800-802 S Broadway

Los Angeles

802 S Broadway

Los Angeles

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

*Date* *User*

*Entered:* 9/3/2008

*Last modified:* 6/4/2012 sstjames

*IC actions:* *Date* *User*

*Action taken*

9/3/2008

jay

Appended data from Encodent database (standalone historic table; not in Sites-All)

7/13/2010

mgalez

Updated

*Record status:*

## Resource Detail: P-19-166899

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166899

*Trinomial:*

*Name:* Sun Drug Co Bldg

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020820
	Resource Name	Sun Drug Co Bldg
	Other	Swelldom Bldg

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:*

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
6/1/1992	C. McAvoy	Historic Resource Group	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	NW corner 6th St @ Broadway	Los Angeles		
	555 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 12/11/201 sstjames

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

*Record status:*

## Resource Detail: P-19-166900

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166900

*Trinomial:*

*Name:* Metropolitan Bldg

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020821
	Resource Name	Metropolitan Bldg
	Other	Metropolitan

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD, LOS ANGELES

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	315 W 5th St	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 6/14/2012 agarcia

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)

*Record status:*

## Resource Detail: P-19-166901

633 S Spring St

---

### Identifying information

Primary No.: P-19-166901

Trinomial:

Name: Chester Williams Bldg

Other IDs:	Type	Name
	OHP Property Numb	020822
	Resource Name	Chester Williams Bldg

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building, Element of district

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building); HP96 (Steel Construction)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/1983	Starzak, Richard, Louis Joyner	Roger Hatheway & Associates	Update
6/1/1976			

### Associated reports

Report No.	Year	Title	Affiliation
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): LOS ANGELES

Address:	Address	City	Assessor's parcel no.	Zip code
	215-223 W 5th Street	Los Angeles		
	454-458 S Broadway	Los Angeles		
	452 S Broadway	Los Angeles		
	215 W 5th St	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User		
Entered: 9/3/2008			
Last modified: 9/27/2012	mgalez		
IC actions:	Date	User	Action taken
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)

## Resource Detail: P-19-166901

633 S Spring St

---

*Record status:*

## Resource Detail: P-19-166902

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166902

*Trinomial:*

*Name:* Title Guarantee Block

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020823
	Resource Name	Title Guarantee Block
	Other	Jewelry Trades Bldg

*Cross-refs:* See also 19-170976

Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
9/1/1976	D. Smith & T. Sitton	Natural History Museum	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* LOS ANGELES

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	220 W 5th Street	Los Angeles		
	500 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 12/11/2011 sstjames

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

*Record status:*



## Resource Detail: P-19-166903

633 S Spring St

---

### Identifying information

Primary No.: P-19-166903

Trinomial:

Name: Eshman Bldg

Other IDs:	Type	Name
OHP Property Numb	020824	
Resource Name	Eshman Bldg	
Other	Finney's Cafeteria	
Other	The Chocolate Shop	
Other	LAHCM 137	

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building, Element of district

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building); HP99 (Brick Costruction)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/1983	Starzak, Richard	Roger Hatheway & Associates	Update
7/1/1976			

### Associated reports

Report No.	Year	Title	Affiliation
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address:	Address	City	Assessor's parcel no.	Zip code
	217 W 6th St	Los Angeles		
	217-221 W 6th St	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User	Action taken
Entered: 9/3/2008		
Last modified: 9/27/2012	mgalaz	
IC actions: 9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
6/18/2012	mgalaz	Updated.

Record status:

## Resource Detail: P-19-166904

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166904

*Trinomial:*

*Name:* Hollenbeck Block

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020825
	Resource Name	Hollenbeck Block
	Other	Bullocks-Hollenbeck

*Cross-refs:* See also 19-166879

Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
9/1/1976	T. Sitton & d. Smith	Natural History Museum	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	639 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 12/10/201 sstjames

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

*Record status:*

## Resource Detail: P-19-166907

633 S Spring St

---

### Identifying information

Primary No.: P-19-166907

Trinomial:

Name: Platt Music Co Bldg

Other IDs:	Type	Name
	OHP Property Numb	020828
	Resource Name	Platt Music Co Bldg
	Other	Anjac Fashion Bldg

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building, Element of district

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
9/1/1976	T. Sitton & D. Smith	Natural History Museum	

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address	City	Assessor's parcel no.	Zip code
830 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 12/11/2011 sstjames

IC actions: Date	User	Action taken
------------------	------	--------------

9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
----------	-----	---

Record status:

## Resource Detail: P-19-166910

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166910

*Trinomial:*

*Name:* Newmark Bldg, Parmalee Bldg

*Other IDs:* *Type* *Name*

OHP Property Numb 020832

Resource Name Newmark Bldg, Parmalee Bldg

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
7/1/1983	Starzak, Richard, Loius Joyner	Roger G. Hatheway & Associates	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i> <i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
714-720 S Broadway	Los Angeles	5144-015-035	
714 S Broadway	Los Angeles		
716 S Broadway	Los Angeles		
718 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

*Date* *User*

*Entered:* 3/12/2009 sstjames

*Last modified:* 12/5/2012 sstjames

*IC actions:* *Date* *User* *Action taken*

6/19/2012	mgalaz	Mapped and filed. Removed note : "No record on file see district record 19-166921"
-----------	--------	--

*Record status:*

## Resource Detail: P-19-166911

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166911

*Trinomial:*

*Name:* Barker Brothers Bldg

*Other IDs:* *Type* *Name*

OHP Property Numb 020833

Resource Name Barker Brothers Bldg

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
7/1/1983	Starzak, Richard	Roger G. Hatheway & Associates	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	722-728 S Broadway	Los Angeles	5144-015-034	
	722 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

*Date* *User*

*Entered:* 3/12/2009 sstjames

*Last modified:* 9/27/2012 mgalaz

*IC actions:* *Date* *User* *Action taken*

6/19/2012 mgalaz Mapped and filed. Removed note : "No record on file see district record 19-166921"

*Record status:*

## Resource Detail: P-19-166912

633 S Spring St

---

### Identifying information

Primary No.: P-19-166912

Trinomial:

Name: Park Realty Bldg, Walter Lindley Bldg

Other IDs:	Type	Name
	OHP Property Numb	020834
	Resource Name	Park Realty Bldg, Walter Lindley Bldg
	Other	Wood Brothers Bldg
	OHP Property Numb	164598

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building, Element of district

Age: Historic

Information base: Other

Attribute codes: HP06 (1-3 story commercial building)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
7/1/1983	Starzak, Richard	Roger Hatheway & Associates	

### Associated reports

Report No.	Year	Title	Affiliation
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address:	Address	City	Assessor's parcel no.	Zip code
	315-319 W 6th St	Los Angeles		
	315 W 6th St	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User		
Entered: 3/12/2009	sstjames		
Last modified: 12/11/201	sstjames		
IC actions:	Date	User	Action taken
	6/19/2012	mgalaz	Mapped and filed. Removed note : "No record on file see district record 19-166921"

Record status:

## Resource Detail: P-19-166917

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166917

*Trinomial:*

*Name:* Remick Bldg, Levis

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
OHP Property Numb	020839	
Resource Name	Remick Bldg, Levis	
Voided	19-175060	
Voided	19-169608	
Voided	19-169610	

*Cross-refs:* See also 19-169608  
See also 19-169610  
See also 19-175060  
Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building); HP96 (Steel Construction)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
7/1/1983	Starzak, Richard and Louis Joyner	Roger G. Hathaway & Associates	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hathaway & Associates
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	517-521 S Broadway	Los Angeles	5149-033-009	
	517 S Broadway	Los Angeles		
	519 S Broadway	Los Angeles		
	521 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status



## Resource Detail: P-19-166917

633 S Spring St

---

### Database record metadata

	<i>Date</i>	<i>User</i>	
<i>Entered:</i>	3/11/2009	sstjames	
<i>Last modified:</i>	9/27/2012	mgalaz	
<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	6/19/2012	mgalaz	Mapped and filed. Removed note : "No record on file see district record 19-166921"

*Record status:*

## Resource Detail: P-19-166918

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166918

*Trinomial:*

*Name:* Wilson Bldg

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020840
	Resource Name	Wilson Bldg
	Other	Woolworth's

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP06 (1-3 story commercial building)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
7/1/1983	Starzak, Richard	Roger G. Hatheway & Associates	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

*County:* Los Angeles

*USGS quad(s):* LOS ANGELES

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	429-435 S Broadway	Los Angeles	5149-026-003	
	431 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>	
<i>Entered:</i> 3/12/2009	sstjames	
<i>Last modified:</i> 9/27/2012	mgalaz	
<i>IC actions:</i>	<i>Date</i>	<i>User</i>
	6/18/2012	mgalaz
		Action taken
		Mapped and filed. Removed note : "No record on file see district record 19-166921"

*Record status:*

## Resource Detail: P-19-166919

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166919

*Trinomial:*

*Name:* Cheney Block

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020841
	Resource Name	Cheney Block

*Cross-refs:* Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
7/1/1983	Starzak, Richard	Roger Hatheway & Associates	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	731-733 S Broadway	Los Angeles	5144-014-032	
	731 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 3/12/2009 sstjames

*Last modified:* 6/19/2012 mgalaz

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	6/19/2012	mgalaz	Mapped and filed. Removed note : "No record on file see district record 19-166921"
--	-----------	--------	--

*Record status:*

## Resource Detail: P-19-166921

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166921

*Trinomial:*

*Name:* Broadway Theater & Commercial District

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
OHP Property Numb	020843	
Resource Name		Broadway Theater & Commercial District

*Cross-refs:* See also 19-166923  
See also 19-174099  
See also 19-174774  
See also 19-174776  
See also 19-174779  
See also 19-174782  
See also 19-175036  
See also 19-175037  
See also 19-175038  
See also 19-175039  
See also 19-175040  
See also 19-175041  
See also 19-175042  
See also 19-175043  
See also 19-175045  
See also 19-175046  
See also 19-175047  
See also 19-175048  
See also 19-175049  
See also 19-175050  
See also 19-175051  
See also 19-175052  
See also 19-175053  
See also 19-175054  
See also 19-175055  
See also 19-175057  
See also 19-175058  
See also 19-175059  
See also 19-175061  
See also 19-175062  
See also 19-175063  
See also 19-175064  
See also 19-175065  
See also 19-175066  
See also 19-175067  
Is a district with element 19-166859  
Is a district with element 19-166860  
Is a district with element 19-166861  
Is a district with element 19-166862  
Is a district with element 19-166863  
Is a district with element 19-166864  
Is a district with element 19-166865  
Is a district with element 19-166866  
Is a district with element 19-166867  
Is a district with element 19-166869  
Is a district with element 19-166870  
Is a district with element 19-166871  
Is a district with element 19-166872  
Is a district with element 19-166874  
Is a district with element 19-166875  
Is a district with element 19-166876

## Resource Detail: P-19-166921

633 S Spring St

---

Is a district with element 19-166877  
Is a district with element 19-166878  
Is a district with element 19-166879  
Is a district with element 19-166880  
Is a district with element 19-166881  
Is a district with element 19-166882  
Is a district with element 19-166884  
Is a district with element 19-166885  
Is a district with element 19-166886  
Is a district with element 19-166887  
Is a district with element 19-166888  
Is a district with element 19-166891  
Is a district with element 19-166892  
Is a district with element 19-166893  
Is a district with element 19-166894  
Is a district with element 19-166895  
Is a district with element 19-166896  
Is a district with element 19-166897  
Is a district with element 19-166898  
Is a district with element 19-166899  
Is a district with element 19-166900  
Is a district with element 19-166901  
Is a district with element 19-166902  
Is a district with element 19-166903  
Is a district with element 19-166904  
Is a district with element 19-166905  
Is a district with element 19-166906  
Is a district with element 19-166907  
Is a district with element 19-166908  
Is a district with element 19-166910  
Is a district with element 19-166911  
Is a district with element 19-166912  
Is a district with element 19-166913  
Is a district with element 19-166914  
Is a district with element 19-166916  
Is a district with element 19-166917  
Is a district with element 19-166918  
Is a district with element 19-166919  
Is a district with element 19-166920  
Is a district with element 19-167041  
Is a district with element 19-173175  
Is a district with element 19-175056  
Is a district with element 19-175068  
Is a district with element 19-175069  
Is a district with element 19-175070  
Is a district with element 19-175071  
Is a district with element 19-175072  
Is a district with element 19-175073  
Is a district with element 19-175074

### Attributes

*Resource type:* District

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP06 (1-3 story commercial building); HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

## Resource Detail: P-19-166921

633 S Spring St

---

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
7/1/1977	Tom Sitton	Natural History Museum	Historic Resources Inventory
10/20/1977	Tom Sitton	Los Angeles County Museum of Natural History	National Register of Historic Places Inventory-Nomination Form
6/1/1998	Christy Johnson	Historic Resources Group	DPR Forms.

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates
LA-08013	2006	Cultural Resources Investigations for the Proposed City House Los Angeles (Ilc), and the Olympic on Grand (Ilc) Properties in the City of Los Angeles, Los Angeles County, California	McKenna et al.
LA-08754	2007	Cultural Resources Records Search and Site Visit Results for T-mobile Candidate La03104k (california Jewelry), 607 South Hill Street, Los Angeles, Los Angeles County, California	Michael Brandman Associates
LA-10429	2001	A Cultural Resources Inventory of the Proposed Reroute of the PF. Net/AT&T Fiber Optics Conduit, Los Angeles to Marine Corps Base Camp Pendleton, Los Angeles and Orange Counties, California	ASM Affiliates
LA-10430	2000	A Cultural Resources Inventory of the Proposed PF. Net/AT&T Fiber Optics Conduit Los Angeles to Marine Corps Base Camp Pendleton, Los Angeles and Orange Counties, California	ASM Affiliates, Inc.
LA-10542	1998	Historical Architectural Survey and Evaluation Report and Finding of no Adverse Effect	Historic Resources Group
LA-10982	2010	Verizon Cellular Communications Tower Site - ABM Industries IBR, 1150 South Olive Street, Los Angeles, CA 90015	URS
LA-12171	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03104K (California Jewelry Exchange) 607 South Hill Street, Los Angeles, California	MBA
LA-12174	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV110021 (11002 Edward Building) 1200 South Hope Street, Los Angeles, Los Angeles County, California	MBA
LA-12177	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV11003K (Telacu Square) 1033 South Hope Street, Los Angeles, Los Angeles County, California	MBA
LA-12392	2013	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate EL0038 (SBC Building), 433 Olive Street and 434 South Grand Avenue, Los Angeles, Los Angeles County, California	EAS
LA-12393	2013	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02731A (LA424-AT&T (Madison MSC), 633 South Olive Street, Los Angeles, Los Angeles County, California	EAS

## Resource Detail: P-19-166921

633 S Spring St

---

LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA
OR-03860	2001	A Cultural Resources Inventory of the Proposed Reroute of the PF. Net/AT&T Fiber Optics Conduit, Los Angeles to Marine Corps Base Camp Pendleton, Los Angeles and Orange Counties, California	ASM Affiliates
OR-03861	2000	A Cultural Resources Inventory of the Proposed PF. Net/AT&T Fiber Optics Conduit Los Angeles to Marine Corps Base Camp Pendleton, Los Angeles and Orange Counties, California	ASM Affiliates, Inc

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD, LOS ANGELES

*Address:* Address

*City*

*Assessor's parcel no.*

*Zip code*

300-849 S Broadway

Los Angeles

*PLSS:*

*UTMs:*

### Management status

#### Database record metadata

*Date*      *User*

*Entered:* 5/1/2008      jay

*Last modified:* 9/27/2012      mgalaz

*IC actions:* *Date*

*User*

*Action taken*

5/1/2008

jay

Appended records from Encodent database.

*Record status:*



## Resource Detail: P-19-166940

633 S Spring St

---

### Identifying information

Primary No.: P-19-166940

Trinomial:

Name: Pershing Square Bldg

Other IDs: Type Name

OHP Property Numb 020864

Resource Name Pershing Square Bldg

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
12/1/1978	R. Hatheway	Roger Hatheway & Associates	

### Associated reports

Report No.	Year	Title	Affiliation
LA-10772	1979	Historic Building Survey - Los Angeles Downtown People Mover Program Report for Determination of Eligibility	Myra L. Franck
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address	City	Assessor's parcel no.	Zip code
448 S Hill St	Los Angeles	5149-026-004	

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 9/27/2012 mgalaz

IC actions: Date	User	Action taken
------------------	------	--------------

9/3/2008	jay	Appended data from Encodent database (standalone historic table; not in Sites-All)
----------	-----	--

Record status:

## Resource Detail: P-19-166953

633 S Spring St

---

### Identifying information

Primary No.: P-19-166953

Trinomial:

Name: Huntington Bldg

Other IDs:	Type	Name
	OHP Property Numb	020878
	Resource Name	Huntington Bldg
	Other	PHI LAn-043
	Other	Pacific Electric

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Survey, Other

Attribute codes: HP07 (3+ story commercial building); HP17 (Railroad depot)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
4/9/2009			Hist Res
7/25/2008			Nat Reg
12/17/2001			Tax Cert
12/20/1995			Nat Reg
4/1/1983			Hist Surv, Hist Surv
3/30/1988			Hist Res
9/1/1974	Tom Sitton	L.A. Natural History Museum	Hist Res
9/5/1982		L.A. Conservancy	City Cultural Monument nomination

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): LOS ANGELES

Address:	Address	City	Assessor's parcel no.	Zip code
	610 S Main St	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
Entered: 9/23/2010	mgalaz
Last modified: 9/27/2012	mgalaz
IC actions:	Date User Action taken
	9/23/2010 mgalaz MMD

Record status:

## Resource Detail: P-19-166958

633 S Spring St

---

### Identifying information

Primary No.: P-19-166958

Trinomial:

Name: Biltmore Hotel

Other IDs: Type

Name

OHP Property Numb 020883

Resource Name Biltmore Hotel

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP05 (Hotel/motel)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
12/1/1978	R. Hatheway	Roger Hatheway & Associates	

### Associated reports

Report No.	Year	Title	Affiliation
LA-05181	2000	Cultural Resource Assessment for At&t Wireless Services Facility T998, County of Los Angeles, California	LSA Associates, Inc.
LA-06437	2000	(Duplicate of LA-5181) Cultural Resource Assessment for At&t Wireless Services Facility 1998, County of Los Angeles, California	LSA Associates, Inc.
LA-10772	1979	Historic Building Survey - Los Angeles Downtown People Mover Program Report for Determination of Eligibility	Myra L. Franck
LA-12045	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02204A (SM204 816 South Grand), 816 South Grand Avenue, #818 Los Angeles, Los Angeles County, California	MBA
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address

City

Assessor's parcel no.

Zip code

515 S Olive St

Los Angeles

PLSS:

UTMs:

### Management status

## Resource Detail: P-19-166958

633 S Spring St

---

### Database record metadata

	<i>Date</i>	<i>User</i>	
<i>Entered:</i>	9/3/2008		
<i>Last modified:</i>	6/8/2012	agarcia	
<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)

*Record status:*

## Resource Detail: P-19-166959

633 S Spring St

---

### Identifying information

Primary No.: P-19-166959

Trinomial:

Name: James Oviatt Bldg

Other IDs:	Type	Name
OHP Property Numb		020884
Resource Name		James Oviatt Bldg
Other		Oviatt Bldg
Other		Alexander & Oviatt Bldg

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP03 (Multiple family property)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
10/1/1982	Martin Eli Weil	Ratkovich, Bowers Incorporated	

### Associated reports

Report No.	Year	Title	Affiliation
LA-12045	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02204A (SM204 816 South Grand), 816 South Grand Avenue, #818 Los Angeles, Los Angeles County, California	MBA
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address:	Address	City	Assessor's parcel no.	Zip code
	617 S Olive St	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 11/8/2010 mgalaz

Last modified: 9/27/2012 mgalaz

IC actions:

Record status:

## Resource Detail: P-19-166967

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166967

*Trinomial:*

*Name:* Title Insurance Bldg (1928)

*Other IDs:* *Type* *Name*

OHP Property Numb 020892

Resource Name Title Insurance Bldg (1928)

*Cross-refs:* Is subsumed by 19-166981

Is an element of district 19-166981

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:*

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
5/1/1977	Roger Hatheway	Natural History Museum	

### Associated reports

### Location information

*County:* Los Angeles

*USGS quad(s):* LOS ANGELES

*Address:* *Address*

433 S Spring St

*City*

Los Angeles

*Assessor's parcel no.*

*Zip code*

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

*Date* *User*

*Entered:* 9/3/2008

*Last modified:* 9/27/2012 mgalaz

*IC actions:* *Date* *User*

9/3/2008 jay

*Action taken*

Appended data from Encodent database (standalone historics table; not in Sites-All)

*Record status:*

## Resource Detail: P-19-166968

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166968

*Trinomial:*

*Name:* Citizens National Bank

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	020893
	Resource Name	Citizens National Bank
	Other	Crocker Bank

*Cross-refs:* Is an element of district 19-166981

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
6/1/1977	R. Hatheway	Natural History Museum	

### Associated reports

### Location information

*County:* Los Angeles

*USGS quad(s):* LOS ANGELES

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	453 S Spring St	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 9/27/2012 mgalaz

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

*Record status:*



## Resource Detail: P-19-166981

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-166981

*Trinomial:*

*Name:* Spring St Financial District

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
OHP Property Numb	020908	
Resource Name		Spring St Financial District
Other		S Spring St

*Cross-refs:* See also 19-175076

See also 19-175077

See also 19-175078

See also 19-175079

See also 19-175080

See also 19-175081

Subsumes 19-166967

Is a district with element 19-166964

Is a district with element 19-166965

Is a district with element 19-166966

Is a district with element 19-166967

Is a district with element 19-166968

Is a district with element 19-166969

Is a district with element 19-166970

Is a district with element 19-166971

Is a district with element 19-166972

Is a district with element 19-166973

Is a district with element 19-166974

Is a district with element 19-166975

Is a district with element 19-166976

Is a district with element 19-166977

Is a district with element 19-166978

Is a district with element 19-166979

Is a district with element 19-166980

Is a district with element 19-167040

Is a district with element 19-167045

Is a district with element 19-174116

Is a district with element 19-174117

Is a district with element 19-174411

Is a district with element 19-174412

Is a district with element 19-174413

Is a district with element 19-174414

Is a district with element 19-174415

### Attributes

*Resource type:* District

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP05 (Hotel/motel); HP06 (1-3 story commercial building); HP07 (3+ story commercial building); HP95 (Concrete Construction); HP96 (Steel Construction); HP99 (Brick Construction)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
10/14/1977	T. Sitton	Natural History Museum	

---

## Resource Detail: P-19-166981

633 S Spring St

4/12/2005 David Greenwood

Photographs of 19-177412 and  
19-177413

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-09426	2008	Cultural Resources Study of the Little Tokyo Lofts Project Royal Street Communications Site No. LA0159D 420 S. San Pedro Street, Los Angeles, Los Angeles County, California	Historic Resource Associates
LA-11649	2004	Evaluation of Proposed Demolition of Stationers Building, 525 South Spring Street, Stationers Annex, 523 South Spring Street on the Spring Street Financial Historic District	Kaplan Chen Kaplan
LA-12392	2013	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate EL0038 (SBC Building), 433 Olive Street and 434 South Grand Avenue, Los Angeles, Los Angeles County, California	EAS
LA-12393	2013	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02731A (LA424-AT&T (Madison MSC), 633 South Olive Street, Los Angeles, Los Angeles County, California	EAS

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD, LOS ANGELES

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	354-704 S Spring St	Los Angeles		
	525 S Spring St	Los Angeles		
	523 S Spring St	Los Angeles		
	210 W 7th St	Los Angeles		
	651 S Spring St	Los Angeles		
	639 S Spring St	Los Angeles		
	625 S Spring St	Los Angeles		
	623 S Spring St	Los Angeles		
	601 S Spring St	Los Angeles		
	541 S Spring St	Los Angeles		
	210 W 5th St	Los Angeles		
	453 S Spring St	Los Angeles		
	433 S Spring St	Los Angeles		
	408 S Spring St	Los Angeles		
	410 S Spring St	Los Angeles		
	416 S Spring St	Los Angeles		
	131 W 5th St	Los Angeles		
	510 S Spring St	Los Angeles		
	514 S Spring St	Los Angeles		
	548 S Spring St	Los Angeles		
	618 S Spring St	Los Angeles		
	626 S Spring St	Los Angeles		
	632 S Spring St	Los Angeles		
	117 W 7th St	Los Angeles		
	704 S Spring St	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

## Resource Detail: P-19-166981

633 S Spring St

---

### Database record metadata

	<i>Date</i>	<i>User</i>	
<i>Entered:</i>	9/3/2008		
<i>Last modified:</i>	11/7/2012	sstjames	
<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
	3/18/2009	sstjames	stjames
	6/20/2012	mgalez	Updated.

*Record status:*

## Resource Detail: P-19-167031

633 S Spring St

---

### Identifying information

Primary No.: P-19-167031

Trinomial:

Name: King Edward Hotel

Other IDs: Type

Name

OHP Property Numb 178441, 020966

Resource Name King Edward Hotel

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Unknown

Attribute codes: HP05 (Hotel/motel)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
9/1/1976	Smith, Dennis and Sitton, Tom	Natural History Museum	

### Associated reports

Report No.	Year	Title	Affiliation
LA-09283	2007	A Phase I Cultural Resource Assessment and Vertebrate Paleontologic Assessment for the Los Angeles Department of Water and Power District Cooling Plant and Distribution System Project in the City of Los Angeles, Los Angeles County, California	ArchaeoPaleo Resource Management, Inc.

### Location information

County: Los Angeles

USGS quad(s): LOS ANGELES

Address: Address

City

Assessor's parcel no.

Zip code

121 E 5th St

Los Angeles

PLSS:

UTMs:

### Management status

### Database record metadata

Date User

Entered: 1/5/2010 tshackford

Last modified: 6/4/2012 sstjames

IC actions:

Record status:

## Resource Detail: P-19-167036

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-167036

*Trinomial:*

*Name:* Kerckoff Bldg & Annex

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	155243, 020971
	Resource Name	Kerckoff Bldg & Annex
	Other	Santa Fe Bldg & Annex
	Voided	19-173209

*Cross-refs:* See also 19-173209

### Attributes

*Resource type:* Building

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP03 (Multiple family property); HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
3/31/2005	T. Grimes		

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-09426	2008	Cultural Resources Study of the Little Tokyo Lofts Project Royal Street Communications Site No. LA0159D 420 S. San Pedro Street, Los Angeles, Los Angeles County, California	Historic Resource Associates

### Location information

*County:* Los Angeles

*USGS quad(s):* LOS ANGELES

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	558-564 S Main St	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 9/27/2012 mgalaz

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

*Record status:*

## Resource Detail: P-19-167041

633 S Spring St

---

### Identifying information

Primary No.: P-19-167041

Trinomial:

Name: Rowan Bldg / Reeves Bldg

Other IDs:	Type	Name
	OHP Property Numb	020976
	Resource Name	Rowan Bldg / Reeves Bldg
	Other	Rowan Bldg
	Other	Rowan
	Other	Reeves

Cross-refs: Is an element of district 19-166921

### Attributes

Resource type: Building

Age: Historic

Information base:

Attribute codes:

Disclosure:

Collections:

Accession no(s):

Facility:

### General notes

This property is NOT a contributing element to District 19-166921

### Recording events

### Associated reports

Report No.	Year	Title	Affiliation
LA-12045	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02204A (SM204 816 South Grand), 816 South Grand Avenue, #818 Los Angeles, Los Angeles County, California	MBA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address:	Address	City	Assessor's parcel no.	Zip code
	525 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 6/8/2012 agarcia

IC actions:	Date	User	Action taken
-------------	------	------	--------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

Record status:

## Resource Detail: P-19-167048

633 S Spring St

---

### Identifying information

Primary No.: P-19-167048

Trinomial:

Name: Brockman Bldg

Other IDs:	Type	Name
	OHP Property Numb	020984
	Resource Name	Brockman Bldg
	OHP Property Numb	127365

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Survey, Other

Attribute codes:

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
9/10/2007			Nat Reg
3/4/2002			Hist Res, Proj Review
3/6/2001			Tax Cert, Hist Surv, Hist Surv

### Associated reports

Report No.	Year	Title	Affiliation
LA-12045	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02204A (SM204 816 South Grand), 816 South Grand Avenue, #818 Los Angeles, Los Angeles County, California	MBA
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles				
USGS quad(s): HOLLYWOOD				
Address: Address	City	Assessor's parcel no.	Zip code	
520 W 7th St	Los Angeles			
708 S Grand Ave	Los Angeles			
PLSS:				
UTMs:				

### Management status

### Database record metadata

Date	User	
Entered: 9/23/2010	mgalaz	
Last modified: 9/27/2012	mgalaz	
IC actions: Date	User	Action taken
9/23/2010	mgalaz	MMD



## Resource Detail: P-19-167048

633 S Spring St

---

*Record status:*

## Resource Detail: P-19-167275

633 S Spring St

---

### Identifying information

Primary No.: P-19-167275

Trinomial:

Name: Garfield Bldg

Other IDs: Type

Name

OHP Property Numb 021232

Resource Name Garfield Bldg

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
1/1/1982	M. Weil	Charles Kober Associates	

### Associated reports

Report No.	Year	Title	Affiliation
LA-12171	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03104K (California Jewelry Exchange) 607 South Hill Street, Los Angeles, California	MBA
LA-12174	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV110021 (11002 Edward Building) 1200 South Hope Street, Los Angeles, Los Angeles County, California	MBA
LA-12177	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SV11003K (Telacu Square) 1033 South Hope Street, Los Angeles, Los Angeles County, California	MBA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address

City

Assessor's parcel no.

Zip code

403 W 8th St

Los Angeles

PLSS:

UTMs:

### Management status

### Database record metadata

Date User

Entered: 11/17/2011 mgalaz

Last modified: 9/27/2012 mgalaz

IC actions:

## Resource Detail: P-19-167275

633 S Spring St

---

*Record status:*

## Resource Detail: P-19-170976

633 S Spring St

---

### Identifying information

Primary No.: P-19-170976

Trinomial:

Name: Title Guarantee & Trust Co Bldg

Other IDs: Type Name

OHP Property Numb 024959

Resource Name Title Guarantee & Trust Co Bldg

Cross-refs: See also 19-166902

### Attributes

Resource type: Building

Age: Historic

Information base:

Attribute codes:

Disclosure:

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
11/14/1983	R. Starzak, R. Hatheway	Roger Hatheway & Associates	

### Associated reports

Report No.	Year	Title	Affiliation
LA-10772	1979	Historic Building Survey - Los Angeles Downtown People Mover Program Report for Determination of Eligibility	Myra L. Franck
LA-12171	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03104K (California Jewelry Exchange) 607 South Hill Street, Los Angeles, California	MBA
LA-12392	2013	Cultural Resources Records Search and Site Visit Results for AT&T Mobility, LLC Candidate EL0038 (SBC Building), 433 Olive Street and 434 South Grand Avenue, Los Angeles, Los Angeles County, California	EAS
LA-12393	2013	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02731A (LA424-AT&T (Madison MSC), 633 South Olive Street, Los Angeles, Los Angeles County, California	EAS
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address	City	Assessor's parcel no.	Zip code
401 W 5th St	Los Angeles		90013

PLSS:

UTMs:

### Management status

## Resource Detail: P-19-170976

633 S Spring St

---

### Database record metadata

	<i>Date</i>	<i>User</i>	
<i>Entered:</i>	5/1/2008	jay	
<i>Last modified:</i>	11/20/201	sstjames	
<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	5/1/2008	jay	Appended records from Encodent database.

*Record status:*

## Resource Detail: P-19-172148

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-172148

*Trinomial:*

*Name:* Bristol Hotel

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	026161
	Resource Name	Bristol Hotel
	Other	Woodward Hotel
	Voided	166995

*Cross-refs:* See also 19-166995

### Attributes

*Resource type:* Building

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP05 (Hotel/motel)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
10/1/1976	Sitton, Tom	Natural History Museum	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-12045	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02204A (SM204 816 South Grand), 816 South Grand Avenue, #818 Los Angeles, Los Angeles County, California	MBA

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	423 W 8th St	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 5/5/2009 tshackford

*Last modified:* 6/25/2012 sstjames

*IC actions:*

*Record status:*

## Resource Detail: P-19-172158

633 S Spring St

---

### Identifying information

Primary No.: P-19-172158

Trinomial:

Name: Coulter Dry Goods

Other IDs: Type

Name

OHP Property Numb 026171

Resource Name Coulter Dry Goods

Other Lane Bryant

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
6/1/1979	R. Hatheway	CRA	

### Associated reports

Report No.	Year	Title	Affiliation
LA-12045	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02204A (SM204 816 South Grand), 816 South Grand Avenue, #818 Los Angeles, Los Angeles County, California	MBA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address

City

Assessor's parcel no.

Zip code

500 W 7th St

Los Angeles

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 6/25/2012 sstjames

IC actions: Date

User

Action taken

9/3/2008

jay

Appended data from Encodent database (standalone historics table; not in Sites-All)

Record status:



## Resource Detail: P-19-173189

633 S Spring St

---

### Identifying information

Primary No.: P-19-173189

Trinomial:

Name: Foreman & Clark Bldg

Other IDs: Type Name

OHP Property Numb 027257

Resource Name Foreman & Clark Bldg

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Survey, Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
8/5/2011	Shannon L. Loftus	ACE Environmental	

### Associated reports

Report No.	Year	Title	Affiliation
LA-11679	2011	Cultural Resource Records Search and Site Survey, AT&T Site LAC301, Downtown 404 1/2 West 7th Street, Los Angeles, Los Angeles County, California 90014	ACE Environmental
LA-12493	2012	Cultural Resource Assessment Verizon Wireless Services Grand Avenue ELA Facility City of Los Angeles, Los Angeles County, California	LSA

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address

404 W 7th St

701 S Hill St

City

Los Angeles

Los Angeles

Assessor's parcel no.

Zip code

PLSS:

UTMs:

### Management status

### Database record metadata

Date User

Entered: 6/27/2012 mgalaz

Last modified: 10/9/2012 sstjames

IC actions:

Record status:

## Resource Detail: P-19-173194

633 S Spring St

---

### Identifying information

Primary No.: P-19-173194

Trinomial:

Name: Union Bank & Trust Co Bldg

Other IDs: Type Name

OHP Property Numb 027262

Resource Name Union Bank & Trust Co Bldg

Other Union Bank Bldg, Wholesale Mart

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
5/18/2003	Valerie Nagel		
3/1/1983	Richard Starzak, Leslie Heumann	Hatheway & Associates	Historic Resources Inventory

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address

760 S Hill St

325 W Eighth St

City

Los Angeles

Los Angeles

Assessor's parcel no.

Zip code

PLSS:

UTMs:

### Management status

### Database record metadata

Date User

Entered: 8/21/2012 mgalaz

Last modified: 10/9/2012 sstjames

IC actions:

Record status:

## Resource Detail: P-19-173212

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-173212

*Trinomial:*

*Name:* Main Mercantile Bldg

*Other IDs:* *Type* *Name*

OHP Property Numb 027280

Resource Name Main Mercantile Bldg

*Cross-refs:*

### Attributes

*Resource type:* Building

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
4/1/1983	Starzak, Richard	Hatheway & Associates	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-09426	2008	Cultural Resources Study of the Little Tokyo Lofts Project Royal Street Communications Site No. LA0159D 420 S. San Pedro Street, Los Angeles, Los Angeles County, California	Historic Resource Associates

### Location information

*County:* Los Angeles

*USGS quad(s):* LOS ANGELES

<i>Address:</i> <i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
620 S Main St	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

*Date* *User*

*Entered:* 12/9/2008 sstjames

*Last modified:* 10/9/2012 sstjames

*IC actions:*

*Record status:*

## Resource Detail: P-19-173213

633 S Spring St

---

### Identifying information

Primary No.: P-19-173213

Trinomial:

Name: Hotel Cecil

Other IDs: Type

Name

OHP Property Numb 027281

Resource Name Hotel Cecil

Cross-refs:

### Attributes

Resource type:

Age: Historic

Information base:

Attribute codes: HP15 (Educational building)

Disclosure:

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
10/4/2002	J. Marvin		Added from updates table

### Associated reports

Report No.	Year	Title	Affiliation
LA-09106	2007	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11069C (Abe Building), 533 South Los Angeles Street, Los Angeles Street, Los Angeles, Los Angeles County, California	Michael Brandman Associates
LA-09426	2008	Cultural Resources Study of the Little Tokyo Lofts Project Royal Street Communications Site No. LA0159D 420 S. San Pedro Street, Los Angeles, Los Angeles County, California	Historic Resource Associates

### Location information

County: Los Angeles

USGS quad(s): LOS ANGELES

Address: Address

City

Assessor's parcel no.

Zip code

638-644 S Main St

Los Angeles

90014

PLSS:

UTMs:

### Management status

### Database record metadata

Date User

Entered: 5/1/2008 jay

Last modified: 6/25/2012 sstjames

IC actions: Date

User

Action taken

5/1/2008

jay

Appended records from Encodent database.

Record status:

## Resource Detail: P-19-173227

633 S Spring St

---

### Identifying information

Primary No.: P-19-173227

Trinomial:

Name: National City Bank Bldg

Other IDs: Type Name

OHP Property Numb 027295

Resource Name National City Bank Bldg

Other California College of Dental Training

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
1/1/1983	R. Starzak & L. Heumann	Hatheway & Associates	

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address	City	Assessor's parcel no.	Zip code
800 S Spring St	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 10/9/2012 sstjames

IC actions: Date	User	Action taken
------------------	------	--------------

9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
----------	-----	---

Record status:

## Resource Detail: P-19-173232

633 S Spring St

---

### Identifying information

Primary No.: P-19-173232

Trinomial:

Name: Hotel Rosslyn Annex

Other IDs: Type Name

OHP Property Numb 027300

Resource Name Hotel Rosslyn Annex

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP05 (Hotel/motel)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
8/23/2013	Edson Beall	NPS	Email with NR Listing.

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): LOS ANGELES

Address: Address

112 W 5th St

City

Los Angeles

Assessor's parcel no.

Zip code

PLSS:

UTMs:

### Management status

### Database record metadata

Date User

Entered: 8/23/2013 mgalaz

Last modified: 8/23/2013 mgalaz

IC actions:

Record status:

## Resource Detail: P-19-173238

633 S Spring St

---

### Identifying information

Primary No.: P-19-173238

Trinomial:

Name: Board of Trade Bldg

Other IDs: Type Name

OHP Property Numb 027306

Resource Name Board of Trade Bldg

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Survey, Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
10/16/2007	Jessica Mackenzie	Christopher A. Joseph & Associates	NR Registration

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address	City	Assessor's parcel no.	Zip code
111 W 7th St	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/23/2010 mgalaz

Last modified: 10/9/2012 sstjames

IC actions: Date	User	Action taken
------------------	------	--------------

9/23/2010	mgalaz	MMD
-----------	--------	-----

7/10/2012	mgalaz	Updated.
-----------	--------	----------

Record status:



## Resource Detail: P-19-173240

633 S Spring St

---

### Identifying information

Primary No.: P-19-173240

Trinomial:

Name: Garment Capitol Bldg

Other IDs: Type Name

OHP Property Numb 027308

Resource Name Garment Capitol Bldg

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
10/8/2007	A. Galvin	Galvin Preservatin Associates	

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address	City	Assessor's parcel no.	Zip code
217 E 8th St	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date User

Entered: 9/23/2010 mgalaz

Last modified: 10/9/2012 sstjames

IC actions: Date User Action taken

9/23/2010 mgalaz MMD

Record status:

## Resource Detail: P-19-173243

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-173243

*Trinomial:*

*Name:* Commercial Exchange Building

*Other IDs:* *Type* *Name*

Resource Name Commercial Exchange Building

*Cross-refs:*

### Attributes

*Resource type:* Building

*Age:* Historic

*Information base:* Survey

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Not for publication

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
1/12/1983	Richard Starzak, Leslie Heuman	Hatheway & Associates	

### Associated reports

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

*Address:* *Address*

416-436 W 8th St

*City*

Los Angeles

*Assessor's parcel no.*

*Zip code*

90014

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

*Date* *User*

*Entered:* 7/11/2014 mgalaz

*Last modified:* 7/22/2014 mgalaz

*IC actions:*

*Record status:*

## Resource Detail: P-19-174099

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-174099

*Trinomial:*

*Name:* Clifton's Brookdale Cafeteria Terrace, J E Carr Stores & Lofts

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
OHP Property Numb		073717
Resource Name		Clifton's Brookdale Cafeteria Terrace, J E Carr Stores & Lofts
Other		J E Carr Stores & Lofts
Other		Clifton's Cafeteria
OHP Property Numb		119031

*Cross-refs:* See also 19-166881

See also 19-166921

### Attributes

*Resource type:* Building

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP06 (1-3 story commercial building)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
7/1/1983	Starzak, Richard	Roger G. Hatheway & Associates	

### Associated reports

<i>Report No.</i>	<i>Year</i>	<i>Title</i>	<i>Affiliation</i>
LA-04467	1983	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	648 S Broadway	Los Angeles	5144-002-023	
	650 S Broadway	Los Angeles		
	648-652 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 3/12/2009 sstjames

*Last modified:* 11/26/201 sstjames

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	6/19/2012	mgalaz	Mapped and filed. Removed note : "No record on file see district record 19-166921"
--	-----------	--------	--

*Record status:*

## Resource Detail: P-19-174776

633 S Spring St

---

### Identifying information

Primary No.: P-19-174776

Trinomial:

Name: Wise Shop #2

Other IDs:	Type	Name
	OHP Property Numb	086460
	Resource Name	Wise Shop #2
	Other	Wise Shop

Cross-refs: See also 19-166921

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP06 (1-3 story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
6/1/1992	C. McAvoy	Historic Resources Group	

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): LOS ANGELES

Address: Address	City	Assessor's parcel no.	Zip code
425 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 6/28/2012 mgalaz

IC actions: Date	User	Action taken
------------------	------	--------------

9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
----------	-----	---

Record status:

## Resource Detail: P-19-174777

633 S Spring St

---

### Identifying information

Primary No.: P-19-174777

Trinomial:

Name: 440 S Broadway

Other IDs: Type Name

OHP Property Numb 086462

Resource Name 440 S Broadway

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP06 (1-3 story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
6/1/1992	C. McAvoy	Historic Resources Group	

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): LOS ANGELES

Address: Address	City	Assessor's parcel no.	Zip code
440 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 10/9/2012 sstjames

IC actions: Date	User	Action taken
------------------	------	--------------

9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
----------	-----	---

Record status:

## Resource Detail: P-19-174778

633 S Spring St

---

### Identifying information

Primary No.: P-19-174778

Trinomial:

Name: 445 S Broadway

Other IDs:	Type	Name
	OHP Property Numb	086464
	Resource Name	445 S Broadway

Cross-refs:

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
6/1/1992	C. McAvoy	Historic Resources Group	

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): LOS ANGELES

Address:	Address	City	Assessor's parcel no.	Zip code
	445 S Broadway	Los Angeles		

PLSS:

UTMs:

### Management status

### Database record metadata

Date	User
------	------

Entered: 9/3/2008

Last modified: 10/9/2012 sstjames

IC actions:	Date	User	Action taken
-------------	------	------	--------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

Record status:

## Resource Detail: P-19-174779

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-174779

*Trinomial:*

*Name:* Barry's

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	086469
	Resource Name	Barry's

*Cross-refs:* See also 19-166921

### Attributes

*Resource type:* Building

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP06 (1-3 story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
6/1/1992	C. McAvoy	Historic Resources Group	

### Associated reports

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	543 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 6/28/2012 mgalaz

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

*Record status:*



## Resource Detail: P-19-174782

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-174782

*Trinomial:*

*Name:* Butler's / Baker Bldg

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	086483
	Resource Name	Butler's / Baker Bldg
	Other	Baker
	Other	Butlers

*Cross-refs:* See also 19-166921

### Attributes

*Resource type:* Building

*Age:* Historic

*Information base:* Other

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:*

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
6/1/1992	C. McAvoy	Historic Reouces Group	

### Associated reports

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	633 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 9/3/2008

*Last modified:* 11/6/2012 sstjames

<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
--------------------	-------------	-------------	---------------------

	9/3/2008	jay	Appended data from Encodent database (standalone historics table; not in Sites-All)
--	----------	-----	---

*Record status:*

## Resource Detail: P-19-175056

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-175056

*Trinomial:*

*Name:* Kress Bldg

<i>Other IDs:</i>	<i>Type</i>	<i>Name</i>
	OHP Property Numb	094407
	Resource Name	Kress Bldg
	Voided	19-174781

*Cross-refs:* See also 19-174781

Is an element of district 19-166921

### Attributes

*Resource type:* Building, Element of district

*Age:* Historic

*Information base:* Unknown

*Attribute codes:* HP07 (3+ story commercial building)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
	Johnson, Christy	Historic Resource Group	
6/1/1992	Christy J. McAvoy	Historic Resources Group	

### Associated reports

### Location information

*County:* Los Angeles

*USGS quad(s):* HOLLYWOOD

<i>Address:</i>	<i>Address</i>	<i>City</i>	<i>Assessor's parcel no.</i>	<i>Zip code</i>
	621-625 S Broadway	Los Angeles		
	621 S Broadway	Los Angeles		
	625 S Broadway	Los Angeles		

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

<i>Date</i>	<i>User</i>
-------------	-------------

*Entered:* 3/3/2009 tshackford

*Last modified:* 10/9/2012 sstjames

*IC actions:*

*Record status:*

## Resource Detail: P-19-175849

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-175849

*Trinomial:*

*Name:* Genesis Hotel

*Other IDs:* *Type*

*Name*

OHP Property Numb 099463

Resource Name Genesis Hotel

*Cross-refs:*

### Attributes

*Resource type:* Building

*Age:* Historic

*Information base:* Survey

*Attribute codes:* HP06 (1-3 story commercial building)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
11/9/1994	Christy J. McAvoy	Historic Resources Group	

### Associated reports

### Location information

*County:* Los Angeles

*USGS quad(s):* LOS ANGELES

*Address:* *Address*

*City*

*Assessor's parcel no.*

*Zip code*

452 S Main St

Los Angeles

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

*Date* *User*

*Entered:* 2/13/2013 mgalaz

*Last modified:* 2/13/2013 mgalaz

*IC actions:*

*Record status:*

## Resource Detail: P-19-175850

633 S Spring St

---

### Identifying information

*Primary No.:* P-19-175850

*Trinomial:*

*Name:* Sanborn Hotel

*Other IDs:* *Type*

*Name*

OHP Property Numb 099464

Resource Name Sanborn Hotel

*Cross-refs:*

### Attributes

*Resource type:* Building

*Age:* Historic

*Information base:* Survey

*Attribute codes:* HP05 (Hotel/motel); HP06 (1-3 story commercial building)

*Disclosure:* Unrestricted

*Collections:* No

*Accession no(s):*

*Facility:*

### General notes

### Recording events

<i>Date</i>	<i>Recorder(s)</i>	<i>Affiliation</i>	<i>Notes</i>
11/9/1994	Christy J. McAvoy	Historic Resources Group	

### Associated reports

### Location information

*County:* Los Angeles

*USGS quad(s):* LOS ANGELES

*Address:* *Address*

*City*

*Assessor's parcel no.*

*Zip code*

526 S Main St

Los Angeles

*PLSS:*

*UTMs:*

### Management status

### Database record metadata

*Date* *User*

*Entered:* 2/13/2013 mgalaz

*Last modified:* 2/13/2013 mgalaz

*IC actions:*

*Record status:*

## Resource Detail: P-19-187073

633 S Spring St

---

### Identifying information

Primary No.: P-19-187073

Trinomial:

Name: Bank of Italy

Other IDs: Type

Name

OHP Property Numb 026172

Resource Name Bank of Italy

Other A P Giannini Bldg

Cross-refs: See also 19-172159

### Attributes

Resource type: Building

Age: Historic

Information base: Other

Attribute codes: HP07 (3+ story commercial building)

Disclosure: Unrestricted

Collections:

Accession no(s):

Facility:

### General notes

### Recording events

Date	Recorder(s)	Affiliation	Notes
6/1/1979	R. Hatheway	CRA	

### Associated reports

### Location information

County: Los Angeles

USGS quad(s): HOLLYWOOD

Address: Address

City

Assessor's parcel no.

Zip code

649 S Olive

Los Angeles

PLSS:

UTMs:

### Management status

### Database record metadata

Date User

Entered: 9/3/2008

Last modified: 12/11/201 sstjames

IC actions: Date

User

Action taken

9/3/2008

jay

Appended data from Encodent database (standalone historics table; not in Sites-All)

Record status:

## Resource List

633 S Spring St

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-166825		OHP Property Number - 020743; Resource Name - St Vincent's Place; CHL - CHL 567	Building	Historic	HP07 (3+ story commercial building)	1976 (Tom Sitton, Natural History Museum); 1976 (Tom Sitton, Natural History Museum)	
P-19-166865		OHP Property Number - 020786; Resource Name - Broadway Central Block; Other - Judson-Rives Bldg	Building	Historic	HP07 (3+ story commercial building)		LA-12493
P-19-166866		OHP Property Number - 020787; Resource Name - Bumiller Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)		LA-12493
P-19-166867		OHP Property Number - 020788; Resource Name - OT Johnson Bldg #2; Other - Forve-Pettibone Co; Other - OT Johnson Block	Building, Element of district	Historic	HP07 (3+ story commercial building); HP96 (Steel Construction); HP99 (Brick Costruction)	1977; 1983 (Richard Starzak, Roger G. Hatheway & Associates); 1992 (Christy J. McAvoy, Historic Resource Group)	LA-04467, LA-12493
P-19-166868		OHP Property Number - 020789; Resource Name - Roxie Theatre; Other - Roxie Theater; Other - 518 S Broadway	Building	Historic	HP10 (Theater)	1977 (Sitton, Tom, Los Angeles Natural History Museum)	LA-12493
P-19-166869		OHP Property Number - 020790; Resource Name - Hamburger's Dept Store; Other - May Co	Building	Historic	HP07 (3+ story commercial building)		
P-19-166870		OHP Property Number - 020791; Resource Name - Cameo Theater; Other - Clunes Broadway Theatre	Building	Historic	HP10 (Theater)	1976; 1983 (Starzak, Richard, Roger Hatheway & Associates)	LA-04467, LA-12493
P-19-166871		OHP Property Number - 020792; Resource Name - Eden Hotel; Other - Elden Hotel; Other - Hubert-Thom McAnn Bldg; Voided - 19-169612	Building, Element of district	Historic	HP10 (Theater)	1977; 1983 (Richard Starzak and Louis Joyer, Roger G. Hatheway & Associates)	LA-04467, LA-12493
P-19-166872		OHP Property Number - 020793; Resource Name - Silverwood's Bldg; Other - Silverwoods	Building, Element of district	Historic	HP07 (3+ story commercial building)	1992 (C. McAvoy, Historic Resource Group)	LA-12493
P-19-166873		OHP Property Number - 020794; Resource Name - Zukors; Other - Norton Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)		LA-12493
P-19-166874		OHP Property Number - 020795; Resource Name - Walter P Story Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)	1992 (C. McAvoy, Historic Resources Group)	LA-12493

## Resource List

633 S Spring St

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-166875		OHP Property Number - 020796; Resource Name - Desmond's Dept Store; Other - Desmond's Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)	1992 (C. McAvoy, Historic Resources Group)	LA-12493
P-19-166876		OHP Property Number - 020797; Resource Name - Los Angeles Theater; Other - LA Theater	Building, Element of district	Historic	HP10 (Theater)	1976; 1983 (Starzak, Richard, Roger G. Hatheway & Associates)	LA-04467, LA-12493
P-19-166877		OHP Property Number - 020798; Resource Name - Schaber's Cafeteria; Other - Broadway Cafeteria; Other - Carl's Jr	Building	Historic	HP06 (1-3 story commercial building)	1977; 1983 (Starzak, Richard, Roger G. Hatheway & Associates); 1992 (Christy J. McAvoy, Historic Resources Group)	LA-04467, LA-12493
P-19-166878		OHP Property Number - 020799; Resource Name - Palace Theater; Other - Orpheum Theater #3; Other - Orpheum	Building, Element of district	Historic	HP07 (3+ story commercial building)	1977 (T. Sitton, Natural History Museum)	LA-12493
P-19-166879		OHP Property Number - 020800; Resource Name - Bullock's; Other - Tehama Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)		LA-12493
P-19-166880		OHP Property Number - 020801; Resource Name - Forrester Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)		LA-12493
P-19-166881		OHP Property Number - 020802; Resource Name - Joseph E Carr Bldg; Other - J E Carr Bldg	Building	Historic	HP07 (3+ story commercial building)	1977; 1977 (Roger Hatheway, Natural History Museum); 1983 (Starzak, Richard, Roger G. Hatheway & Associates); 1998 (Daniel Abeyta, SHPO); 2002	LA-04467, LA-12493
P-19-166882		OHP Property Number - 020803; Resource Name - Lankershim Hotel	Building, Element of district	Historic	HP05 (Hotel/motel); HP07 (3+ story commercial building); HP98 (Stone Construction); HP99 (Brick Costruction)	1977; 1983 (Richard Starzak, Louis Joyner, Roger G. Hatheway & Associates)	LA-04467, LA-12493
P-19-166883		OHP Property Number - 020804; Resource Name - Loews State Theater Bldg; Other - United Bldg	Building, Other	Historic	HP10 (Theater)		LA-12493
P-19-166884		OHP Property Number - 020805; Resource Name - J D Hooker Apt Bldg; Other - Yorkshire Hotel	Building, Element of district	Historic	HP05 (Hotel/motel); HP07 (3+ story commercial building); HP99 (Brick Costruction)	1977; 1983 (Starzak, Richard, Roger G. Hatheway & Assoc.)	LA-04467, LA-12493



## Resource List

### 633 S Spring St

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-166885		OHP Property Number - 020806; Resource Name - F W Woolworth	Building, Element of district	Historic	HP06 (1-3 story commercial building); HP96 (Steel Construction)	1977; 1983 (Richard Starzak, Louis Joyner, Roger G. Hatheway & Associates); 1983 (Starzak, Richard and Louis Joyner, Roger G. Hatheway & Associates)	LA-04467
P-19-166886		OHP Property Number - 020807; Resource Name - Isaacs Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)		
P-19-166887		OHP Property Number - 020808; Resource Name - Globe Theater; Other - Morosco Theater; Other - Garland Theater	Building, Element of district	Historic	HP07 (3+ story commercial building); HP10 (Theater)	1976 (T. Sitton & D. Smith, Natural History Museum)	
P-19-166888		OHP Property Number - 020809; Resource Name - Los Angeles Investment Co; Other - Chapman Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)	1976 (D. Smith & T. Sitton, Natural History Museum)	
P-19-166889		OHP Property Number - 020810; Resource Name - Singer Bldg	Building	Historic	HP07 (3+ story commercial building)	1976 (T. Sitton & D. Smith, Natural History Museum)	
P-19-166890		OHP Property Number - 020811; Resource Name - Rialto Theater; Voided - 19-174108	Building	Historic	HP10 (Theater)	1976; 1983 (Starzak, Richard, Roger G. Hatheway & Associates)	LA-04467
P-19-166891		OHP Property Number - 020812; Resource Name - Wurlitzer Bldg; Other - Apparel Center Bldg	Building	Historic	HP07 (3+ story commercial building)	1976 (T. Sitton & D. Smith, Natural History Museum)	LA-04623
P-19-166892		OHP Property Number - 020813; Resource Name - Braun Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)	1976 (T. Sitton & D. Smith, Natural History Museum)	
P-19-166896		OHP Property Number - 020817; Resource Name - 5th St Store Bldg; Other - 5th St Store	Building, Element of district	Historic	HP07 (3+ story commercial building)	1992 (C. McAvoy, Historic Resources Group)	LA-12493
P-19-166897		OHP Property Number - 020831; Resource Name - Arcade Theater; Other - Arcade Bldg; Other - Arcade Building; Other - Pantages Theater #1	Building, Element of district	Historic	HP10 (Theater)	1976 (T. Sitton & D. Smith, Natural History Museum)	LA-12493
P-19-166898		OHP Property Number - 020819; Resource Name - Tower Theater	Building, Element of district	Historic	HP07 (3+ story commercial building); HP10 (Theater)	(Christy Johnson, Historic Resources Group); 1976 (Tom Sitton, Natural History Museum)	LA-10542

## Resource List

### 633 S Spring St

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-166899		OHP Property Number - 020820; Resource Name - Sun Drug Co Bldg; Other - Swelldom Bldg	Building, Element of district	Historic		1992 (C. McAvoy, Historic Resource Group)	LA-12493
P-19-166900		OHP Property Number - 020821; Resource Name - Metropolitan Bldg; Other - Metropolitan	Building, Element of district	Historic	HP07 (3+ story commercial building)		LA-12493
P-19-166901		OHP Property Number - 020822; Resource Name - Chester Williams Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building); HP96 (Steel Construction)	1976; 1983 (Starzak, Richard, Louis Joyner, Roger Hatheway & Associates)	LA-04467, LA-12493
P-19-166902		OHP Property Number - 020823; Resource Name - Title Guarantee Block; Other - Jewelry Trades Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)	1976 (D. Smith & T. Sitton, Natural History Museum)	LA-12493
P-19-166903		OHP Property Number - 020824; Resource Name - Eshman Bldg; Other - Finney's Cafeteria; Other - The Chocolate Shop; Other - LAHCM 137	Building, Element of district	Historic	HP07 (3+ story commercial building); HP99 (Brick Costruction)	1976; 1983 (Starzak, Richard, Roger Hatheway & Associates)	LA-04467
P-19-166904		OHP Property Number - 020825; Resource Name - Hollenbeck Block; Other - Bullocks- Hollenbeck	Building, Element of district	Historic	HP07 (3+ story commercial building)	1976 (T. Sitton & d. Smith, Natural History Museum)	LA-12493
P-19-166907		OHP Property Number - 020828; Resource Name - Platt Music Co Bldg; Other - Anjac Fashion Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)	1976 (T. Sitton & D. Smith, Natural History Museum)	
P-19-166910		OHP Property Number - 020832; Resource Name - Newmark Bldg, Parmalee Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)	1983 (Starzak, Richard, Loius Joyner, Roger G. Hatheway & Associates)	LA-04467
P-19-166911		OHP Property Number - 020833; Resource Name - Barker Brothers Bldg	Building, Element of district	Historic	HP07 (3+ story commercial building)	1983 (Starzak, Richard, Roger G. Hatheway & Associates)	LA-04467
P-19-166912		OHP Property Number - 020834; Resource Name - Park Realty Bldg, Walter Lindley Bldg; Other - Wood Brothers Bldg; OHP Property Number - 164598	Building, Element of district	Historic	HP06 (1-3 story commercial building)	1983 (Starzak, Richard, Roger Hatheway & Associates)	LA-04467, LA-12493

## Resource List

633 S Spring St

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-166917		OHP Property Number - 020839; Resource Name - Remick Bldg, Levis; Voided - 19-175060; Voided - 19-169608; Voided - 19- 169610	Building, Element of district	Historic	HP07 (3+ story commercial building); HP96 (Steel Construction)	1983 (Starzak, Richard and Louis Joyner, Roger G. Hatheway & Associates)	LA-04467, LA-12493
P-19-166918		OHP Property Number - 020840; Resource Name - Wilson Bldg; Other - Woolworth's	Building, Element of district	Historic	HP06 (1-3 story commercial building)	1983 (Starzak, Richard, Roger G. Hatheway & Associates)	LA-12493
P-19-166919		OHP Property Number - 020841; Resource Name - Cheney Block	Building, Element of district	Historic	HP07 (3+ story commercial building)	1983 (Starzak, Richard, Roger Hatheway & Associates)	LA-04467
P-19-166921		OHP Property Number - 020843; Resource Name - Broadway Theater & Commercial District	District	Historic	HP06 (1-3 story commercial building); HP07 (3+ story commercial building)	1977 (Tom Sitton, Natural History Museum); 1977 (Tom Sitton, Los Angeles County Museum of Natural History); 1998 (Christy Johnson, Historic Resources Group)	LA-04467, LA- 08013, LA-08754, LA-10429, LA- 10430, LA-10542, LA-10982, LA- 12171, LA-12174, LA-12177, LA- 12392, LA-12393, LA-12493, OR- 03860, OR-03861
P-19-166940		OHP Property Number - 020864; Resource Name - Pershing Square Bldg	Building	Historic	HP07 (3+ story commercial building)	1978 (R. Hatheway, Roger Hatheway & Associates)	LA-10772, LA-12493
P-19-166953		OHP Property Number - 020878; Resource Name - Huntington Bldg; Other - PHI LAn-043; Other - Pacific Electric	Building	Historic	HP07 (3+ story commercial building); HP17 (Railroad depot)	1974 (Tom Sitton, L.A. Natural History Museum); 1982; 1983; 1988; 1995; 2001; 2008; 2009	
P-19-166958		OHP Property Number - 020883; Resource Name - Biltmore Hotel	Building	Historic	HP05 (Hotel/motel)	1978 (R. Hatheway, Roger Hatheway & Associates)	LA-05181, LA- 06437, LA-10772, LA-12045, LA-12493
P-19-166959		OHP Property Number - 020884; Resource Name - James Oviatt Bldg; Other - Oviatt Bldg; Other - Alexander & Oviatt Bldg	Building	Historic	HP03 (Multiple family property)	1982 (Martin Eli Weil, Ratkovich, Bowers Incorporated)	LA-12045, LA-12493
P-19-166967		OHP Property Number - 020892; Resource Name - Title Insurance Bldg (1928)	Building, Element of district	Historic		1977 (Roger Hatheway, Natural History Museum)	

## Resource List

### 633 S Spring St

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-166968		OHP Property Number - 020893; Resource Name - Citizens National Bank; Other - Crocker Bank	Building, Element of district	Historic	HP07 (3+ story commercial building)	1977 (R. Hatheway, Natural History Museum)	
P-19-166981		OHP Property Number - 020908; Resource Name - Spring St Financial District; Other - S Spring St	District	Historic	HP05 (Hotel/motel); HP06 (1-3 story commercial building); HP07 (3+ story commercial building); HP95 (Concrete Construction); HP96 (Steel Construction); HP99 (Brick Costruction)	1977 (T. Sitton, Natural History Museum); 2005 (David Greenwood)	LA-09426, LA-11649, LA-12392, LA-12393
P-19-167031		OHP Property Number - 178441, 020966; Resource Name - King Edward Hotel	Building	Historic	HP05 (Hotel/motel)	1976 (Smith, Dennis and Sitton, Tom, Natural History Museum)	LA-09283
P-19-167036		OHP Property Number - 155243, 020971; Resource Name - Kerckoff Bldg & Annex; Other - Santa Fe Bldg & Annex; Voided - 19-173209	Building	Historic	HP03 (Multiple family property); HP07 (3+ story commercial building)	2005 (T. Grimes)	LA-09426
P-19-167041		OHP Property Number - 020976; Resource Name - Rowan Bldg / Reeves Bldg; Other - Rowan Bldg; Other - Rowan; Other - Reeves	Building	Historic			LA-12045
P-19-167048		OHP Property Number - 020984; Resource Name - Brockman Bldg; OHP Property Number - 127365	Building	Historic		2001; 2002; 2007	LA-12045, LA-12493
P-19-167275		OHP Property Number - 021232; Resource Name - Garfield Bldg	Building	Historic	HP07 (3+ story commercial building)	1982 (M. Weil, Charles Kober Associates)	LA-12171, LA-12174, LA-12177
P-19-170976		OHP Property Number - 024959; Resource Name - Title Guarantee & Trust Co Bldg	Building	Historic		1983 (R. Starzak, R. Hatheway, Roger Hatheway & Associates)	LA-10772, LA-12171, LA-12392, LA-12393, LA-12493
P-19-172148		OHP Property Number - 026161; Resource Name - Bristol Hotel; Other - Woodward Hotel; Voided - 166995	Building	Historic	HP05 (Hotel/motel)	1976 (Sitton, Tom, Natural History Museum)	LA-12045

## Resource List

633 S Spring St

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-172158		OHP Property Number - 026171; Resource Name - Coulter Dry Goods; Other - Lane Bryant	Building	Historic	HP07 (3+ story commercial building)	1979 (R. Hatheway, CRA)	LA-12045
P-19-173189		OHP Property Number - 027257; Resource Name - Foreman & Clark Bldg	Building	Historic	HP07 (3+ story commercial building)	2011 (Shannon L. Loftus, ACE Environmental)	LA-11679, LA-12493
P-19-173194		OHP Property Number - 027262; Resource Name - Union Bank & Trust Co Bldg; Other - Union Bank Bldg, Wholesale Mart	Building	Historic	HP07 (3+ story commercial building)	1983 (Richard Starzak, Leslie Heumann, Hatheway & Associates); 2003 (Valerie Nagel)	
P-19-173212		OHP Property Number - 027280; Resource Name - Main Mercantile Bldg	Building	Historic	HP07 (3+ story commercial building)	1983 (Starzak, Richard, Hatheway & Associates)	LA-09426
P-19-173213		OHP Property Number - 027281; Resource Name - Hotel Cecil		Historic	HP15 (Educational building)	2002 (J. Marvin)	LA-09106, LA-09426
P-19-173227		OHP Property Number - 027295; Resource Name - National City Bank Bldg; Other - California College of Dental Training	Building	Historic	HP07 (3+ story commercial building)	1983 (R. Starzak & L. Heumann, Hatheway & Associates)	
P-19-173232		OHP Property Number - 027300; Resource Name - Hotel Rosslyn Annex	Building	Historic	HP05 (Hotel/motel)	2013 (Edson Beall, NPS)	
P-19-173238		OHP Property Number - 027306; Resource Name - Board of Trade Bldg	Building	Historic	HP07 (3+ story commercial building)	2007 (Jessica Mackenzie, Christopher A. Joseph & Associates)	
P-19-173240		OHP Property Number - 027308; Resource Name - Garment Capitol Bldg	Building	Historic	HP07 (3+ story commercial building)	2007 (A. Galvin, Galvin Preservatin Associates)	
P-19-173243		Resource Name - Commercial Exchange Building	Building	Historic	HP07 (3+ story commercial building)	1983 (Richard Starzak, Leslie Heuman, Hatheway & Associates)	
P-19-174099		OHP Property Number - 073717; Resource Name - Clifton's Brookdale Cafeteria Terrace, J E Carr Stores & Lofts; Other - J E Carr Stores & Lofts; Other - Clifton's Cafeteria; OHP Property Number - 119031	Building	Historic	HP06 (1-3 story commercial building)	1983 (Starzak, Richard, Roger G. Hatheway & Associates)	LA-04467
P-19-174776		OHP Property Number - 086460; Resource Name - Wise Shop #2; Other - Wise Shop	Building	Historic	HP06 (1-3 story commercial building)	1992 (C. McAvoy, Historic Resources Group)	

## Resource List

### 633 S Spring St

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-174777		OHP Property Number - 086462; Resource Name - 440 S Broadway	Building	Historic	HP06 (1-3 story commercial building)	1992 (C. McAvoy, Historic Resources Group)	
P-19-174778		OHP Property Number - 086464; Resource Name - 445 S Broadway	Building	Historic	HP07 (3+ story commercial building)	1992 (C. McAvoy, Historic Resources Group)	
P-19-174779		OHP Property Number - 086469; Resource Name - Barry's	Building	Historic	HP06 (1-3 story commercial building)	1992 (C. McAvoy, Historic Resources Group)	
P-19-174782		OHP Property Number - 086483; Resource Name - Butler's / Baker Bldg; Other - Baker; Other - Butlers	Building	Historic	HP07 (3+ story commercial building)	1992 (C. McAvoy, Historic Reouces Group)	
P-19-175056		OHP Property Number - 094407; Resource Name - Kress Bldg; Voided - 19-174781	Building, Element of district	Historic	HP07 (3+ story commercial building)	(Johnson, Christy, Historic Resource Group); 1992 (Christy J. McAvoy, Historic Resources Group)	
P-19-175849		OHP Property Number - 099463; Resource Name - Genesis Hotel	Building	Historic	HP06 (1-3 story commercial building)	1994 (Christy J. McAvoy, Historic Resources Group)	
P-19-175850		OHP Property Number - 099464; Resource Name - Sanborn Hotel	Building	Historic	HP05 (Hotel/motel); HP06 (1-3 story commercial building)	1994 (Christy J. McAvoy, Historic Resources Group)	
P-19-187073		OHP Property Number - 026172; Resource Name - Bank of Italy; Other - A P Giannini Bldg	Building	Historic	HP07 (3+ story commercial building)	1979 (R. Hatheway, CRA)	

## Report List

633 S Spring St

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-00483		1978	Greenwood, Roberta S.	Archaeological Resources Survey the Proposed Downtown People Mover Project Corridor Area	Greenwood and Associates	19-120015
LA-01578		1983	Anonymous	Technical Report Archaeological Resources Los Angeles Rapid Rail Transit Project Draft Environmental Impact Statement and Environmental Impact Report	Westec Services, Inc.	
LA-01642		1980	Costello, Julia G.	Los Angeles Downtown People Mover Program Archaeological Resources Survey: Phase II Evaluation of Significance and Recommendations for Future Actions	Science Applications Inc.	
LA-01643		1981	Costello, Julia G.	Los Angeles Downtown People Mover Program Archaeological Resources Survey Phase 3		
LA-03103		1993	Greenwood, Roberta S.	Cultural Resources Impact Mitigation Program Angeles Metro Red Line Segment 1		19-000007, 19-000887, 19-001575
LA-03496			Anonymous	Draft Environmental Impact Report Transit Corridor Specific Plan Park Mile Specific Plan Amendments	Unknown	19-000159, 19-001945
LA-04467		1983	Hatheway, Roger G. and Richard Starzak	Architectural and Historical Review of Broadway Seismic List and National Register Theatrical and Commercial District	Roger G. Hatheway & Associates	19-166858, 19-166861, 19-166862, 19-166863, 19-166867, 19-166870, 19-166871, 19-166876, 19-166877, 19-166881, 19-166882, 19-166884, 19-166885, 19-166890, 19-166901, 19-166903, 19-166905, 19-166906, 19-166910, 19-166911, 19-166912, 19-166917, 19-166919, 19
LA-04834		1999	Ashkar, Shahira	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties	Jones & Stokes Associates, Inc.	19-186110, 19-186111, 30-176630
LA-04836		2000		Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Science Applications International Corporation	
LA-06394		1990	Milosfsky, Michali	California Theater, Historic Structures Report	Milosfsky and Michali Architects	
LA-06413		2001	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 104-01, Los Angeles County, California	LSA Associates, Inc.	

## Report List

633 S Spring St

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-06440		2001	Mason, Roger D.	Proposed Verizon Wireless Facility: Pershing Square (99800089) in the City and County of Los Angeles, California	Chambers Group, Inc.	
LA-06446		2000	Mason, Roger D.	Proposed At&t Wireless Services Facility: 7th Hill (r282) in the City of Los Angeles, Los Angeles County, California	Chambers Group, Inc.	
LA-06449		2002	Bonner, Wayne H.	Cultural Resources Survey Report for an At&t Wireless Services Telecommunications Facility: Cell Site 7th Hill (r282) in the City of Los Angeles, Los Angeles County, California Section 106 Historic 701 S. Hill Street Los Angeles	Chamabers Group, Inc.	
LA-06920		2003	Duke, Curt and Judith Marvin	Cultural Resource Assessment Cingular Wireless Facility No. Sm 104-08 City and County of Los Angeles, California	LSA Associates, Inc.	
LA-08026		1985	Carrico, Richard L.	Treatment Plan for Potential Cultural Resources Within Proposed Metro Rail Subway Station Locations in Metropolitan Los Angeles, California	Westec Services, Inc.	
LA-08754		2007	Bonner, Wayne H. and Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for T-mobile Candidate La03104k (california Jewelry), 607 South Hill Street, Los Angeles, Los Angeles County, California	Michael Brandman Associates	19-166921
LA-09092		2006	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for T-mobile Wireless Candidate Sv11069b (santee Court), 710 South Los Angeles Street, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-09106		2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV11069C (Abe Building), 533 South Los Angeles Street, Los Angeles Street, Los Angeles, Los Angeles County, California	Michael Brandman Associates	19-002341, 19-003097, 19-003347, 19-150330, 19-173213, 19-186952, 19-186954, 19-186955, 19-187743
LA-10507		1983	Anonymous	Technical Report - Historical/Architectural Resources - Los Angeles Rail Rapid Transit Project "Metro Rail" Draft Environmental Impact Statement and Environmental Impact Report	Westec Services, Inc.	
LA-10542		1998	Grimes, Teresa	Historical Architectural Survey and Evaluation Report and Finding of no Adverse Effect	Historic Resources Group	19-166898, 19-166921



## Report List

633 S Spring St

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-10772		1979	Hatheway, Roger	Historic Building Survey - Los Angeles Downtown People Mover Program Report for Determination of Eligibility	Myra L. Franck	19-166859, 19-166929, 19- 166934, 19-166939, 19-166940, 19-166958, 19-167276, 19- 170976, 19-173078, 19-173080, 19-173081, 19-173104
LA-11649		2004	Kaplan, David and O'Connor, Pam	Evaluation of Proposed Demolitionof Stationers Building, 525 South Spring Street, Stationers Annex, 523 South Spring Street on the Spring Street Financial Historic District	Kaplan Chen Kaplan	19-166981
LA-11679		2011	Loftus, Shannon	Cultural Resource Records Search and Site Survey, AT&T Site LAC301, Downtown 404 1/2 West 7th Street, Los Angeles, Los Angeles County, California 90014	ACE Environmental	19-173189
LA-12171		2012	Bonner, Wayne and Crawford, Kathleen	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03104K (California Jewelry Exchange) 607 South Hill Street, Los Angeles, California	MBA	19-166921, 19-166929, 19- 167179, 19-167275, 19-170976, 19-173802, 19-187003, 19- 187083
LA-12242		2013	Grimes, Teresa	Mitigation Report Charnock Block/Pershing Hotel	GPA Consulting	
LA-12243		2013	Grimes, Teresa	Mitigation Report Roma Hotel	GPA Consulting	

## California Historical Resource Status Codes

<b>1 Properties listed in the National Register (NR) or the California Register (CR)</b>	
1D	Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
1S	Individual property listed in NR by the Keeper. Listed in the CR.
1CD	Listed in the CR as a contributor to a district or multiple resource property by the SHRC
1CS	Listed in the CR as individual property by the SHRC.
1CL	Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.
<b>2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)</b>	
2B	Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
2D	Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
2D2	Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2D3	Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
2D4	Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2S	Individual property determined eligible for NR by the Keeper. Listed in the CR.
2S2	Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
2S3	Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
2S4	Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2CB	Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
2CD	Contributor to a district determined eligible for listing in the CR by the SHRC.
2CS	Individual property determined eligible for listing in the CR by the SHRC.
<b>3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation</b>	
3B	Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3D	Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S	Appears eligible for NR as an individual property through survey evaluation.
3CB	Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
3CD	Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
3CS	Appears eligible for CR as an individual property through survey evaluation.
<b>4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation</b>	
4CM	Master List - State Owned Properties – PRC §5024.
<b>5 Properties Recognized as Historically Significant by Local Government</b>	
5D1	Contributor to a district that is listed or designated locally.
5D2	Contributor to a district that is eligible for local listing or designation.
5D3	Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
5S1	Individual property that is listed or designated locally.
5S2	Individual property that is eligible for local listing or designation.
5S3	Appears to be individually eligible for local listing or designation through survey evaluation.
5B	Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.
<b>6 Not Eligible for Listing or Designation as specified</b>	
6C	Determined ineligible for or removed from California Register by SHRC.
6J	Landmarks or Points of Interest found ineligible for designation by SHRC.
6L	Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
6T	Determined ineligible for NR through Part I Tax Certification process.
6U	Determined ineligible for NR pursuant to Section 106 without review by SHPO.
6W	Removed from NR by the Keeper.
6X	Determined ineligible for the NR by SHRC or Keeper.
6Y	Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z	Found ineligible for NR, CR or Local designation through survey evaluation.
<b>7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation</b>	
7J	Received by OHP for evaluation or action but not yet evaluated.
7K	Resubmitted to OHP for action but not reevaluated.
7L	State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
7M	Submitted to OHP but not evaluated - referred to NPS.
7N	Needs to be reevaluated (Formerly NR Status Code 4)
7N1	Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
7R	Identified in Reconnaissance Level Survey: Not evaluated.
7W	Submitted to OHP for action – withdrawn.

179857			105 E 5TH ST	LOS ANGELES	P		PROJ. REVW.	HUD090909B	09/10/09	6U	
178433			116 E 5TH ST	LOS ANGELES	P	1904	PROJ. REVW.	HUD090909B	02/02/10	2D2	AC
020966	19-167031		121 E 5TH ST	LOS ANGELES	P	1905	PROJ. REVW.	HUD090909B	09/10/09	2D2	AC
021235	19-167278		225 E 5TH ST	LOS ANGELES	M	1910	HIST. RES.	NPS-80000809-0000	06/09/80	1S	
			FIRE STATION 23, OLD FIRE STATION	LOS ANGELES			HIST. SURV.	0053-0149-0000	01/01/80	1S	
							HIST. SURV.	0053-0035-0000		1S	
							HIST. SURV.	0053-0339-0000		1S	

184504			300 E 5TH ST	LOS ANGELES	P	1910	PROJ. REVW.	HUD101223J	12/31/10	2D2	C
095836	19-175123		310 E 5TH ST	LOS ANGELES	P	1913	PROJ. REVW.	HUD101223J	12/31/10	2D2	C
			SKID ROW HD/ANDREW BROWN BUILDING	LOS ANGELES			HIST. RES.	DOE-19-94-0457-0000	08/09/94	6Y	
			SKID ROW HD/HOTEL FLORENCE/ S.C. D	LOS ANGELES			PROJ. REVW.	HRG940202Z	08/09/94	6Y	
							PROJ. REVW.	HUD950405B	05/16/95	7K	

100971	19-176355		323 E 5TH ST	LOS ANGELES	P	1910	HIST. RES.	DOE-19-94-0456-0000	08/09/94	6Y	
093932	19-175018		400 E 5TH ST	LOS ANGELES	P	1900	HIST. RES.	DOE-19-95-0130-0000	03/16/95	6Y	
			HAROLD HOTEL	LOS ANGELES			PROJ. REVW.	HRG940202Z	12/28/94	6Y	
							PROJ. REVW.	HUD941128E	08/09/94	6Y	
							HIST. RES.	DOE-19-94-0455-0000	08/09/94	6Y	

100970	19-176354		403 E 5TH ST	LOS ANGELES	P	1910	PROJ. REVW.	HRG940202Z	08/09/94	6Y	
125139			412 E 5TH ST	LOS ANGELES	Y	1912	HIST. RES.	DOE-19-98-0331-0000	08/03/98	6Y	
			PANAMA HOTEL	LOS ANGELES			PROJ. REVW.	HUD980803I	08/03/98	6Y	
							HIST. RES.	DOE-19-94-0477-0000	09/30/94	6Y	
			GOLDEN WEST HOTEL	LOS ANGELES			PROJ. REVW.	HRG940202Z	09/30/94	6Y	

066340	19-173595		417 E 5TH ST	LOS ANGELES	U		PROJ. REVW.	HUD871209A	12/10/87	6Y	
							PROJ. REVW.	DOE-19-94-0497-0000	09/30/94	6Y	
			ST MARKS HOTEL	LOS ANGELES		1914	HIST. RES.	HRG940202Z	09/30/94	6Y	
							PROJ. REVW.	HUD901218Y	01/29/91	6Y	

070042	19-173913		617 E 5TH ST	LOS ANGELES	P	1911	HIST. RES.	DOE-19-94-0496-0000	09/30/94	6Y	
			CRESCENT HOTEL	LOS ANGELES			PROJ. REVW.	HRG940202Z	09/30/94	6Y	
							PROJ. REVW.	HUD910222W	03/07/91	6Y	

099459	19-175847		721 E 5TH ST	LOS ANGELES	P	1906	HIST. RES.	DOE-19-94-0279-0000	08/08/94	6Y	
			SALVATION ARMY-SAFE HARBOR	LOS ANGELES			PROJ. REVW.	HRG940202Z	08/08/94	6Y	

025780	19-171769		2708 E 5TH ST	LOS ANGELES	P	1912	HIST. SURV.	0053-3184-0000		7R	
025781	19-171770		2727 E 5TH ST	LOS ANGELES	P	1912	HIST. SURV.	0053-3185-0000		7R	
025782	19-171771		3017 E 5TH ST	LOS ANGELES	P	1912	HIST. SURV.	0053-3186-0000		7R	
025783	19-171772		3021 E 5TH ST	LOS ANGELES	P	1905	HIST. SURV.	0053-3187-0000		7R	
025784	19-171773		3027 E 5TH ST	LOS ANGELES	P	1905	HIST. SURV.	0053-3188-0000		7R	
025785	19-171774		3037 E 5TH ST	LOS ANGELES	P	1905	HIST. SURV.	0053-3189-0000		7R	
025786	19-171775		3044 E 5TH ST	LOS ANGELES	P	1895	HIST. SURV.	0053-3190-0000		7R	
025777	19-171766		3051 E 5TH ST	LOS ANGELES	P	1903	HIST. SURV.	0053-3181-0000		7N	
025778	19-171767		3102 E 5TH ST	LOS ANGELES	P	1896	HIST. SURV.	0053-3182-0000		7R	
025787	19-171776		3104 E 5TH ST	LOS ANGELES	P	1905	HIST. SURV.	0053-3191-0000		7R	
025779	19-171768		3107 E 5TH ST	LOS ANGELES	P	1906	HIST. SURV.	0053-3183-0000		7N	
025788	19-171777		3207 E 5TH ST	LOS ANGELES	P	1912	HIST. SURV.	0053-3192-0000		7R	
081699	19-174487		3223 E 5TH ST	LOS ANGELES	U	1907	PROJ. REVW.	HUD930406G	05/20/93	6Y	
025789	19-171778		3231 E 5TH ST	LOS ANGELES	P	1900	HIST. SURV.	0053-3193-0000		7R	
025790	19-171779		3237 E 5TH ST	LOS ANGELES	P	1910	HIST. SURV.	0053-3194-0000		7R	
065490	19-173502		3822 E 5TH ST	LOS ANGELES	U	1910	PROJ. REVW.	HUD881108B	11/14/88	6Y	
083552	19-174553		3841 E 5TH ST	LOS ANGELES	U	1910	PROJ. REVW.	HUD9000311I	08/16/93	6Y	
153160			3905 E 5TH ST	LOS ANGELES	P	1902	PROJ. REVW.	HUD030710C	11/14/03	6U	
085020	19-174646		3911 E 5TH ST	LOS ANGELES	P	1912	PROJ. REVW.	HUD931105K	12/15/93	6Y	
100637	19-176185		205 E 60TH ST	LOS ANGELES	P	1920	HIST. RES.	DOE-19-94-0543-0000	11/22/94	6Y	
							PROJ. REVW.	HRG940202Z	11/22/94	6Y	
							PROJ. REVW.	HUD911015S	08/26/93	6Y	
							PROJ. REVW.	HUD910521F	06/12/91	6Y	
							PROJ. REVW.	HUD110502H	05/12/11	6U	

083887	19-174601		1355 E 60TH ST	LOS ANGELES	U	1938	PROJ. REVW.	HRG940202Z	11/22/94	6Y	
070604	19-174006		514 E 61ST ST	LOS ANGELES	U	1921	PROJ. REVW.	HUD910521F	08/26/93	6Y	
182781			313 E 62ND ST	LOS ANGELES	P	1908	PROJ. REVW.	HUD110502H	05/12/11	6U	

025665	19-171654	632 E 76TH ST	LOS ANGELES	P	1905	HIST. SURV.	0053-3069-0000	05/28/92	35	
077004	19-174270	842 E 76TH ST	LOS ANGELES	U	1923	PROJ. REVW.	HUD920505B	01/31/03	6Y	
145985		922 E 76TH ST	LOS ANGELES		1924	HIST. RES.	DOE-19-03-0423-0000	01/31/03	6U	
						PROJ. REVW.	HUD030103G	01/31/03	6U	
125690		2056 E 76TH ST	LOS ANGELES	U	1914	HIST. RES.	DOE-19-98-0380-0000	08/21/98	6Y	
						PROJ. REVW.	HUD980821J	08/21/98	6Y	
083305	19-174533	1210 E 77TH PL	LOS ANGELES	U	1927	PROJ. REVW.	HUD891231Y	08/05/93	6Y	
065067	19-173460	1435 E 77TH PL	LOS ANGELES	U		PROJ. REVW.	HUD870213D	03/03/87	6Y	
175504		144 E 77TH ST	LOS ANGELES	P	1924	PROJ. REVW.	HUD070529J	07/05/07	6U	
082811	19-174503	230 E 77TH ST	LOS ANGELES	P	1923	PROJ. REVW.	HUD930608D	07/15/93	6Y	
025666	19-171655	612 E 78TH ST	LOS ANGELES	P	1924	HIST. SURV.	0053-3070-0000		7N	
025667	19-171656	758 E 78TH ST	LOS ANGELES	P	1931	HIST. SURV.	0053-3071-0000		7N	
025668	19-171657	1001 E 78TH ST	LOS ANGELES	P	1925	HIST. SURV.	0053-3072-0000		7N	
081557	19-174452	1225 E 78TH ST	LOS ANGELES	U	1928	PROJ. REVW.	HUD871027C	05/22/89	6Y	
066366	19-173602	1421 E 78TH ST	LOS ANGELES	U		PROJ. REVW.	HUD871116E	12/17/87	6Y	
070458	19-173995	206 E 79TH ST	LOS ANGELES	U	1919	PROJ. REVW.	HUD910520N	06/11/91	6Y	
097018	19-175196	235 E 79TH ST	LOS ANGELES	P	1914	PROJ. REVW.	HUD950630AH	07/20/95	7N	
025669	19-171658	336 E 79TH ST	LOS ANGELES	P	1912	HIST. SURV.	0053-3073-0000		7N	
025670	19-171659	414 E 79TH ST	LOS ANGELES	P	1905	HIST. SURV.	0053-3074-0000		5S2	
025671	19-171660	652 E 79TH ST	LOS ANGELES	P	1924	HIST. SURV.	0053-3075-0000		3S	
162462		727 E 79TH ST	LOS ANGELES	U	1931	PROJ. REVW.	HUD060501M	06/01/06	6U	
123794		814 E 79TH ST	LOS ANGELES	U	1926	HIST. RES.	DOE-19-00-0030-0000	02/01/00	6Y	
						PROJ. REVW.	HUD000201E	02/01/00	6Y	
025672	19-171661	912 E 79TH ST	LOS ANGELES	P	1924	HIST. SURV.	0053-3076-0000		3S	
109950		E 7TH ST	LOS ANGELES	P	1937	HIST. RES.	DOE-19-97-0011-9999	08/01/97	2D2	
						PROJ. REVW.	HUD970721H	08/01/97	2D2	
027305	19-173237	122 E 7TH ST	LOS ANGELES	P	1923	HIST. SURV.	0053-4601-0000	09/30/04	6U	
131167		501 E 7TH ST	LOS ANGELES		1901	HIST. RES.	DOE-19-04-0207-0000	09/30/04	6U	
						PROJ. REVW.	HUD041006D	04/02/02	6Y	
097913	19-175348	801 E 7TH ST	LOS ANGELES	P	1920	PROJ. REVW.	HUD020402AG	04/02/02	6Y	
145957		901 E 7TH ST	LOS ANGELES		1912	HIST. RES.	DOE-19-94-0215-0000	06/17/94	6L	
						PROJ. REVW.	HRG940202Z	06/17/94	6L	
101961	19-176414	1010 E 7TH ST	LOS ANGELES	P	1913	PROJ. REVW.	HUD960128T	01/31/03	6U	
171724		1200 E 7TH ST	LOS ANGELES		1919	PROJ. REVW.	HUD080109F	04/17/08	6U	
127583		1226 E 7TH ST	LOS ANGELES		1925	HIST. RES.	DOE-19-01-0131-0000	01/31/01	6Y	
						PROJ. REVW.	HUD010201B	01/31/01	6Y	
109951		1302 E 7TH ST	LOS ANGELES	P	1917	HIST. RES.	DOE-19-97-0011-0001	08/01/97	2D2	
						PROJ. REVW.	HUD970721	08/01/97	2D2	
027322	19-173252	1326 E 7TH ST	LOS ANGELES	P	1917	HIST. SURV.	0053-4618-0000		3S	
027323	19-173253	1342 E 7TH ST	LOS ANGELES	P	1917	HIST. SURV.	0053-4619-0000		3S	
027324	19-173254	1358 E 7TH ST	LOS ANGELES	P	1917	HIST. SURV.	0053-4620-0000		3S	
027325	19-173255	1370 E 7TH ST	LOS ANGELES	P	1920	HIST. SURV.	0053-4621-0000		3S	
162068		3737 E 7TH ST	LOS ANGELES	P	1920	PROJ. REVW.	HUD060414H	04/18/06	6Y	
080391	19-174425	222 E 80TH ST	LOS ANGELES	U	1917	PROJ. REVW.	HUD930203D	02/22/93	6Y	
025673	19-171662	435 E 80TH ST	LOS ANGELES	P	1690	HIST. SURV.	0053-3077-0000		5S2	
127608		625 E 80TH ST	LOS ANGELES		1924	HIST. RES.	DOE-19-01-0155-0000	01/31/01	6Y	
						PROJ. REVW.	HUD010201B	01/31/01	6Y	
097016	19-175194	651 E 80TH ST	LOS ANGELES	P	1925	PROJ. REVW.	HUD950630AF	07/20/95	6Y	
072822	19-174028	839 E 80TH ST	LOS ANGELES	U	1925	PROJ. REVW.	HUD910618C	07/12/91	6Y	
153909		1616 E 80TH ST	LOS ANGELES		1925	PROJ. REVW.	HUD040329B	04/21/04	6U	
069218	19-173785	8802 E 80TH ST	LOS ANGELES	U	1927	PROJ. REVW.	HUD901009D	11/07/90	6Y	
095202	19-175100	1120 E 81ST ST	LOS ANGELES		1939	PROJ. REVW.	HUD940324K	09/19/94	6Y	
182968		139 E 82ND ST	LOS ANGELES	P	1915	PROJ. REVW.	HUD110620I	06/29/11	6Y	

070330	19-173953	131 E 88TH PL	LOS ANGELES	U	1926	PROJ. REVW.	HUD910430Y	05/09/91	6Y	
070288	19-173937	131 E 88TH PL	LOS ANGELES	U	1926	HIST. RES.	DOE-19-02-0296-0000	04/02/02	6Y	
131251		826 E 88TH PL	LOS ANGELES		1947	PROJ. REVW.	HUD020402AG	04/02/02	6Y	
070350	19-173972	234 E 88TH ST	LOS ANGELES	U	1923	PROJ. REVW.	HUD910430H	05/09/91	6Y	
070296	19-173945	913 E 88TH ST	LOS ANGELES	U	1935	PROJ. REVW.	HUD910430H	05/09/91	6Y	
070338	19-173961	913 E 88TH ST	LOS ANGELES	U	1935	PROJ. REVW.	HUD910430H	05/09/91	6Y	
066448	19-173611	1259 E 88TH ST	LOS ANGELES	U	1923	PROJ. REVW.	HUD971006G	05/26/92	6Y	
076933	19-174265	522 E 89TH ST	LOS ANGELES	U	1925	PROJ. REVW.	HUD070529J	07/05/07	6U	
175514		711 E 89TH ST	LOS ANGELES	U	1940	HIST. RES.	DOE-19-97-0249-0000	10/06/97	6Y	
125529		1460 E 89TH ST	LOS ANGELES	U	1940	PROJ. REVW.	HUD971006G	10/06/97	6Y	
<b>179182</b>		<b>120 E 8TH ST</b>	<b>LOS ANGELES</b>	<b>P</b>	<b>1923</b>	<b>PROJ. REVW.</b>	<b>FCC100209B</b>	<b>02/18/10</b>	<b>6Y</b>	<b>C</b>
<b>027308</b>	<b>19-173240</b>	<b>217 E 8TH ST</b>	<b>LOS ANGELES</b>	<b>P</b>	<b>1926</b>	<b>HIST. RES.</b>	<b>NPS-10000053-0000</b>	<b>03/08/10</b>	<b>1S</b>	<b>C</b>
						<b>NAT. REG.</b>	<b>19-0541</b>	<b>08/14/08</b>	<b>3S</b>	<b>C</b>
027310	19-173242	315 E 8TH ST	LOS ANGELES	P	1925	HIST. SURV.	0053-4604-0000	02/15/05	1S	BC
		TEXTILE CENTER BUILDING	LOS ANGELES			HIST. RES.	NPS-05000048-0000	05/27/04	3S	BC
116291		1109 E 8TH ST	LOS ANGELES	P	1924	HIST. SURV.	537-9-19-0269	01/14/02	7J	
109952		1301 E 8TH ST	LOS ANGELES	P	1924	HIST. RES.	DOE-19-96-0205-0000	02/29/96	6U	
		L.A. UNION TERMINAL	LOS ANGELES			PROJ. REVW.	HUD960801E	08/01/97	2D2	
			LOS ANGELES	P	1917	HIST. RES.	DOE-19-97-0011-0002	08/01/97	2D2	
027319	19-173249	1327 E 8TH ST	LOS ANGELES	P	1917	HIST. SURV.	0053-4615-0000	05/12/11	6U	3S
027320	19-173250	1345 E 8TH ST	LOS ANGELES	P	1923	HIST. SURV.	0053-4616-0000	02/22/93	6Y	3S
027321	19-173251	1401 E 8TH ST	LOS ANGELES	P	1917	HIST. SURV.	0053-4617-0000	05/12/11	6U	3S
182766		3446 E 8TH ST	LOS ANGELES	P	1923	PROJ. REVW.	HUD110502H	07/05/07	6U	
182767		3466 E 8TH ST	LOS ANGELES	P	1922	PROJ. REVW.	HUD110502H	06/11/91	6Y	
080388	19-174422	121 E 90TH ST	LOS ANGELES	U	1925	PROJ. REVW.	HUD930203A	05/12/11	6U	
182792		122 E 90TH ST	LOS ANGELES	P	1939	PROJ. REVW.	HUD110502H	07/05/07	6U	
175515		430 E 90TH ST	LOS ANGELES	P	1926	PROJ. REVW.	HUD070529J	06/11/91	6Y	
070496	19-173994	638 E 90TH ST	LOS ANGELES	U	1930	PROJ. REVW.	HUD910520M	01/31/03	6U	
145990		644 E 90TH ST	LOS ANGELES		1928	HIST. RES.	DOE-19-03-0428-0000	01/31/03	6U	
			LOS ANGELES			PROJ. REVW.	HUD031030G	04/02/02	6Y	
131253		800 E 90TH ST	LOS ANGELES		1926	HIST. RES.	DOE-19-02-0298-0000	05/09/91	6Y	
070337	19-173960	822 E 90TH ST	LOS ANGELES	U	1940	PROJ. REVW.	HUD020402AG	05/09/91	6Y	
070295	19-173944	822 E 90TH ST	LOS ANGELES	U	1940	PROJ. REVW.	HUD910430G	05/09/91	6Y	
070349	19-173971	823 E 90TH ST	LOS ANGELES	U	1940	PROJ. REVW.	HUD910430G	05/09/91	6Y	
153070		146 E 91ST ST	LOS ANGELES	U	1940	PROJ. REVW.	HUD910430R	05/09/91	6Y	
153071		233 E 91ST ST	LOS ANGELES			PROJ. REVW.	HUD050404N	04/19/05	6U	
070348	19-173970	327 E 91ST ST	LOS ANGELES	U	1925	PROJ. REVW.	HUD910430Q	05/09/91	6Y	
070351	19-173973	707 E 91ST ST	LOS ANGELES	U	1919	PROJ. REVW.	HUD910430T	07/05/07	6U	
175516		758 E 92ND ST	LOS ANGELES	P	1950	PROJ. REVW.	HUD070529J	08/04/95	6Y	
105500	19-176463	826 E 92ND ST	LOS ANGELES	P	1939	PROJ. REVW.	HUD950724P	07/22/08	6U	
179946		1400 E 92ND ST	LOS ANGELES	P	1903	PROJ. REVW.	HUD080630A			
023821	19-169843	1630 E 92ND ST	LOS ANGELES	P	1914	HIST. SURV.	0053-1277-0000			
023822	19-169844	1636 E 92ND ST	LOS ANGELES	P	1912	HIST. SURV.	0053-1278-0000			
023823	19-169845	1728 E 92ND ST	LOS ANGELES	P	1912	HIST. SURV.	0053-1279-0000			
023824	19-169846	1802 E 92ND ST	LOS ANGELES	P	1905	HIST. RES.	DOE-19-98-0320-0000	02/02/98	6Y	
			LOS ANGELES			PROJ. REVW.	HUD980202K	02/02/98	6Y	
023825	19-169847	1864 E 92ND ST	LOS ANGELES	P	1908	HIST. SURV.	0053-1280-0000			
023826	19-169848	1876 E 92ND ST	LOS ANGELES	P	1910	HIST. SURV.	0053-1281-0000			
023827	19-169849	1916 E 92ND ST	LOS ANGELES	P	1915	HIST. SURV.	0053-1282-0000			
			LOS ANGELES			HIST. SURV.	0053-1283-0000			



020866	19-166942	342 S HILL ST	THE ALDINE, MYRICK HOTEL	LOS ANGELES	P	1897	HIST.SURV.	0053-0075-0000	01/01/79	25	
020863	19-166939	417 S HILL ST	SUBWAY TERMINAL BUILDING / METRO 4	LOS ANGELES	P	1925	HIST.RES.	NPS-06000657-0000	08/02/06	15	AC
							NAT.REG.	19-0478	11/07/05	3S	AC
							TAX.CERT.	537.9-19-0289	11/17/06	1S	AC
							NAT.REG.	19-0229	12/20/95	7M	
							HIST.SURV.	0053-4442-0000	06/01/78	7K	
							PROJ.REVW.	UMTA820708A	02/23/83	7K	
							HIST.SURV.	0053-2356-0000	12/15/82	7K	
							PROJ.REVW.	UMTA781024A	10/24/78	252	AC
							HIST.RES.	DOE-19-79-0001-0000	03/28/79	252	AC
							HIST.SURV.	0053-0072-0000	09/01/76	252	
							PROJ.REVW.	65001042	03/28/79	252	AC
027129	19-173087	426 S HILL ST	CLARK HOTEL AND BEAUTY SCHOOL	LOS ANGELES	P	1912	HIST.RES.	DOE-19-79-0023-0000	03/28/79	2S	C
							PROJ.REVW.	UMTA781024A	03/28/79	2S	C
							HIST.SURV.	0053-4443-0000	12/17/82	7K	
024967	19-170982	437 S HILL ST	FEDERAL TITLE BLDG, FEDERAL TITLE	LOS ANGELES	P	1927	HIST.SURV.	0053-2357-0000	03/28/79	252	C
							HIST.RES.	DOE-19-79-0015-0000	10/24/78	252	C
							PROJ.REVW.	UMTA781924A	10/24/78	7R	
							HIST.SURV.	0053-4444-0000	03/28/79	252	C
							PROJ.REVW.	65000747	03/28/79	7R	
027131	19-173088	440 S HILL ST	AMERICAN BARBER COLLEGE	LOS ANGELES	P	1901	HIST.SURV.	0053-4444-0000	06/01/78	7K	
027132	19-173089	444 S HILL ST	BARDS HILL STREET THEATRE, POSSY C	LOS ANGELES	P	1920	HIST.SURV.	0053-4446-0000	03/28/79	7R	
020864	19-166940	448 S HILL ST	PERSHING SQUARE BUILDING	LOS ANGELES	P	1923	HIST.SURV.	0053-4447-0000	06/01/78	7K	
							HIST.RES.	DOE-19-79-0014-0000	10/24/78	252	C
							PROJ.REVW.	UMTA781024A	10/24/78	252	C
							HIST.SURV.	0053-2350-0000	06/26/82	3S	
							HIST.SURV.	0053-0073-0000	01/01/79	3S	
							PROJ.REVW.	65000944	03/28/79	7R	
024961	19-170977	500 S HILL ST	ALBERT L. BATH BUILDING SITE	LOS ANGELES	P	1898	HIST.SURV.	0053-2351-0000	03/28/79	7R	
							HIST.SURV.	0053-4451-0000	08/08/01	6Y	
027136	19-173091	508 S HILL ST	HILL STREET HOTEL	LOS ANGELES	P	1908	HIST.SURV.	0053-4450-0000	08/08/01	6Y	
128085		607 S HILL ST		LOS ANGELES	P	1912	HIST.RES.	DOE-19-01-0180-0000	08/08/01	6Y	
							PROJ.REVW.	FCC010608E	08/08/01	6Y	
020865	19-166941	608 S HILL ST	WILLIAM FOX BUILDING	LOS ANGELES	P	1930	HIST.SURV.	0053-0074-0000	06/06/84	3S	
027254	19-173186	629 S HILL ST	SUN REALTY / BANKERS BUILDING, LOS	LOS ANGELES	P	1930	HIST.SURV.	0053-4450-0000	06/06/84	3S	
027256	19-173188	632 S HILL ST	BULLOCKS DOWNTOWN DEPARTMENT STORE	LOS ANGELES	P	1906	TAX.CERT.	537.9-19-0061	05/13/85	253	
							HIST.SURV.	0053-4452-0000	05/13/85	253	
027255	19-173187	635 S HILL ST	LOS ANGELES FUR MART BUILDING, WHO	LOS ANGELES	P	1925	HIST.SURV.	0053-4451-0000	05/13/85	253	
027258	19-173190	700 S HILL ST	GREAT WESTERN SAVINGS BANK	LOS ANGELES	P	1922	HIST.SURV.	0053-4454-0000	12/14/00	252	C
027257	19-173189	701 S HILL ST	FOREMAN & CLARK BUILDING, FOREMAN	LOS ANGELES	P	1928	HIST.RES.	DOE-19-00-0356-0000	12/14/00	252	C
							PROJ.REVW.	FCC001030AG	12/14/00	252	C
							HIST.SURV.	0053-4453-0000	01/09/06	6Y	
156643	19-173191	706 S HILL ST	GREAT WESTERN BUILDING	LOS ANGELES	P	1927	PROJ.REVW.	FCC0512130	01/09/06	6Y	
027259	19-173192	708 S HILL ST	SPRECKLES/DOWN-WILLIAMS COMPANY, S	LOS ANGELES	P	1922	HIST.SURV.	0053-4455-0000	05/13/85	253	
027260	19-173192	722 S HILL ST	VASPER BUILDING, C & R CLOTHIERS	LOS ANGELES	P	1923	HIST.SURV.	0053-4456-0000	05/13/85	253	
027261	19-173193	742 S HILL ST	UNION BANK/HILL STREET ANNEX	LOS ANGELES	P	1923	TAX.CERT.	537.9-19-0032	05/13/85	253	
							HIST.SURV.	0053-4457-0000	06/26/03	253	
027262	19-173194	760 S HILL ST	UNION BANK & TRUST COMPANY BUILDIN	LOS ANGELES	P	1921	TAX.CERT.	537.9-19-0321	06/26/03	253	
							HIST.SURV.	0053-4458-0000	03/17/08	252	AC
073707	19-174097	830 S HILL ST	MAY COMPANY STORE, HAMBURGER DEPAR	LOS ANGELES	P	0	TAX.CERT.	537.9-19-0179	03/17/08	252	AC
027263	19-173195	855 S HILL ST	PACIFIC NATIONAL BANK BUILDING, CO	LOS ANGELES	P	1925	HIST.SURV.	0053-4459-0000	03/17/08	252	AC
020867	19-166943	928 S HILL ST	LYONS APARTMENTS	LOS ANGELES	P	1904	HIST.SURV.	0053-0076-0000	03/17/08	252	AC
170233		1027 S HILL ST	JOSEPH BASCH COMPANY BUILDING	LOS ANGELES	P	1920	PROJ.REVW.	HUD080208A	03/17/08	252	AC
027264	19-173196	1036 S HILL ST	MAYAN THEATRE	LOS ANGELES	P	1926	HIST.SURV.	0053-4460-0000			
020750	19-166832	1044 S HILL ST	MAYAN THEATRE, MAYAN THEATER	LOS ANGELES	P	1926	HIST.SURV.	0053-0022-0000			
027265	19-173197	1046 S HILL ST	BELASCO THEATRE, METROPOLITAN COMM	LOS ANGELES	P	1926	HIST.SURV.	0053-4461-0000			

027098	19-173066	1101 S LORENA ST	CHILDRENS MURAL	LOS ANGELES	P	1975	PROJ. REVW.	HRG9402022	08/15/94	6Y	
150060		1301 S LORENA ST	LOS ANGELES	LOS ANGELES	P	1952	HIST. SURV.	0053-4420-0000	09/30/04	7R	
020871	19-166946	419 S LORRAINE BLVD	SUNSHINE HALL, EVANS RESIDENCE	LOS ANGELES	P	1913	HIST. SURV.	DOE-19-04-0175-0000	09/30/04	6Y	
178445		447 S LOS ANGELES ST	LOS ANGELES	LOS ANGELES	P	1893	PROJ. REVW.	HUD041006D	09/30/04	6Y	
178442	19-173210	501 S LOS ANGELES ST	BALTIMORE HOTEL	LOS ANGELES	P	1909	PROJ. REVW.	HUD090909B	02/02/10	202	AC
027278	19-173210	553 S LOS ANGELES ST	WILLIAM G KERCKHOFF BUILDING ANNEX	LOS ANGELES	P	1916	HIST. SURV.	0053-4574-0000	02/02/10	202	AC
027326	19-173256	700 S LOS ANGELES ST	LOS ANGELES CORNELL BUILDING 1/SAN	LOS ANGELES	P	1911	PROJ. REVW.	FCC060721D	08/13/06	252	C
027269	19-173201	713 S LOS ANGELES ST	MERCHANTS EXCHANGE BUILDING	LOS ANGELES	P	1928	HIST. SURV.	0053-4622-0000		7R	
130806		714 S LOS ANGELES ST	M.U. CORNELL BUILDING	LOS ANGELES	P	1911	TAX. CERT.	0053-4565-0000	04/18/02	7U	
166339		801 S LOS ANGELES ST	ANVAC FASHION BUILDING	LOS ANGELES	P	1923	PROJ. REVW.	FCC061013L	11/20/06	6Y	
027270	19-173202	849 S LOS ANGELES ST	HARRIS NEWARK BUILDING, MANUFACTU	LOS ANGELES	P	1925	HIST. SURV.	0053-4566-0000		3S	
027271	19-173203	850 S LOS ANGELES ST	COOPER BUILDING, MANUFACTURERS BAN	LOS ANGELES	P	1923	HIST. SURV.	0053-4567-0000		3S	
027272	19-173204	910 S LOS ANGELES ST	GERRY BUILDING	LOS ANGELES	P	1947	HIST. RES.	NPS-03000583-0000	07/05/03	1S	C
182723		1117 S LOS PALOS ST	LOS ANGELES	LOS ANGELES	P	1919	NAT. REG.	19-0417	10/07/02	3S	C
162424		204 S LUCAS AVE	LOS ANGELES	LOS ANGELES	P	1905	TAX. CERT.	537.9-19-0255	04/22/04	1S	C
150074		208 S LUCAS AVE	LOS ANGELES	LOS ANGELES	P	1923	HIST. SURV.	0053-4568-0000	05/12/11	6U	3S
150076		226 S LUCAS AVE	LOS ANGELES	LOS ANGELES	P	1920	PROJ. REVW.	HUD110502H	06/01/06	6U	
073780	19-174106	245 S LUCAS AVE	LOS ANGELES NURSES' CLUB	LOS ANGELES	P	1921	PROJ. REVW.	HUD060501M	06/01/06	6U	
100659	19-176204	637 S LUCAS AVE	GOOD SAMARITAN HOSPITAL	LOS ANGELES	P	1927	PROJ. REVW.	HUD060501M	09/30/04	6U	
020872	19-166947	637 S LUCERNE BLVD	HIRAM HIGGINS HOUSE, VERBECK HOUSE	LOS ANGELES	P	1903	HIST. RES.	DOE-19-04-0190-0000	09/30/04	6U	
084459	19-174623	743 S LUCERNE BLVD	EBELL OF LOS ANGELES	LOS ANGELES	P	1927	PROJ. REVW.	HUD041006D	09/30/04	6U	
026198	19-172185	1100 S LUCERNE BLVD	LOS ANGELES	LOS ANGELES	P	1926	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026199	19-172186	1222 S LUCERNE BLVD	CARLES B DAIVSON HOME	LOS ANGELES	P	1921	HIST. SURV.	HUD041006D	09/30/04	6U	
026214	19-172201	1225 S LUCERNE BLVD	VIOLET J. GILLENSE HOME	LOS ANGELES	P	1918	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026200	19-172187	1226 S LUCERNE BLVD	LAURA E. PHILLIPS HOME	LOS ANGELES	P	1921	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026201	19-172188	1230 S LUCERNE BLVD	HERBERT E WHITE HOME	LOS ANGELES	P	1917	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026215	19-172202	1231 S LUCERNE BLVD	LOS ANGELES	LOS ANGELES	P	1917	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026213	19-172200	1233 S LUCERNE BLVD	ROSALIE HILDEBRANDT HOME	LOS ANGELES	P	1947	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026202	19-172189	1236 S LUCERNE BLVD	MARY ANN SENKS HOME	LOS ANGELES	P	1921	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026216	19-172203	1237 S LUCERNE BLVD	JOHN & EVELYN BELL HOME	LOS ANGELES	P	1921	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026203	19-172190	1240 S LUCERNE BLVD	GLEN L. CODMAN	LOS ANGELES	P	1920	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026217	19-172204	1241 S LUCERNE BLVD	VIOLA L. ARVINE	LOS ANGELES	P	1918	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026204	19-172191	1244 S LUCERNE BLVD	LOUISE G KISTRUCK HOME	LOS ANGELES	P	1918	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026218	19-172205	1245 S LUCERNE BLVD	EMMA A. BAILEY HOME	LOS ANGELES	P	1918	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026205	19-172192	1250 S LUCERNE BLVD	JAMES F TROUT HOME	LOS ANGELES	P	1919	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026219	19-172206	1251 S LUCERNE BLVD	MINNIE M CAMPBELL HOME	LOS ANGELES	P	1918	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026206	19-172193	1254 S LUCERNE BLVD	LOS ANGELES	LOS ANGELES	P	1919	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026220	19-172207	1255 S LUCERNE BLVD	LOS ANGELES	LOS ANGELES	P	1919	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	
026207	19-172194	1260 S LUCERNE BLVD	LOS ANGELES	LOS ANGELES	P	1918	HIST. SURV.	DOE-19-04-0189-0000	09/30/04	6U	



026221	19-172208	1261 S LUCERNE BLVD	SAMANTHA M TORMEY HOME	LOS ANGELES	P	1920	HIST. SURV.	0053-3549-0000		07/22/08	6U	
026208	19-172195	1264 S LUCERNE BLVD	ADA A. KODAPP HOME	LOS ANGELES	P	1916	HIST. SURV.	0053-3536-0000		06/01/92	7N1	
026222	19-172209	1265 S LUCERNE BLVD	RAYMOND C HILL HOME	LOS ANGELES	P	1917	HIST. SURV.	0053-3550-0000			7N	
026209	19-172196	1270 S LUCERNE BLVD	EDWIN R BROWN HOME	LOS ANGELES	P	1918	HIST. SURV.	0053-3537-0000			3S	
026223	19-172210	1271 S LUCERNE BLVD	WILLIAM A. GILMORE HOME	LOS ANGELES	P	1918	HIST. SURV.	0053-3551-0000			3S	
026210	19-172197	1274 S LUCERNE BLVD	ERWIN W. LOWELL HOME	LOS ANGELES	P	1914	HIST. SURV.	0053-3538-0000			3S	
026224	19-172211	1275 S LUCERNE BLVD	HUGH B HOLLINGSWORTH OME	LOS ANGELES	P	1915	HIST. SURV.	0053-3552-0000			3S	
026211	19-172198	1278 S LUCERNE BLVD	FRANK A. HARTLEY HOME	LOS ANGELES	P	1917	HIST. SURV.	0053-3539-0000			3S	
026225	19-172212	1281 S LUCERNE BLVD	GLENN C SEEVEY HOME	LOS ANGELES	P	1917	HIST. SURV.	0053-3553-0000			3S	
026212	19-172199	1284 S LUCERNE BLVD	MARTHA M WHALEY HOME	LOS ANGELES	P	1914	HIST. SURV.	0053-3540-0000			3S	
026226	19-172213	1285 S LUCERNE BLVD	MADGE REVELL HOME	LOS ANGELES	P	1914	HIST. SURV.	0053-3554-0000			7N	
026227	19-172214	1289 S LUCERNE BLVD	THOMAS E PARKE HOME	LOS ANGELES	P	1919	HIST. SURV.	0053-3555-0000			7R	
175574		1810 S MAGNOLIA AVE		LOS ANGELES	P	1927	PROJ. REVW.	HUD080707A				
027118	19-173077	118 S MAIN ST	GLASSER BROTHERS BAIL	LOS ANGELES	P	1886	HIST. SURV.	0053-4802-0000				
020873	19-166948	262 S MAIN ST	TALLY'S FIRST ELECTRIC THEATER	LOS ANGELES	P	1901	HIST. SURV.	0053-4432-0000			7R	
027328	19-173258	316 S MAIN ST	HIPEDROME, ADOLPHUS THEATRE, MAIN	LOS ANGELES	P	1910	HIST. SURV.	0053-0082-0000			7N	
020874	19-166949	318 S MAIN ST	MAIN STREET GYMNASIUM	LOS ANGELES	P	1911	HIST. SURV.	0053-4624-0000			7R	
020875	19-166950	400 S MAIN ST	SAN FERNANDO BUILDING	LOS ANGELES	P	1906	TAX. CERT.	0053-0083-0000			7N	
027273	19-173205	401 S MAIN ST	FARMERS & MERCHANTS BANK, SECURITY	LOS ANGELES	P	1905	HIST. SURV.	0053-0084-0000			09/05/01	1S
027274	19-173206	405 S MAIN ST	I W HELLMAN BANK / SECURITY PACIFI	LOS ANGELES	P	1905	TAX. CERT.	537.9-19-0013			07/31/86	1S
178446		424 S MAIN ST		LOS ANGELES	P	1910	PROJ. REVW.	HUD090909B			04/23/86	2D3
179856		448 S MAIN ST	NON-CONTRIBUTOR, 5TH-MAIN ST COMME	LOS ANGELES	P		HIST. RES.	NPS-00000387-0001			04/21/00	1D
099463	19-175849	452 S MAIN ST	GENESIS HOTEL/ NON-CONTRIBUTOR, ST	LOS ANGELES	P	1915	TAX. CERT.	537.9-19-0227			06/15/99	2S3
027276	19-173208	500 S MAIN ST	CHARNOCK BLOCK, PERSHING HOTEL, LO	LOS ANGELES	P	1888	HIST. SURV.	0053-4570-0000			10/06/99	2D3
073765	19-174105	508 S MAIN ST	LEE BROS./ROMA HOTEL	LOS ANGELES	P		PROJ. REVW.	HUD090909B			02/02/10	2S2
101962	19-176415	512 S MAIN ST	LEONIDE HOTEL	LOS ANGELES	P	0	PROJ. REVW.	HUD090909B			09/10/09	6Y
099464	19-175850	526 S MAIN ST	SANBORN HOTEL	LOS ANGELES	P	1908	PROJ. REVW.	HUD080707A			09/10/09	6U
091778	19-174980	530 S MAIN ST	FAMOUS HOTEL	LOS ANGELES	P	1916	HIST. RES.	DOE-19-94-0282-0000			05/19/94	6Y
020971	19-167036	558 S MAIN ST	WILLIAM G. KERCKHOFF BUILDING / SA	LOS ANGELES	P	1907	PROJ. REVW.	HRG9402022			05/19/94	2S2
155243	19-166953	564 S MAIN ST	KERCKHOFF BUILDING ANNEX	LOS ANGELES	P	1916	HIST. RES.	DOE-19-95-0385-0000			05/19/94	6Y
020878		610 S MAIN ST	HUNTINGTON BUILDING - PACIFIC ELEC	LOS ANGELES	P	1905	PROJ. REVW.	HRG9402022			05/19/94	2S2
							TAX. CERT.	537.9-19-0027			05/25/95	2S2
							HIST. SURV.	0053-4572-0000			05/05/88	2S3
							TAX. CERT.	537.9-19-0026			04/01/83	3S
							PROJ. REVW.	FCC051021A			05/25/88	6X
							PROJ. REVW.	HUD0960328H			11/08/05	6Y
							HIST. RES.	DOE-19-94-0283-0000			04/24/96	6Y
							PROJ. REVW.	HRG9402022			05/31/94	6Y
							HIST. RES.	DOE-19-95-0078-0000			05/31/94	6Y
							PROJ. REVW.	HRG9402022			05/04/95	6Y
							PROJ. REVW.	HUD940916E			10/12/94	6Y
							HIST. RES.	NPS-05000774-9999			08/03/05	1S
							NAT. REG.	19-0467			01/20/05	3S
							TAX. CERT.	537.9-19-0250			01/05/07	1S
							HIST. SURV.	0053-4573-0000				3S
							HIST. SURV.	0053-0154-0000				3S
							HIST. RES.	NPS-05000774-0001			08/03/05	1D
							HIST. RES.	NPS-09000180-0000			04/09/09	1S
							NAT. REG.	19-0512			07/25/08	3S
							TAX. CERT.	537.9-19-0268			06/16/09	1S
							NAT. REG.	19-0228			12/20/95	7W



027280	19-173212	620 S MAIN ST	MAIN MERCANTILE BUILDING	LOS ANGELES	P	1905	HIST. SURV.	0053-4575-0000	04/01/83	35	
027281	19-173213	638 S MAIN ST	HOTEL CECIL; METROPOLITAN HOTEL	LOS ANGELES	P	1924	HIST. SURV.	0053-4576-0000	03/30/88	7L	
123765		721 S MAIN ST		LOS ANGELES	U	1913	HIST. RES.	0053-4577-0000	02/01/99	35	
027060	19-173038	810 S MAIN ST	CALIFORNIA THEATER	LOS ANGELES	P	1918	HIST. SURV.	0053-4377-0000	01/01/80	7N	
089760	19-174902	1436 S MAIN ST	LA OPINION NEWSPAPER	LOS ANGELES	P		HIST. SURV.	0053-4868-0000	11/03/05	6Y	
156583		2325 S MAIN ST		LOS ANGELES	P	1920	PROJ. REVW.	FCC051017C	01/19/07	6Y	
164800		3326 S MAIN ST		LOS ANGELES	P	1911	PROJ. REVW.	FCC061213A	07/05/07	6U	
175342		4318 S MAIN ST		LOS ANGELES	P	1911	PROJ. REVW.	HUD070529J	01/31/01	6Y	
127530		5511 S MAIN ST		LOS ANGELES			HIST. RES.	DOE-19-01-0076-0000	01/31/01	6Y	
073312	19-174073	6125 S MAIN ST		LOS ANGELES	U	1921	PROJ. REVW.	HUD010201B	01/31/01	6Y	
070612	19-174007	6908 S MAIN ST		LOS ANGELES	U	1920	PROJ. REVW.	HUD910919F	10/28/91	6Y	
171690		7817 S MAIN ST		LOS ANGELES		1945	PROJ. REVW.	HUD910521G	06/12/91	6Y	
152584		10121 S MAIN ST	M & J AUTO AND TRUCK PARTS	LOS ANGELES	P	1946	HIST. RES.	DOE-19-04-0426-0000	04/17/08	6U	
072402	19-174012	11101 S MAIN ST		LOS ANGELES	U	1925	PROJ. REVW.	FCC040914I	11/23/04	6Y	
027371	19-173299	S MANHATTAN PL	LOS ANGELES CHRIST CHURCH	LOS ANGELES	P	1910	HIST. SURV.	HUD910614K	07/12/91	6Y	
116356		500 S MANHATTAN PL		LOS ANGELES	P	1920	HIST. RES.	0053-4650-9999	08/27/96	6U	
027369	19-173297	627 S MANHATTAN PL	LOS ANGELES CHRIST CHURCH	LOS ANGELES	P	1924	HIST. SURV.	0053-4650-0001	08/27/96	7N	
027370	19-173298	635 S MANHATTAN PL	CHRIST CHURCH RECTORY / HALL	LOS ANGELES	P	1910	HIST. SURV.	0053-4650-0002	09/05/96	6U	
026509	19-172486	975 S MANHATTAN PL		LOS ANGELES	P	1906	HIST. SURV.	0053-3837-0000	04/02/02	6Y	
026504	19-172491	976 S MANHATTAN PL		LOS ANGELES	P	1917	HIST. SURV.	0053-3832-0000	01/31/03	6U	
026510	19-172487	981 S MANHATTAN PL		LOS ANGELES	P	1909	HIST. SURV.	0053-3838-0000	04/02/02	6Y	
026511	19-172498	1059 S MANHATTAN PL	WORTHINGTON ARMS	LOS ANGELES	P	1928	HIST. SURV.	0053-3839-0000	01/31/03	6U	
026505	19-172492	1200 S MANHATTAN PL	PICO HEIGHTS M E CHURCH, ST PAUL, U	LOS ANGELES	P	1906	HIST. SURV.	0053-3833-0000	04/17/89	6Y	
026512	19-172499	1207 S MANHATTAN PL	LOS ANGELES CHURCH OF JESUS CHRIST	LOS ANGELES	P	1928	HIST. SURV.	0053-3840-0000	09/05/96	6U	
026506	19-172493	1216 S MANHATTAN PL		LOS ANGELES	P	1916	HIST. SURV.	0053-3834-0000	04/02/02	6Y	
026507	19-172494	1240 S MANHATTAN PL		LOS ANGELES	P	1915	HIST. SURV.	0053-3835-0000	09/05/96	6U	
026508	19-172495	1254 S MANHATTAN PL		LOS ANGELES	P	1915	HIST. SURV.	0053-3836-0000	04/02/02	6Y	
067577	19-173533	1519 S MANHATTAN PL	LOS ANGELES OFFICE REHABILITATION	LOS ANGELES	U		PROJ. REVW.	HUD890320J	04/17/89	6Y	
116357		5162 S MANHATTAN PL		LOS ANGELES	P	1923	HIST. RES.	DOE-19-96-0270-0000	09/05/96	6U	
131127		5218 S MANHATTAN PL		LOS ANGELES		1912	PROJ. REVW.	HUD970203Z	09/05/96	6U	
145914		8957 S MANHATTAN PL		LOS ANGELES		1938	PROJ. REVW.	DOE-19-02-0201-0000	04/02/02	6Y	
116358		1627 S MANSFIELD AVE		LOS ANGELES	P	1924	HIST. RES.	HUD020402AG	04/02/02	6Y	
155518		1863 S MANSFIELD AVE		LOS ANGELES	P	1941	PROJ. REVW.	DOE-19-03-0361-0000	01/31/03	6U	
096082	19-175467	2627 S MANSFIELD AVE		LOS ANGELES	M	1928	HIST. RES.	HUD030103G	01/31/03	6U	
096083	19-175468	2735 S MANSFIELD AVE		LOS ANGELES	M	1923	PROJ. REVW.	DOE-19-96-0271-0000	08/27/96	6U	
119435	19-157453	2907 S MANSFIELD AVE		LOS ANGELES	P		HIST. RES.	HUD970203Z	08/27/96	6U	
027283	19-173215	1216 S MAPLE AVE	PRINTING CENTER BUILDING	LOS ANGELES	P	1927	HIST. SURV.	0053-4579-0000	11/22/94	6Y	
100663	19-176205	3748 S MAPLE AVE		LOS ANGELES	P	1908	HIST. RES.	DOE-19-94-0416-0000	11/22/94	6Y	
081655	19-174482	472 S MARGARET AVE		LOS ANGELES	U	1928	PROJ. REVW.	HRG940202Z	10/30/89	6Y	
064871	19-173411	729 S MARGARET AVE	RESIDENCE	LOS ANGELES	U		PROJ. REVW.	HUD871027C	09/11/86	6Y	
073197	19-174070	937 S MARIETTA ST		LOS ANGELES	U	1921	PROJ. REVW.	HUD860814G	10/23/91	6Y	

PROPERTY NUMBER	PRIMARY #	STREET ADDRESS.....	NAMES.....	CITY NAME.....	OWN	YR-C	OHF-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
116360		1233 S NORMANDIE AVE		LOS ANGELES	P	1902	HIST. RES.	DOE-19-96-0272-0000	11/27/96	6U	
020880	19-166955	1234 S NORMANDIE AVE	ST SOPHIA'S CATHEDRAL GR ORTHO	LOS ANGELES	P	1951	PROJ. REVW.	HUD970203Z	11/27/96	6U	
158937		1237 S NORMANDIE AVE		LOS ANGELES	P	1912	PROJ. REVW.	0053-0089-0000		7N	
144527		2606 S NORMANDIE AVE	I.M. HAIGHT BUILDING	LOS ANGELES	P	1927	PROJ. REVW.	FHWA050516A	01/30/06	6Y	
180082		2940 S NORMANDIE AVE		LOS ANGELES	P	1913	PROJ. REVW.	HUD030924A	09/24/03	2S4	C
098108	19-175488	3653 S NORMANDIE AVE		LOS ANGELES	P	1898	HIST. RES.	HUD100927C	10/12/10	6U	
098109	19-175489	3661 S NORMANDIE AVE		LOS ANGELES	P	1898	PROJ. REVW.	DOE-19-94-0600-0000	09/30/94	6Y	
098110	19-175490	4056 S NORMANDIE AVE		LOS ANGELES	P	1908	HIST. RES.	HRG940202Z	09/30/94	6Y	
098111	19-175491	4059 S NORMANDIE AVE		LOS ANGELES	P	1922	PROJ. REVW.	DOE-19-94-0602-0000	09/30/94	6Y	
020881	19-161540	4230 S NORMANDIE AVE	ST CECILIA CHURCH ROM CATH	LOS ANGELES	P	1927	HIST. SURV.	HRG940202Z	09/30/94	6Y	
180942	19-166956	4530 S NORMANDIE AVE	NORMANDIE APARTMENT BUILDING	LOS ANGELES	P	1925	PROJ. REVW.	DOE-19-94-0601-0000	09/30/94	6Y	
027359	19-173288	4601 S NORMANDIE AVE	PILGRIM CONGREGATIONAL CH, TEMPLE	LOS ANGELES	P	1910	HIST. SURV.	FCC100719B	12/15/10	6Y	
175706		6525 S NORMANDIE AVE		LOS ANGELES	P	1938	PROJ. REVW.	HUD090126A	01/28/09	6U	
171770		10402 S NORMANDIE AVE		LOS ANGELES	P	1920	PROJ. REVW.	HUD071205A		6Y	
172817		10408 S NORMANDIE AVE	105TH ST SENIOR HOUSING PROJECT	LOS ANGELES	P	1920	PROJ. REVW.	HUD071205A		6U	
172818		10410 S NORMANDIE AVE	105TH ST SENIOR HOUSING PROJECT	LOS ANGELES	P	1920	PROJ. REVW.	HUD071205A		6U	
172819		10426 S NORMANDIE AVE	105TH ST SENIOR HOUSING PROJECT	LOS ANGELES	P	1925	PROJ. REVW.	HUD071205A		6U	
081568	19-174458	10605 S NORMANDIE AVE		LOS ANGELES	P	1940	PROJ. REVW.	HUD071027C	05/22/89	6Y	
182733		3665 S NORTON AVE		LOS ANGELES	P	1940	PROJ. REVW.	HUD110502H	05/12/11	6U	
182734		3725 S NORTON AVE	RESIDENCE	LOS ANGELES	P	1941	PROJ. REVW.	HUD110502H	05/12/11	6U	
064870	19-172410	610 S OAKFORD DR		LOS ANGELES	P	1947	PROJ. REVW.	HUD080814F	09/11/86	6Y	
081560	19-174455	646 S OAKFORD DR		LOS ANGELES	P	1926	PROJ. REVW.	HUD081027C	05/22/89	6Y	
182735		2811 S OAKHURST AVE		LOS ANGELES	P	1936	PROJ. REVW.	HUD110502H	05/12/11	6U	
175708		1561 S OAKHURST DR		LOS ANGELES	P	1926	PROJ. REVW.	HUD090126A	01/28/09	6U	
027384	19-173312	435 S OCCIDENTAL BLVD	CHURCH OF THE PRECIOUS BLOOD	LOS ANGELES	P	1926	HIST. SURV.	0053-4658-0001		7N	
027386	19-173313	435 S OCCIDENTAL BLVD	CHURCH OF THE PRECIOUS BLOOD RECTO	LOS ANGELES	P	1926	HIST. SURV.	0053-4658-0002		7N	
162430	19-173314	435 S OCCIDENTAL BLVD	CHURCH OF THE PRECIOUS BLOOD	LOS ANGELES	P	1923	HIST. SURV.	0053-4658-9999		7N	
169882		1708 S OGDEN DR		LOS ANGELES	P	1932	PROJ. REVW.	HUD060501M	06/01/06	6U	
020882	19-166957	449 S OLIVE ST	LOS ANGELES FIRST GERMAN UNITED ME	LOS ANGELES	P	1910	HIST. SURV.	HUD080104C	02/01/08	2S2	C
020883	19-166958	515 S OLIVE ST	BUTMORE HOTEL	LOS ANGELES	P	1923	HIST. SURV.	0053-0092-0000		7K	
				LOS ANGELES	P	1923	HIST. SURV.	0053-4454-0000		7K	
				LOS ANGELES	P	1923	HIST. RES.	DOE-19-78-0009-0000	03/28/79	2S2	AC
				LOS ANGELES	P	1923	PROJ. REVW.	UDMTA781024A	10/24/78	2S2	AC
				LOS ANGELES	P	1923	PROJ. REVW.	65005729	03/28/79	2S2	AC
020884	19-166959	617 S OLIVE ST	OVIATT BUILDING	LOS ANGELES	P	1927	HIST. RES.	NPS-83004529-0000	08/11/83	1S	
026172	19-172159	649 S OLIVE ST	BANK OF ITALY/A P GIANNINI BUILDIN	LOS ANGELES	P	1922	HIST. SURV.	0053-3500-0000		3S	
020885	19-166960	712 S OLIVE ST	VILLE DE PARIS STORE, LA MERCHANDI	LOS ANGELES	P	1917	HIST. SURV.	0053-0094-0000		3S	
026168	19-172155	716 S OLIVE ST	SOUTH CALIFORNIA TELEGRAPH CO/OLIV	LOS ANGELES	P	1908	HIST. SURV.	0053-3497-0000		3S	
026166	19-172153	724 S OLIVE ST	BUSY BEB SNACKS	LOS ANGELES	P	1970	HIST. SURV.	0053-3496-0000		3S	
026165	19-172152	727 S OLIVE ST	AI LOCK & KEY SERVICE	LOS ANGELES	P	1954	HIST. SURV.	0053-3493-0000		7R	
026164	19-172151	737 S OLIVE ST	STATE HOTEL	LOS ANGELES	P	1913	HIST. SURV.	0053-3492-0000		5S2	
026163	19-172150	740 S OLIVE ST	SOUTHERN CALIFORNIA TELEGRAPH COMP	LOS ANGELES	P	1925	HIST. SURV.	0053-3491-0000		7N	
026158	19-172145	801 S OLIVE ST		LOS ANGELES	P	1913	HIST. RES.	0053-3486-0000		5S2	
131134		1330 S OLIVE ST		LOS ANGELES	P	1913	HIST. RES.	DOE-19-02-0208-0000	04/02/82	6Y	
021249	19-167289	4255 S OLIVE ST	MONETA LIBRARY/JUNIPERO SERBA BRAN	LOS ANGELES	M	1923	PROJ. REVW.	HUD020402AG	04/02/02	6Y	
				LOS ANGELES	M	1923	HIST. RES.	DOE-19-94-0369-0000	08/27/94	2S2	

159615	918 S SERRANO AVE	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
159618	921 S SERRANO AVE	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0022	02/15/06	2D2	AC
159621	924 S SERRANO AVE	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0023	02/15/06	2D2	AC
159622	929 S SERRANO AVE	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
159623	930 S SERRANO AVE	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0025	02/15/06	2D2	AC
159624	936 S SERRANO AVE	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
159625	939 S SERRANO AVE	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0026	02/15/06	2D2	AC
180098	3222 S SHASTA CIR	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
065027	693 S SHATTO PL	LOS ANGELES	U	HIST. RES.	DOE-19-06-0001-0027	02/15/06	2D2	AC
098188	1600 S SHERBOURNE DR	LOS ANGELES	M	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
105493	1706 S SHERBOURNE DR	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0028	02/15/06	2D2	AC
145930	1630 S SIERRA BONITA AVE	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
026781	230 S SOTO ST	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
172501	425 S SOTO ST	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
020888	443 S SOTO ST	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0029	02/15/06	2D2	AC
026782	560 S SOTO ST	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
154068	642 S SOTO ST	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0030	02/15/06	2D2	AC
092514	1715 S SOTO ST	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
147823	-814 S SPRING ST	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0031	02/15/06	2D2	AC
020908	5 SPRING ST	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0032	02/15/06	2D2	AC
027120	110 S SPRING ST	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
090684	145 S SPRING ST	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0033	02/15/06	2D2	AC
020943	257 S SPRING ST	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
027317	301 S SPRING ST	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0034	02/15/06	2D2	AC
073781	311 S SPRING ST	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
021469	331 S SPRING ST	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0035	02/15/06	2D2	AC
020902	354 S SPRING ST	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
020889	408 S SPRING ST	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0036	02/15/06	2D2	AC
020890	410 S SPRING ST	LOS ANGELES	P	PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
020891	416 S SPRING ST	LOS ANGELES	P	HIST. RES.	DOE-19-06-0001-0037	02/15/06	2D2	AC



159615		918 S SERRANO AVE	LOS ANGELES	P		PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
						HIST. RES.	DOE-19-06-0001-0022	02/15/06	2D2	AC
159618		921 S SERRANO AVE	LOS ANGELES	P		PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
						HIST. RES.	DOE-19-06-0001-0023	02/15/06	2D2	AC
159621		924 S SERRANO AVE	LOS ANGELES	P		PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
						HIST. RES.	DOE-19-06-0001-0024	02/15/06	2D2	AC
159622		929 S SERRANO AVE	LOS ANGELES	P		PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
						HIST. RES.	DOE-19-06-0001-0025	02/15/06	2D2	AC
159623		930 S SERRANO AVE	LOS ANGELES	P		PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
						HIST. RES.	DOE-19-06-0001-0026	02/15/06	2D2	AC
159624		936 S SERRANO AVE	LOS ANGELES	P		PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
						HIST. RES.	DOE-19-06-0001-0027	02/15/06	2D2	AC
159625		939 S SERRANO AVE	LOS ANGELES	P		PROJ. REVW.	HUD060206J	02/15/06	2D2	AC
						HIST. RES.	DOE-19-06-0001-0028	02/15/06	2D2	AC
180098		3222 S SHASTA CIR	LOS ANGELES	P	1921	PROJ. REVW.	HUD100927C	10/12/10	6U	
065027		693 S SHATTO PL	LOS ANGELES	U		PROJ. REVW.	HUD861211D	01/28/87	6Y	
098188		1600 S SHERBOURNE DR	LOS ANGELES	M	1930	HIST. RES.	DOE-19-94-0158-0000	07/01/94	6Y	
		RESIDENCE				PROJ. REVW.	HUD950724H	08/04/95	6Y	
105493	19-176456	1706 S SHERBOURNE DR	LOS ANGELES	P	1939	PROJ. REVW.	HUD950724H	01/31/03	6U	
145930		1630 S SIERRA BONITA AVE	LOS ANGELES	P	1927	HIST. RES.	DOE-19-03-0378-0000	01/31/03	6U	
026781	19-172763	230 S SOTO ST	LOS ANGELES	P	1888	HIST. SURV.	0053-4115-0000	07/08/08	7N	
172501		425 S SOTO ST	LOS ANGELES	P		PROJ. REVW.	FCC080522A		7N	
020888	19-166963	443 S SOTO ST	LOS ANGELES	P	1904	HIST. SURV.	0053-0097-0000		7N	
026782	19-172764	560 S SOTO ST	LOS ANGELES	P	1910	HIST. SURV.	0053-4116-0000		3S	
154068		642 S SOTO ST	LOS ANGELES	P	1924	PROJ. REVW.	HUD040202L	02/02/04	6U	
092514	19-175015	1715 S SOTO ST	LOS ANGELES	P	1939	HIST. RES.	DOE-19-94-0761-0000	10/27/94	6Y	
						PROJ. REVW.	FHWA940929A	10/27/94	6Y	
147823		-814 S SPRING ST	LOS ANGELES	P	1914	TAX. CERT.	537.9-19-0333	07/13/04	7J	
020908	19-166981	S SPRING ST	LOS ANGELES	P	1903	HIST. RES.	NPS-00000387-9999	08/19/99	1S	AC
		GANS BROTHERS BUILDING				NAT. REG.	19-0281	08/19/99	3S	AC
		SPRING STREET FINANCIAL DISTRICT				HIST. RES.	NPS-79000489-9999	08/10/79	1S	AC
027120	19-173079	110 S SPRING ST	LOS ANGELES	P	1923	HIST. SURV.	0053-0098-9999	07/01/77	1S	AC
090684	19-174925	145 S SPRING ST	LOS ANGELES	P		HIST. SURV.	0053-4434-0000		7R	
020943	19-167010	257 S SPRING ST	LOS ANGELES	P	1898	HIST. RES.	SHL-0744-0000	07/05/60	7L	
027317	19-173247	301 S SPRING ST	LOS ANGELES	P	1912	HIST. SURV.	0053-0135-0000		7N	
		WASHINGTON BUILDING				HIST. SURV.	0053-4820-0000	06/01/92	3S	
073781	19-174107	311 S SPRING ST	LOS ANGELES	P	0	HIST. SURV.	0053-4613-0000		3S	
021469	19-167502	331 S SPRING ST	LOS ANGELES	P	1860	TAX. CERT.	537.9-19-0087	11/09/89	6X	
020902	19-166977	354 S SPRING ST	LOS ANGELES	P	1902	HIST. SURV.	0053-0380-0000	06/22/11	7J	
		BIIDDY MASON HOME, GRANDMA MASONS P				TAX. CERT.	537.9-19-0398	04/21/00	1D	AC
		BANCO POPULAR				HIST. RES.	NPS-00000387-0027	04/21/00	1D	AC
020889	19-166964	408 S SPRING ST	LOS ANGELES	P	1902	HIST. SURV.	0053-0098-0014	09/01/76	3D	
		BRALY BLDG / S. CALIFORNIA SAVINGS				HIST. RES.	NPS-00000387-0014	04/21/00	1D	AC
						TAX. CERT.	537.9-19-0230	10/07/99	2S3	AC
						TAX. CERT.	537.9-19-0081	10/08/85	2D3	
020890	19-166965	410 S SPRING ST	LOS ANGELES	P	1913	HIST. SURV.	0053-0098-0001	09/01/76	3D	
		HELLMAN BLDG, HELLMAN ANNEX				HIST. RES.	NPS-00000387-0015	04/21/00	1D	AC
020891	19-166966	416 S SPRING ST	LOS ANGELES	P	1913	HIST. RES.	NPS-79000489-0016	08/10/79	1D	
		STOWELL HOTEL, EL DORADO HOTEL				HIST. SURV.	0053-0098-0002	05/01/77	3D	
						HIST. RES.	NPS-00000387-0016	04/21/00	1D	AC
						HIST. RES.	NPS-79000489-0017	08/10/79	1D	
						HIST. SURV.	0053-0098-0003	09/01/76	3D	

094446	19-175081	419 S SPRING ST	TITLE INSURANCE BUILDING ANNEX	LOS ANGELES	P	HIST. RES.	NPS-00000387-0013	04/21/00	6X	
094442	19-175077	426 S SPRING ST	UNION FEDERAL SAVINGS AND LOAN	LOS ANGELES	P	HIST. RES.	NPS-79000489-0032	08/10/79	6X	
094443	19-175078	432 S SPRING ST	FRIEND'S BURGERS	LOS ANGELES	P	HIST. RES.	NPS-79000489-0028	04/21/00	6X	
020892	19-166967	433 S SPRING ST	TITLE INSURANCE BLDG	LOS ANGELES	P	HIST. RES.	NPS-79000489-0029	04/21/00	6X	
020893	19-166968	453 S SPRING ST	CITIZENS NATIONAL BANK, CROCKER BA	LOS ANGELES	P	HIST. RES.	NPS-79000489-0017	04/21/00	1D	AC
020894	19-166969	510 S SPRING ST	SECURITY BLDG	LOS ANGELES	P	HIST. RES.	NPS-79000489-0019	08/10/79	1D	AC
020895	19-166970	514 S SPRING ST	SECURITY NATIONAL BANK, PRESIDENT	LOS ANGELES	P	HIST. RES.	NPS-00000387-0020	04/21/00	1D	AC
079890	19-174413	523 S SPRING ST	PARKING STRUCTURE	LOS ANGELES	P	HIST. RES.	NPS-79000489-0005	04/21/00	1D	AC
094444	19-175079	524 S SPRING ST	STATIONERS BUILDING	LOS ANGELES	P	HIST. RES.	NPS-00000387-0011	04/21/00	6X	
079889	19-174412	525 S SPRING ST	BROADWAY-SPRING ARCADE BLDG	LOS ANGELES	P	HIST. RES.	NPS-79000489-0004	04/21/00	1D	AC
020896	19-166971	541 S SPRING ST	MERCHANTS NATIONAL BANK, LLOYDS BA	LOS ANGELES	P	HIST. RES.	NPS-79000489-0008	08/10/79	1D	AC
020897	19-166972	548 S SPRING ST	UNITED CALIFORNIA BANK	LOS ANGELES	P	HIST. RES.	NPS-00000387-0021	09/01/74	3D	
094445	19-175080	600 S SPRING ST	HOTEL HAYWARD	LOS ANGELES	P	HIST. RES.	NPS-79000489-0022	04/21/00	1D	AC
020898	19-166973	601 S SPRING ST	LA STOCK EXCHANGE BLDG, PACIFIC ST	LOS ANGELES	P	HIST. RES.	NPS-00000387-0012	06/01/77	3D	
020899	19-166974	618 S SPRING ST	E. F. HUTTON BUILDING	LOS ANGELES	P	HIST. RES.	NPS-00000387-0009	08/10/79	6X	
073905	19-174117	623 S SPRING ST	CALIFORNIA CANADIAN BANK	LOS ANGELES	P	HIST. RES.	NPS-00000387-0034	04/21/00	1D	AC
073904	19-174116	625 S SPRING ST		LOS ANGELES	P	HIST. RES.		12/07/83	2D3	

079891	19-174414	626 S SPRING ST	MORTGAGE GODFREYER BUILDING	LOS ANGELES	P	1913	HIST. RES.	NPS-79000489-0004	08/10/79	1D	C
							TAX. CERT.	537.9-19-0251	01/14/05	1D	AC
							HIST. RES.	NPS-00000387-0006	04/21/00	1D	AC
079892	19-174415	632 S SPRING ST	BANKS & HUNTLEY BUILDING	LOS ANGELES	P	1930	HIST. RES.	NPS-79000489-0023	08/10/79	1D	AC
094441	19-175076	633 S SPRING ST	HUSKY BOY SANDWICH SHOP	LOS ANGELES	P		HIST. RES.	NPS-00000387-0007	04/21/00	1D	AC
020900	19-166975	639 S SPRING ST	BARCLAY'S BANK	LOS ANGELES	P	1919	HIST. RES.	NPS-00000489-0024	08/10/79	1D	AC
							HIST. RES.	NPS-00000387-0008	04/21/00	6X	AC
							HIST. RES.	NPS-79000489-0027	08/10/79	6X	AC
079887	19-174411	651 S SPRING ST	BARTLETT BUILDING	LOS ANGELES	P	1911	HIST. RES.	NPS-00000387-0025	04/21/00	1D	AC
							HIST. RES.	NPS-79000489-0003	08/10/79	1D	AC
073879	19-174114	701 S SPRING ST	VAN NUYS BUILDING	LOS ANGELES	P	0	TAX. (NPS)	NPS-00000489-0002	04/21/00	1D	AC
020901	19-166976	704 S SPRING ST	FINANCIAL CENTER BLDG	LOS ANGELES	P	1923	HIST. RES.	NPS-00000387-0026	07/27/82	2D	AC
							HIST. RES.	NPS-79000489-0026	04/21/00	1D	AC
027294	19-173226	756 S SPRING ST	GREAT REPUBLIC LIFE INSURANCE, BEN	LOS ANGELES	P	1923	HIST. SURV.	0053-0098-0013	05/01/77	3D	
026484	19-172471	965 S ST ANDREWS PL		LOS ANGELES	P	1912	HIST. SURV.	0053-3812-0000		3S	
026468	19-172455	968 S ST ANDREWS PL		LOS ANGELES	P	1924	HIST. SURV.	0053-3796-0000		3S	
026469	19-172456	970 S ST ANDREWS PL		LOS ANGELES	P	1915	HIST. SURV.	0053-3797-0000		7N	
026485	19-172472	971 S ST ANDREWS PL		LOS ANGELES	P	1923	HIST. SURV.	0053-3813-0000		3S	
026470	19-172457	982 S ST ANDREWS PL		LOS ANGELES	P	1924	HIST. SURV.	0053-3798-0000		3S	
026471	19-172458	986 S ST ANDREWS PL		LOS ANGELES	P	1923	HIST. SURV.	0053-3799-0000		3S	
026472	19-172459	1014 S ST ANDREWS PL		LOS ANGELES	P	1923	HIST. SURV.	0053-3800-0000		3S	
026486	19-172473	1015 S ST ANDREWS PL		LOS ANGELES	P	1923	HIST. SURV.	0053-3801-0000		3S	
026473	19-172460	1018 S ST ANDREWS PL		LOS ANGELES	P	1906	HIST. SURV.	0053-3814-0000		3S	
026487	19-172474	1019 S ST ANDREWS PL		LOS ANGELES	P	1910	HIST. SURV.	0053-3801-0000		3S	
026474	19-172461	1024 S ST ANDREWS PL		LOS ANGELES	P	1913	HIST. SURV.	0053-3815-0000		3S	
026488	19-172475	1025 S ST ANDREWS PL		LOS ANGELES	P	1912	HIST. SURV.	0053-3816-0000		3S	
026489	19-172476	1031 S ST ANDREWS PL		LOS ANGELES	P	1912	HIST. SURV.	0053-3817-0000		7N	
026475	19-172462	1034 S ST ANDREWS PL		LOS ANGELES	P	1915	HIST. SURV.	0053-3803-0000		3S	
026490	19-172477	1035 S ST ANDREWS PL		LOS ANGELES	P	1909	HIST. SURV.	0053-3818-0000		3S	
026491	19-172478	1041 S ST ANDREWS PL		LOS ANGELES	P	1912	HIST. SURV.	0053-3819-0000		3S	
026476	19-172463	1044 S ST ANDREWS PL		LOS ANGELES	P	1912	HIST. SURV.	0053-3804-0000		7N	
026492	19-172479	1051 S ST ANDREWS PL		LOS ANGELES	P	1912	HIST. SURV.	0053-3820-0000		7N	
026493	19-172480	1201 S ST ANDREWS PL		LOS ANGELES	P	1924	HIST. SURV.	0053-3821-0000		3S	
026477	19-172464	1204 S ST ANDREWS PL		LOS ANGELES	P	1925	HIST. SURV.	0053-3805-0000		3S	
026494	19-172481	1205 S ST ANDREWS PL		LOS ANGELES	P	1923	HIST. SURV.	0053-3822-0000		7N	
026478	19-172465	1208 S ST ANDREWS PL		LOS ANGELES	P	1925	HIST. SURV.	0053-3806-0000		3S	
026495	19-172482	1209 S ST ANDREWS PL		LOS ANGELES	P	1938	HIST. SURV.	0053-3823-0000		3S	
026479	19-172466	1214 S ST ANDREWS PL		LOS ANGELES	P	1923	HIST. SURV.	0053-3807-0000		3S	
026496	19-172483	1215 S ST ANDREWS PL		LOS ANGELES	P	1924	HIST. SURV.	0053-3824-0000		3S	
026480	19-172467	1216 S ST ANDREWS PL		LOS ANGELES	P	1923	HIST. SURV.	0053-3808-0000		3S	
026497	19-172484	1217 S ST ANDREWS PL		LOS ANGELES	P	1923	HIST. SURV.	0053-3825-0000		3S	
026481	19-172468	1220 S ST ANDREWS PL		LOS ANGELES	M	1928	HIST. RES.	DOE-19-94-0510-0000	09/30/94	2D2	
							PROJ. REVW.	HRC9402022	09/30/94	2D2	
026498	19-172485	1221 S ST ANDREWS PL		LOS ANGELES	P	1925	HIST. SURV.	0053-3809-0000		3S	
026499	19-172486	1229 S ST ANDREWS PL		LOS ANGELES	P	1923	HIST. SURV.	0053-3826-0000		3S	
026482	19-172469	1230 S ST ANDREWS PL		LOS ANGELES	P	1923	HIST. SURV.	0053-3827-0000		3S	
026500	19-172487	1231 S ST ANDREWS PL		LOS ANGELES	P	1923	HIST. SURV.	0053-3810-0000		3S	
026501	19-172488	1237 S ST ANDREWS PL		LOS ANGELES	P	1914	HIST. RES.	DOE-19-04-0324-0000	07/08/04	252	AC
							PROJ. REVW.	HUD040701F	07/08/04	252	AC
							HIST. SURV.	0053-3829-0000		3S	



OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County.										Page 586	04-05-12
PROPERTY-NUMBER	PRIMARY-#	STREET ADDRESS.....	NAMES.....	CITY, NAME.....	OWN	YR-C	OHF-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
023733	19-161428	1112 W 57TH ST		LOS ANGELES	P	1924	HIST. SURV.	0053-1189-0000		5S2	
	19-169755			LOS ANGELES	P	1939	HIST. SURV.	0053-1190-0000		5S2	
023734	19-161427	1144 W 57TH ST		LOS ANGELES	P	1925	PROJ. REVW.	HUD930505C	06/17/93	6Y	
	19-169756			LOS ANGELES	P	1939	HIST. RES.	DOE-19-01-0149-0000	01/31/01	6Y	
082409	19-174497	1315 W 57TH ST		LOS ANGELES	P	1911	PROJ. REVW.	HUD010201B	01/31/01	6Y	
	127601	1357 W 57TH ST		LOS ANGELES	P	1922	PROJ. REVW.	HUD951212D	01/04/96	6Y	
099925	19-175942	1509 W 57TH ST		LOS ANGELES	P	1922	HIST. RES.	DOE-19-03-0416-0000	01/31/03	6U	
	145977	1633 W 57TH ST		LOS ANGELES	P	1922	PROJ. REVW.	HUD030103G	01/31/03	6U	
101366	19-176388	1714 W 57TH ST		LOS ANGELES	P	1922	PROJ. REVW.	HUD960207E	03/20/96	6Y	
	116418	3749 W 58TH PL		LOS ANGELES	P	1929	HIST. RES.	DOE-19-96-0318-0000	08/27/96	6U	
131231		1335 W 58TH ST		LOS ANGELES	P	1938	HIST. RES.	DOE-19-02-0276-0000	04/02/02	6Y	
182251		1446 W 58TH ST		LOS ANGELES	P	1921	PROJ. REVW.	HUD110425A	04/29/11	6Y	
	116302	1541 W 58TH ST		LOS ANGELES	P	1911	HIST. RES.	DOE-19-96-0216-0000	03/13/96	6U	
127667		1733 W 58TH ST		LOS ANGELES	P	1924	HIST. RES.	DOE-19-00-0368-0000	02/19/01	6Y	
023746	19-161176	822 W 59TH PL		LOS ANGELES	P	1910	PROJ. REVW.	HUD010227G	02/19/01	6Y	
	19-169768			LOS ANGELES	P	1922	HIST. SURV.	0053-1202-0000		5S2	
116303		843 W 59TH PL		LOS ANGELES	P	1913	PROJ. REVW.	DOE-19-96-0217-0000	05/07/96	6U	
089207	19-174889	948 W 59TH PL		LOS ANGELES	P	1913	PROJ. REVW.	JID960801E	05/07/96	6U	
182776		1425 W 59TH PL		LOS ANGELES	P	1921	PROJ. REVW.	HUD940321L	04/27/94	6Y	
102135	19-176419	1631 W 59TH PL		LOS ANGELES	P	1922	PROJ. REVW.	HUD110502H	05/12/11	6U	
100325	19-175981	3537 W 59TH PL		LOS ANGELES	P	1924	HIST. RES.	DOE-19-95-0098-0000	05/01/96	6Y	
182777		4401 W 59TH PL		LOS ANGELES	P	1947	PROJ. REVW.	HUD110502H	04/05/95	6Y	
023742	19-169764	814 W 59TH ST		LOS ANGELES	P	1908	HIST. RES.	DOE-19-95-0351-0000	05/12/11	6U	
	19-169764			LOS ANGELES	P	1913	PROJ. REVW.	HUD950823W	08/23/95	6U	
023743	19-169765	818 W 59TH ST		LOS ANGELES	P	1913	HIST. SURV.	0053-1199-0000	08/23/95	6U	
	19-161173			LOS ANGELES	P	1912	HIST. SURV.	0053-1200-0000		5S2	
023744	19-161172	822 W 59TH ST		LOS ANGELES	P	1908	HIST. SURV.	0053-1203-0000		5S2	
	19-169766			LOS ANGELES	P	1911	HIST. SURV.	0053-1204-0000		5S2	
023747	19-169769	830 W 59TH ST		LOS ANGELES	P	1911	HIST. SURV.	0053-1201-0000		5S2	
	19-161171			LOS ANGELES	P	1912	HIST. SURV.	0053-1201-0000		5S2	
023748	19-169770	834 W 59TH ST		LOS ANGELES	P	1912	HIST. SURV.	0053-1201-0000		5S2	
	19-161170			LOS ANGELES	P	1912	HIST. SURV.	0053-1201-0000		5S2	
023745	19-169767	841 W 59TH ST		LOS ANGELES	P	1912	HIST. SURV.	0053-1201-0000		5S2	
	19-161169			LOS ANGELES	P	1912	HIST. SURV.	0053-1201-0000		5S2	
182780		1308 W 59TH ST		LOS ANGELES	P	1921	PROJ. REVW.	HUD080109F	04/17/08	6U	
171736		1600 W 59TH ST		LOS ANGELES	P	1921	PROJ. REVW.	HUD050404N	04/19/05	6U	
153056		1629 W 59TH ST		LOS ANGELES	P	1924	PROJ. REVW.	HUD110502H	05/12/11	6U	
182778		2301 W 59TH ST		LOS ANGELES	P	1922	PROJ. REVW.	HUD090126A	01/28/09	6U	
175737		3326 W 59TH ST		LOS ANGELES	P	1923	PROJ. REVW.	HUD070529J	07/05/07	6U	
175492		3442 W 59TH ST		LOS ANGELES	P	1923	HIST. RES.	DOE-19-03-0417-0000	01/31/03	6U	
145978		3831 W 59TH ST		LOS ANGELES	P	1928	PROJ. REVW.	HUD100927C	10/12/10	6U	
180128		4024 W 59TH ST		LOS ANGELES	P	1931	PROJ. REVW.	HUD110502H	05/12/11	6U	
182779		4236 W 59TH ST		LOS ANGELES	P	1913	HIST. SURV.	0053-4595-0000	09/10/09	2D2	AC
027299	19-173231	101 W 5TH ST	NEW HOTEL ROSSLYN	LOS ANGELES	P	1923	TAX. CERT.	537.9-19-0396	05/06/11	7U	
027300	19-173232	112 W 5TH ST	HOTEL ROSSLYN ANNEX	LOS ANGELES	P	1923	TAX. CERT.	537.9-19-0396	05/06/11	7U	

020975	19-167040	131 W 5TH ST	ROMAN BUILDING	LOS ANGELES	P	1910	NAT. REG. PROJ. REVW. HIST. SURV. TAX. CERT.	19-0609 HUD090909B 0053-4596-0000 537.9-19-0265	05/06/11 09/10/09	7J 2D2	AC
020905	19-166979	210 W 5TH ST	ALEXANDRIA HOTEL	LOS ANGELES	P	1906	HIST. RES. HIST. SURV. TAX. (NPS) HIST. RES.	NPS-00000387-0032 NPS-86002098-0000 031083CA NPS-79000489-0018	04/21/00 07/31/86 11/02/83 08/10/79	1D 2D3 1D	AC
020821	19-166900	315 W 5TH ST	METROPOLITAN BUILDING	LOS ANGELES	P	1913	HIST. RES. HIST. RES. TAX. CERT. TAX. CERT.	NPS-00000387-0029 NPS-79000489-0011 0053-0034-0000 537.9-19-0340	04/21/00 08/10/79 07/12/05 04/12/02	1D 1D 2D3 1D	AC
027135	19-173090	326 W 5TH ST		LOS ANGELES	P	1897	PROJ. REVW. HIST. RES. HIST. RES. HIST. RES.	NPS-02000330-0054 537.9-19-0272 DOE-19-98-0239-0033 FHMA981110A	02/05/02 12/08/98 12/08/98 05/09/79	2D2 2D2 2D2 1D	AC
024959	19-170976	401 W 5TH ST	TITLE GUARANTEE BUILDING	LOS ANGELES	P	1929	PROJ. REVW. HIST. RES. HIST. RES. HIST. RES.	NPS-79000484-0057 DOE-19-79-0025-0000 UMTA781024A 0053-4449-0000	03/26/79 03/26/79 03/26/79 02/06/08	2S2 2S2 2S2 1S	C
027139	19-173093	415 W 5TH ST	WELLS FARGO BANK	LOS ANGELES	P	1931	PROJ. REVW. HIST. RES. HIST. RES. HIST. RES.	537.9-19-0319 NPS-84000891-0000 DOE-19-79-0016-0000 UMTA781024A	07/26/84 03/26/79 03/26/79 10/24/78	1S 2S2 2S2 2S2	C
020764	19-166843	427 W 5TH ST	PHILHARMONIC AUDITORIUM	LOS ANGELES	P	1906	HIST. SURV. HIST. RES. HIST. RES. HIST. RES.	0053-4453-0000 DOE-19-79-0024-0000 UMTA781024A 0053-0036-0000	03/28/79 03/28/79 03/28/79 03/28/79	2S2 2S2 2S 2S	C
027141	19-173094	501 W 5TH ST	AUDITORIUM HOTEL, SAN CARLOS HOTEL	LOS ANGELES	P	1910	HIST. SURV. HIST. SURV. HIST. SURV. HIST. SURV.	0053-4448-0000 0053-4455-0000 0053-4497-0000 0053-4458-0000	06/01/78 03/28/79 10/24/78 01/01/79	7R 2S2 2S2 3S	C
027183	19-173119	525 W 5TH ST	BOXTNIRE GARAGE/GRAND CENTRAL GARA	LOS ANGELES	P	1921	HIST. SURV. HIST. SURV. HIST. SURV. HIST. SURV.	0053-4497-0000 0053-4458-0000 DOE-19-79-0010-0000 UMTA781024A	06/01/78 03/28/79 10/24/78 01/01/79	7K 2S2 2S2 3S	C
020977	19-167042	601 W 5TH ST	EDISON BLDG	LOS ANGELES	P	1929	HIST. RES. PROJ. REVW. HIST. SURV. HIST. SURV.	0053-4458-0000 DOE-19-79-0010-0000 UMTA781024A 0053-0160-0000	03/28/79 2S2 2S2 01/01/79	7K 2S2 2S2 3S	C
027145	19-173097	623 W 5TH ST	WESTONIA APARTMENTS, ENGSTROM APAR	LOS ANGELES	P	1911	HIST. SURV. HIST. SURV. TAX. CERT. HIST. SURV.	0053-4459-0000 537.9-19-0166 0053-4457-0000 NPS-70000136-0000	12/03/85 12/03/85 253 12/18/70	7R 2S3 1S 1S	C
000003	19-166803	630 W 5TH ST	LOS ANGELES CENTRAL LIBRARY	LOS ANGELES	M	1924	HIST. RES. HIST. RES. ST. FND. PRG PROJ. REVW.	0053-0239-0000 619.0-84-HP-19-047 HUD920210B DOE-19-96-0319-0000	12/03/85 03/11/92 11/29/96 11/29/96	3S 6Y 6U 6U	C
075010	19-174227	653 W 5TH ST		LOS ANGELES	U	1922	PROJ. REVW. HIST. RES. HIST. RES. HIST. RES.	HUD9702032 DOE-19-04-0213-0000 HUD041006D HUD011209C	09/30/04 09/30/04 01/02/92 07/05/07	6U 6U 6Y 6Y	
116419		1116 W 60TH PL		LOS ANGELES	P	1921	PROJ. REVW. HIST. RES. HIST. RES. HIST. RES.	HUD9702032 DOE-19-96-0319-0000 HUD070529V HUD0910618B	11/29/96 09/30/04 07/12/91 03/28/94	6U 6U 6Y 6Y	
150098		1424 W 60TH PL		LOS ANGELES	U	1922	PROJ. REVW. HIST. RES. HIST. RES. HIST. RES.	DOE-19-04-0213-0000 HUD041006D HUD011209C HUD070529V	09/30/04 01/02/92 07/05/07 07/12/91	6U 6U 6Y 6Y	
074224	19-174132	1437 W 60TH PL		LOS ANGELES	U	1921	PROJ. REVW. HIST. RES. HIST. RES. HIST. RES.	HUD0910618B HUD0950630AK HUD950630AK HUD950630AK	03/28/94 07/20/95 07/20/95 07/20/95	6Y 6Y 6Y 6Y	
175493	19-174027	1440 W 60TH PL		LOS ANGELES	P	1923	PROJ. REVW. HIST. RES. HIST. RES. HIST. RES.	HUD0950630AK HUD950630AK HUD950630AK HUD950630AK	03/28/94 07/20/95 07/20/95 07/20/95	6Y 6Y 6Y 6Y	
072820	19-174027	323 W 60TH ST		LOS ANGELES	U	1911	PROJ. REVW. HIST. RES. HIST. RES. HIST. RES.	HUD0950630AK HUD950630AK HUD950630AK HUD950630AK	03/28/94 07/20/95 07/20/95 07/20/95	6Y 6Y 6Y 6Y	
088786	19-174880	333 W 60TH ST		LOS ANGELES	P	1912	PROJ. REVW. HIST. RES. HIST. RES. HIST. RES.	HUD0950630AK HUD950630AK HUD950630AK HUD950630AK	03/28/94 07/20/95 07/20/95 07/20/95	6Y 6Y 6Y 6Y	
097022	19-175199	615 W 60TH ST		LOS ANGELES	P	1912	PROJ. REVW. HIST. RES. HIST. RES. HIST. RES.	HUD0950630AK HUD950630AK HUD950630AK HUD950630AK	03/28/94 07/20/95 07/20/95 07/20/95	6Y 6Y 6Y 6Y	



171739		2008 W 67TH ST		LOS ANGELES	P	1926	PROJ. REVW.	HUD020402AG	04/02/02	6Y	
116420		2047 W 67TH ST		LOS ANGELES	P	1926	PROJ. REVW.	HUD080109F	04/17/08	6U	
							HIST. RES.	DOE-19-03-0421-0000	01/31/03	6U	
							PROJ. REVW.	HUD030103G	01/31/03	6U	
							HIST. RES.	DOE-19-96-0320-0000	08/27/96	6U	
							PROJ. REVW.	HUD970203Z	08/27/96	6U	
							PROJ. REVW.	HUD060501M	06/01/06	6U	
							PROJ. REVW.	HUD080707A	07/22/08	6U	
							PROJ. REVW.	HUD090126A	01/28/09	6U	
							PROJ. REVW.	HUD060501M	06/01/06	6U	
							PROJ. REVW.	HUD080109F	04/17/08	6U	
							PROJ. REVW.	HUD050404N	04/19/05	6U	
							PROJ. REVW.	HUD951212E	01/04/96	6Y	
							PROJ. REVW.	HUD110502H	05/12/11	6U	
							PROJ. REVW.	HUD110502H	05/12/11	6U	
							HIST. RES.	DOE-19-95-0039-0000	03/21/95	6Y	
							PROJ. REVW.	HRG940202Z	03/21/95	6Y	
							PROJ. REVW.	HUD110113E	10/17/11	6Y	
							PROJ. REVW.	HUD100927C	10/12/10	6U	
							HIST. RES.	DOE-19-04-0218-0000	09/30/04	6U	
							PROJ. REVW.	HUD041006D	09/30/04	6U	
							PROJ. REVW.	HUD070529J	07/05/07	6U	
							TXAX. CERT.	537.9-19-0359		7J	
							HIST. RES.	NPS-00000387-0028	04/21/00	1D	AC
							HIST. RES.	NPS-79000489-0007	08/10/79	1D	AC
							HIST. SURV.	0053-0098-0015	09/01/76	3D	
							HIST. RES.	NPS-79000484-0016	05/09/79	1D	
							HIST. SURV.	0053-0052-0045	09/01/76	7N	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	NPS-79000484-0055	05/09/79	1D	AC
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0021	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0022	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/08/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0033	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							HIST. SURV.	0053-4544-0000		3S	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0034	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	

162458		3457 W 67TH ST		LOS ANGELES		1927	PROJ. REVW.	HUD060501M	06/01/06	6U	
175637		838 W 68TH ST		LOS ANGELES	P	1919	PROJ. REVW.	HUD080707A	07/22/08	6U	
175739		928 W 68TH ST		LOS ANGELES	P	1916	PROJ. REVW.	HUD090126A	01/28/09	6U	
162459		1107 W 68TH ST		LOS ANGELES		1921	PROJ. REVW.	HUD060501M	06/01/06	6U	
171740		1150 W 68TH ST		LOS ANGELES		1912	PROJ. REVW.	HUD080109F	04/17/08	6U	
153062		1419 W 68TH ST		LOS ANGELES		1922	PROJ. REVW.	HUD050404N	04/19/05	6U	
099926	19-175943	1427 W 68TH ST		LOS ANGELES	P	1922	PROJ. REVW.	HUD951212E	01/04/96	6Y	
182786		1508 W 68TH ST		LOS ANGELES	P	1923	PROJ. REVW.	HUD110502H	05/12/11	6U	
182787		1630 W 68TH ST		LOS ANGELES	P	1923	PROJ. REVW.	HUD110502H	05/12/11	6U	
100326	19-175982	155 W 69TH ST		LOS ANGELES	D	1925	HIST. RES.	DOE-19-95-0039-0000	03/21/95	6Y	

186033		1354 W 69TH ST		LOS ANGELES	P	1924	PROJ. REVW.	HRG940202Z	03/21/95	6Y	
180131		1539 W 69TH ST		LOS ANGELES	P	1923	PROJ. REVW.	HUD100927C	10/12/10	6U	
150104		1731 W 69TH ST		LOS ANGELES		1924	HIST. RES.	DOE-19-04-0218-0000	09/30/04	6U	

175499		2034 W 69TH ST		LOS ANGELES	P	1925	PROJ. REVW.	HUD041006D	09/30/04	6U	
020903	19-166978	215 W 6TH ST		LOS ANGELES	P	1910	TXAX. CERT.	537.9-19-0359		7J	

020824	19-166903	217 W 6TH ST	THE CHOCOLATE SHOP, FINNEY'S CAFET	LOS ANGELES	P	1904	HIST. RES.	NPS-00000387-0028	04/21/00	1D	AC
164599		301 W 6TH ST		LOS ANGELES			HIST. SURV.	0053-0098-0015	09/01/76	3D	
020834	19-166912	315 W 6TH ST	WOOD BROTHERS BLDG	LOS ANGELES	U	1922	HIST. RES.	NPS-79000484-0016	05/09/79	1D	
							HIST. SURV.	0053-0052-0045	09/01/76	7N	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	NPS-79000484-0055	05/09/79	1D	AC
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0021	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0022	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/08/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0033	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							HIST. SURV.	0053-4544-0000		3S	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0034	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	

164598		319 W 6TH ST		LOS ANGELES			HIST. RES.	NPS-79000484-0055	05/09/79	1D	AC
164597		327 W 6TH ST		LOS ANGELES			PROJ. REVW.	HUD890914F	02/07/90	6Y	
164596		331 W 6TH ST		LOS ANGELES			PROJ. REVW.	HUD890914F	02/07/90	6Y	
164595		337 W 6TH ST		LOS ANGELES			PROJ. REVW.	HUD890914F	02/07/90	6Y	
112170		345 W 6TH ST		LOS ANGELES	U		PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0021	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0022	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/08/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0033	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							HIST. SURV.	0053-4544-0000		3S	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0034	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	
							PROJ. REVW.	HUD890914F	02/07/90	6Y	

164594		355 W 6TH ST		LOS ANGELES			HIST. RES.	NPS-79000484-0055	05/09/79	1D	AC
066220	19-173580	381 W 6TH ST		LOS ANGELES	U		PROJ. REVW.	HUD890914F	02/07/90	6Y	
066213	19-173573	390 W 6TH ST	SAN PEDRO COMMERCIAL REVITALIZATIO	LOS ANGELES	U		PROJ. REVW.	HUD890914F	02/08/90	6Y	
164600		400 W 6TH ST	S PEDRO	LOS ANGELES	U		PROJ. REVW.	HUD890914F	02/07/90	6Y	
112217		403 W 6TH ST		LOS ANGELES	U		PROJ. REVW.	HUD890914F	02/07/90	6Y	
							HIST. RES.	DOE-19-97-0012-0033	04/28/97	2D2	A
							PROJ. REVW.	HUD970423A	04/28/97	2D2	A
							HIST. SURV.	0053-4544-0000		3S	
							PROJ. REVW.	HUD890914F	02/07/90		

164611	437 W 6TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6Y
164602	446 W 6TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6Y
164603	454 W 6TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6Y
164610	455 W 6TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6Y
067098	460 W 6TH ST	LOS ANGELES	HIST. RES.	DOE-19-90-0053--0000	07/25/90	282 AC
	WARNER THEATRE		P	0		AC
164609	461 W 6TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	282 AC
164606	469 W 6TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6Y
164605	479 W 6TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6Y
164604	488 W 6TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6Y
027301	510 W 6TH ST	LOS ANGELES	HIST. SURV.	0053-4597-0000	02/07/90	3S
020979	523 W 6TH ST	LOS ANGELES	PROJ. REVW.	HUD900627A	07/25/90	282 AC
	ASSOCIATED REALTY BUILDING, FIVE T		P			AC
	PACIFIC MUTUAL BLDG		P			C
027303	600 W 6TH ST	LOS ANGELES	HIST. SURV.	FCC050407L	06/29/05	3S
027304	612 W 6TH ST	LOS ANGELES	HIST. SURV.	0053-4599-0000		3S
152961	612 W 6TH ST	LOS ANGELES	PROJ. REVW.	0053-4600-0000	02/25/10	6Y
	EDWARDS-WILDEY BUILDING ADDITION,		P		04/07/05	6Y
	LOS ANGELES		HIST. RES.	FCC100209C	04/07/05	6Y
183353	1000 W 6TH ST	LOS ANGELES	PROJ. REVW.	DOE-19-05-0056--0000	04/07/05	6Y
	LA SELF STORAGE DOWNTOWN		P		05/31/10	6Y
023985	1554 W 6TH ST	LOS ANGELES	PROJ. REVW.	FCC100421G		7R
023986	1604 W 6TH ST	LOS ANGELES	HIST. SURV.	0053-1441-0000		7R
023987	1710 W 6TH ST	LOS ANGELES	HIST. SURV.	0053-1442-0000		7R
023988	1728 W 6TH ST	LOS ANGELES	HIST. SURV.	0053-1443-0000		5S2
023989	1728 W 6TH ST	LOS ANGELES	HIST. SURV.	0053-1444-0000		5S2
023990	1800 W 6TH ST	LOS ANGELES	HIST. SURV.	0053-1445-0000		7R
023991	1801 W 6TH ST	LOS ANGELES	HIST. SURV.	0053-1446-0000		7R
086398	19-170012	LOS ANGELES	HIST. SURV.	0053-4722-0000	06/01/92	7N1
023992	1901 W 6TH ST	LOS ANGELES	HIST. SURV.	0053-4722-0000		5S2
023991	1905 W 6TH ST	LOS ANGELES	HIST. SURV.	0053-1447-0000		5S2
023992	19-170014	LOS ANGELES	HIST. SURV.	0053-1448-0000		5S2
023993	19-170015	LOS ANGELES	HIST. SURV.	0053-4723-0000	06/01/92	6L
	SAMS CORNER GROCERY		P			
023994	19-170016	LOS ANGELES	HIST. SURV.	0053-1449-0000		7R
023995	19-170017	LOS ANGELES	HIST. SURV.	0053-1450-0000		5S2
023996	19-170018	LOS ANGELES	HIST. SURV.	0053-1451-0000		7R
023997	19-170019	LOS ANGELES	HIST. SURV.	0053-1452-0000		7N
023998	2205 W 6TH ST	LOS ANGELES	HIST. SURV.	0053-1453-0000		5S2
023998	19-170020	LOS ANGELES	HIST. SURV.	0053-1454-0000		5S2
023999	19-170021	LOS ANGELES	HIST. SURV.	0053-1454-0000		5S2
023999	19-170022	LOS ANGELES	HIST. SURV.	0053-1455-0000		5S2
024000	2500 W 6TH ST	LOS ANGELES	HIST. SURV.	0053-1456-0000		5S2
024001	19-170023	LOS ANGELES	HIST. RES.	DOE-19-03-0220--0000	08/22/03	252 AC
	ASBURY APARTMENTS		P		08/22/03	252 AC
			PROJ. REVW.	HUD030724P	08/22/03	252 AC
066020	19-173540	LOS ANGELES	HIST. SURV.	0053-1457-0000		3S
	TRAINING EMPLOYMENT CENTER		HIST. RES.	DOE-19-89-0006-000	08/14/89	6Y
021261	19-167299	LOS ANGELES	PROJ. REVW.	HUD890630E	08/14/89	6Y
	FELIPE DE NEVE BRANCH LIBRARY		HIST. RES.	DOE-19-89-0007-0000	08/27/94	252 AC
			PROJ. REVW.	HUD890630E	09/30/94	252 AC
			HIST. RES.	DOE-19-94-0351--0000	09/30/94	252 AC
066019	19-173539	LOS ANGELES	HIST. SURV.	0053-4724-0000	06/01/92	7K
	COMMUNITY MINI MALL		HIST. RES.	DOE-19-89-0007-0000	08/14/89	252 C
066018	19-173538	LOS ANGELES	PROJ. REVW.	HUD890630E	08/14/89	252 C
	CNA INSURANCE COMPANY BUILDING		HIST. RES.	NPS-87001008-0000	05/19/87	1S AC
027071	19-173046	LOS ANGELES	HIST. RES.	DOE-19-89-0005-000	08/14/89	6Y
	UNITED CHURCH OF RELIGIOUS SCIENCE		PROJ. REVW.	HUD890630E	08/14/89	6Y
			HIST. RES.	DOE-19-89-0004-000	08/14/89	6Y
			PROJ. REVW.	HUD890630E	08/14/89	6Y
			HIST. RES.	DOE-19-83-0018-0000	07/29/83	252 C
			PROJ. REVW.	FHMA830601A	07/29/83	252 C
			PROJ. REVW.	65000411	09/19/83	252 C

150318	1256 W 79TH ST	LOS ANGELES	P	1936	PROJ. REVW.	HUD000327A	03/31/00	6U
153589	1262 W 79TH ST	LOS ANGELES			PROJ. RES.	DOE-19-04-0238-0000	11/10/04	252
153590	1306 W 79TH ST	LOS ANGELES	P	1937	HIST. RES.	HUD041102B	11/10/04	252
153591	1322 W 79TH ST	LOS ANGELES			PROJ. REVW.	DOE-19-00-0098-0021	03/31/00	6U
097017	1418 W 79TH ST	LOS ANGELES	P	1930	PROJ. REVW.	HUD000327A	03/31/00	6U
131243	1506 W 79TH ST	LOS ANGELES		1929	HIST. RES.	DOE-19-00-0098-0022	07/22/08	6U
077523	1625 W 79TH ST	LOS ANGELES	U	1938	PROJ. REVW.	HUD000327A	03/31/00	6U
175505	1733 W 79TH ST	LOS ANGELES	P	1938	PROJ. REVW.	DOE-19-00-0098-0023	03/31/00	6U
100789	2144 W 79TH ST	LOS ANGELES	P	1925	PROJ. REVW.	HUD0950630AG	07/20/95	6Y
175642	2734 W 79TH ST	LOS ANGELES	P	1927	PROJ. REVW.	DOE-19-02-0288-0000	04/02/02	6Y
027306	111 W 7TH ST	BOARD OF TRADE BUILDING, BANK OF A	P	1925	HIST. RES.	HUD020402AG	04/02/02	6Y
					NAT. REG.	HUD920723C	08/26/92	6Y
020907	117 W 7TH ST	BANK OF AMERICA	P	1924	HIST. SURV.	HUD070529J	07/05/07	6U
					TAX. CERT.	HUD0960118F	02/07/96	6Y
020981	210 W 7TH ST	VAN NUYS BUILDING	P	1911	TAX. CERT.	HUD080707A	07/22/08	6U
					HIST. RES.	NPS-070001439-0000	01/24/08	15
					HIST. RES.	19-0505	08/16/07	35
164624	301 W 7TH ST	LOS ANGELES			HIST. SURV.	0053-4602-0000		35
164623	302 W 7TH ST	LOS ANGELES			TAX. CERT.	537.9-19-0360	04/21/00	7U
164625	309 W 7TH ST	LOS ANGELES			HIST. RES.	NPS-00000387-0030	08/10/79	1D
164626	315 W 7TH ST	LOS ANGELES			HIST. RES.	NPS-79000489-0025	08/10/79	1D
164622	316 W 7TH ST	LOS ANGELES			HIST. SURV.	0053-0163-0000		35
164627	323 W 7TH ST	LOS ANGELES			TAX. CERT.	537.9-19-0356	06/22/10	1D
164628	327 W 7TH ST	LOS ANGELES			HIST. RES.	NPS-00000387-0033	04/21/00	1D
164629	331 W 7TH ST	LOS ANGELES			HIST. SURV.	0053-4725-0000	06/02/92	1D
164630	335 W 7TH ST	LOS ANGELES			HIST. RES.	NPS-79000489-0001	08/10/79	1D
164634	343 W 7TH ST	LOS ANGELES			HIST. RES.	0053-0164-0000		35
164619	348 W 7TH ST	LOS ANGELES			HIST. SURV.	HUD0890914F	02/07/90	6Y
164618	353 W 7TH ST	LOS ANGELES			HIST. RES.	HUD0890914F	02/07/90	6Y
164617	356 W 7TH ST	LOS ANGELES			HIST. RES.	HUD0890914F	02/07/90	6Y
164632	359 W 7TH ST	LOS ANGELES			HIST. RES.	HUD0890914F	02/07/90	6Y
164631	367 W 7TH ST	LOS ANGELES			HIST. RES.	HUD0890914F	02/07/90	6Y
164635	381 W 7TH ST	LOS ANGELES			HIST. RES.	HUD0890914F	02/07/90	6Y
164616	382 W 7TH ST	LOS ANGELES			HIST. RES.	HUD0890914F	02/07/90	6Y
164615	388 W 7TH ST	LOS ANGELES			HIST. RES.	HUD0890914F	02/07/90	6Y
164636	395 W 7TH ST	LOS ANGELES			HIST. RES.	HUD0890914F	02/07/90	6Y
027307	401 W 7TH ST	LOS ANGELES	P	1919	PROJ. REVW.	HUD0890914F		35
		PANTAGES / WARNER BROTHERS THEATRE			HIST. SURV.	0053-4603-0000		35
164642	402 W 7TH ST	LOS ANGELES			HIST. SURV.	0053-4376-0000	02/07/90	35
164643	407 W 7TH ST	LOS ANGELES			PROJ. REVW.	HUD0890914F	02/07/90	6Y
164641	422 W 7TH ST	LOS ANGELES			PROJ. REVW.	HUD0890914F	02/07/90	6Y
020765	431 W 7TH ST	LA ATHLETIC CLUB	P	1912	HIST. SURV.	0053-0037-0000	02/07/90	7N
					HIST. SURV.	0053-3498-0000		35



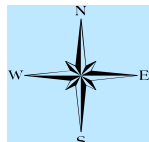
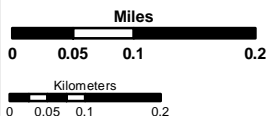
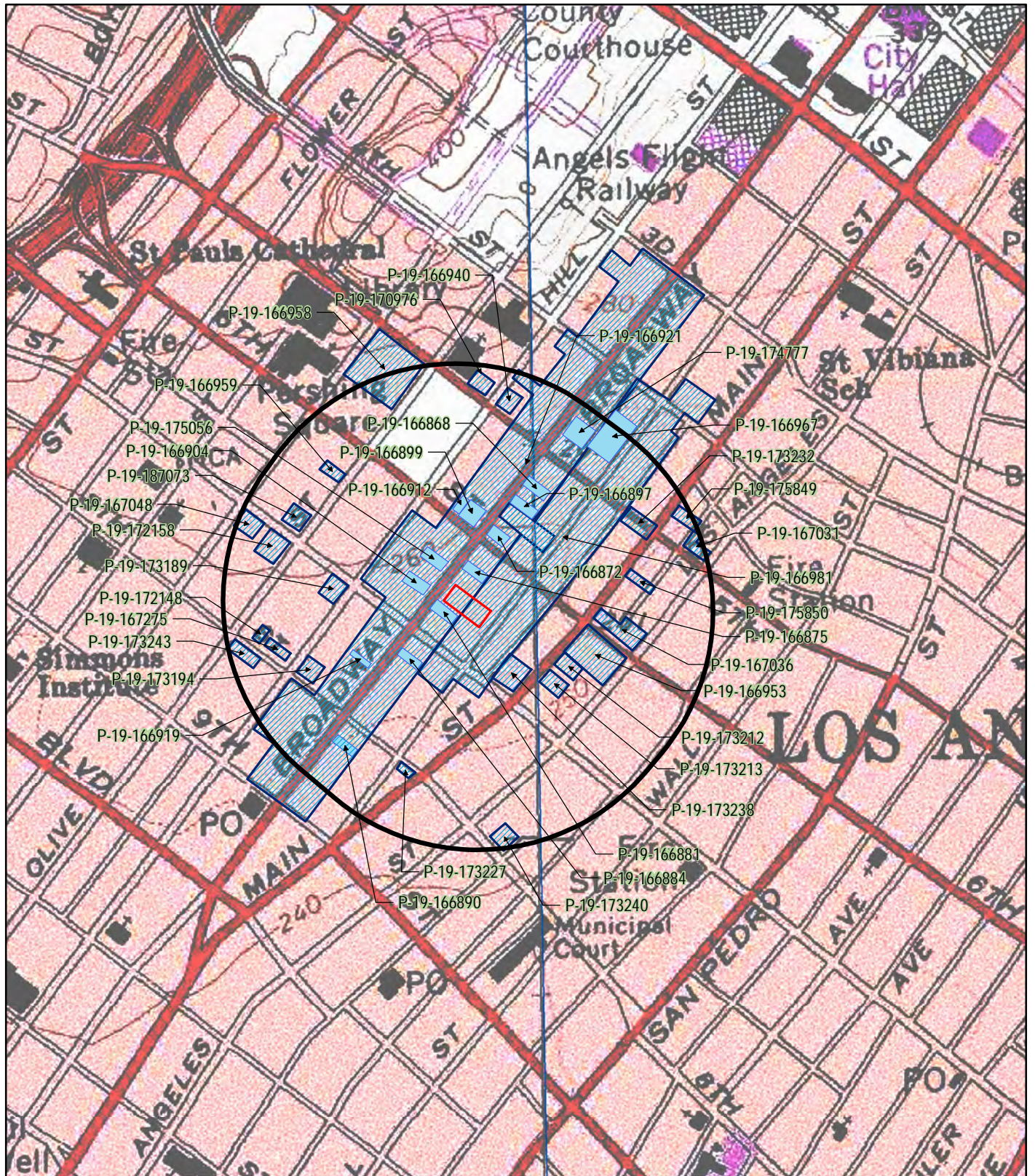
164620			436 W 7TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6X	
164630			438 W 7TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6X	
164644			445 W 7TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6X	
164645			453 W 7TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6X	
164646			457 W 7TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6X	
164649			464 W 7TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6X	
164647			465 W 7TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6X	
164638			470 W 7TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6X	
164648			471 W 7TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6X	
164649			475 W 7TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6X	
164637			478 W 7TH ST	LOS ANGELES	PROJ. REVW.	HUD890914F	02/07/90	6X	
026171	19-172158		500 W 7TH ST	LOS ANGELES	HIST. SURV.	0053-3499-0000		3S	
020978	19-167043		513 W 7TH ST	LOS ANGELES	HIST. SURV.	0053-3501-0000		3S	
026174	19-172161		515 W 7TH ST	LOS ANGELES	HIST. SURV.	0053-0161-0000		3S	
020984	19-167048		517 W 7TH ST	LOS ANGELES	HIST. SURV.	0053-3502-0000		7R	
			520 W 7TH ST	LOS ANGELES	NAT. RES.	19-0506	09/10/07	7J	
					HIST. RES.	DOE-19-02-0118-0000	03/04/02	254	AB
					PROJ. REVW.	HUD020304H	03/04/02	254	AB
					TAX. CERT.	537.9-19-0244	03/06/01	3S	
					HIST. SURV.	0053-0165-0000		3S	
					HIST. SURV.	0053-3504-0000		3S	
					HIST. SURV.	0053-3503-0000		3S	
					HIST. SURV.	0053-3505-0000		3S	
					HIST. SURV.	0053-3509-0000		3S	
					HIST. SURV.	0053-4645-0000		3S	
					TAX. CERT.	537.9-19-0218	07/27/99	252	
					HIST. SURV.	0053-3478-0000		5S2	
					HIST. SURV.	0053-3506-0000		7N	
					HIST. SURV.	0053-3507-0000		5S2	
					HIST. SURV.	0053-3508-0000		3R	
					HIST. SURV.	0053-3509-0000		7R	
					HIST. RES.	NPS-07000636-0000	07/03/07	1S	C
					NAT. REG.	19-0494	01/23/07	3S	C
					HIST. RES.	DOE-19-83-0003-0000	05/24/83	252	AC
					PROJ. REVW.	UMTA820708A	02/23/83	252	AC
					HIST. SURV.	0053-3468-0000		3S	
					PROJ. REVW.	65000978	05/24/83		
					HIST. SURV.	DOE-19-79-0020-0000	03/28/79	252	C
					PROJ. REVW.	UMTA781024A	10/24/79	252	C
					HIST. SURV.	0053-4474-0000	06/01/78	7R	
					HIST. SURV.	0053-3463-0000	06/01/79	3S	
					HIST. SURV.	0053-0053-0000	09/01/76	3S	
					HIST. SURV.	0053-2359-0000	06/27/82	3S	
					PROJ. REVW.	65000692	03/28/79	252	
					HIST. SURV.	0053-3467-0000		7R	
					HIST. RES.	DOE-19-83-0004-0000	05/24/83	252	AC
					PROJ. REVW.	UMTA820708A	02/23/83	252	AC
					HIST. SURV.	0053-4395-0000		3S	
					HIST. SURV.	0053-3466-0000		3S	
					HIST. SURV.	0053-2360-0000		3S	
					HIST. SURV.	0053-0166-0000		3S	
					HIST. SURV.	0053-3461-0000		3S	
					HIST. RES.	DOE-19-02-1130-0000	12/04/02	252	
					PROJ. REVW.	HUD021115F	12/04/02	252	
					HIST. RES.	DOE-19-02-0243-0000	04/02/02	6X	
					PROJ. REVW.	HUD020402AG	04/02/02	6X	
					HIST. RES.	NPS-04000595-0000	06/15/04	1S	AC

153593	1047 W 80TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0024	03/31/00	6U	
153594	1051 W 80TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
153595	1139 W 80TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0026	03/31/00	6U	
153596	1223 W 80TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
153597	1235 W 80TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0027	03/31/00	6U	
153598	1241 W 80TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
153599	1242 W 80TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0028	03/31/00	6U	
153600	1246 W 80TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0029	03/31/00	6U	
153601	1317 W 80TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
153602	1323 W 80TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0030	03/31/00	6U	
180123	6034 W 8TH AVE	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
097915	122 W 8TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0031	03/31/00	6U	
027309	200 W 8TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
020929	301 W 8TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0032	03/31/00	6U	
021232	403 W 8TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
027311	416 W 8TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0033	03/31/00	6U	
020986	419 W 8TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
026161	423 W 8TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0034	03/31/00	6U	
026162	427 W 8TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
026159	501 W 8TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0035	03/31/00	6U	
026157	510 W 8TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
026156	514 W 8TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0036	03/31/00	6U	
020987	813 W 8TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
026130	918 W 8TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0037	03/31/00	6U	
026131	946 W 8TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
026132	947 W 8TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0038	03/31/00	6U	
131265	2910 W 8TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
027392	2936 W 8TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0039	03/31/00	6U	
027391	2936 W 8TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
027390	2936 W 8TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0040	03/31/00	6U	
134847	3049 W 8TH ST	LOS ANGELES	PROJ. REVW.	HUD000327A	03/31/00	6U	
151823	3301 W 8TH ST	LOS ANGELES	HIST. RES.	DOE-19-00-0098-0041	03/31/00	6U	









South Central Coastal Information Center

**Resources, 1/4-mile APE:**

19-166868, 19-166872, 19-166875, 19-166881,  
19-166884, 19-166890, 19-166897, 19-166898,  
19-166904, 19-166912, 19-166919, 19-166921,  
19-166940, 19-166953, 19-166958, 19-166959,  
19-166967, 19-166981, 19-167031, 19-167036,  
19-167048, 19-167275, 19-170976, 19-172148,  
19-172158, 19-173189, 19-173194, 19-173212,  
19-173213, 19-173227, 19-173232, 19-173238,  
19-173240, 19-173243, 19-174777, 19-175056,  
19-175849, 19-175850, 19-187073

**Hollywood, CA**  
**Los Angeles, CA**  
**USGS 7.5'**  
**PR:1981 | 1:10,000**  
**Inv. #14430**  
**Oct 2014**

**May contain confidential information, NOT for public distribution**



ZA-2015-2355-TDR-ZV-MCUP-SPR-1A

EXHIBIT E

Applicant Request to Withdraw the Zone Variance



**ARMBRUSTER GOLDSMITH & DELVAC LLP**

LAND USE ENTITLEMENTS □ LITIGATION □ MUNICIPAL ADVOCACY

MATT DZUREC  
DIRECT DIAL: (310) 254-9052

12100 WILSHIRE BOULEVARD, SUITE 1600  
LOS ANGELES, CA 90025

Tel: (310) 209-8800  
Fax: (310) 209-8801

E-MAIL: [Matt@AGD-LandUse.com](mailto:Matt@AGD-LandUse.com)

WEB: [www.AGD-LandUse.com](http://www.AGD-LandUse.com)

December 22, 2018

**BY HAND DELIVERY**

Adam Villani  
City Planner  
Department of City Planning  
221 N. Figueroa Street, Suite 1350  
Los Angeles, CA 90012

Re: 633 S. Spring Street (ZA-2015-2355-TDR-ZV-MCUP-SPR)

Dear Adam:

We represent Lizard in Los Angeles, LLC, the applicant in the above matter ("Applicant"). The Applicant applied for a Zone Variance to permit the alternative location for short-term bicycle parking required for the Project. As permitted by LAMC 12.21.A.16.E.2(viii), the Project will utilize an Attended Bicycle Parking Service that would be co-located with the proposed valet automobile parking pick-up and drop-off in front of the Project Site along Spring Street which allow long and short-term bicycles to be located anywhere within the proposed building, subject to compliance with the bicycle space design dimensions. Therefore, the Applicant hereby formally withdraws the Zone Variance request.

Sincerely,



Matt Dzurec