2.0 PROJECT DESCRIPTION

A. INTRODUCTION

Jia Yuan USA Co, Inc., the Applicant, proposes to develop a mixed-use residential, hotel and commercial project (the Project), located on an approximately 2.7 acre (116,660 square feet) 'L'-shaped site (Project Site) bounded by S. Figueroa Street to the west, S. Flower Street to the east, W. Olympic Boulevard to the north, and 11th Street to the south. The Project Site is located in the southwest portion of the Downtown community of the City of Los Angeles (City) which falls within the South Park district of the Central City Community Plan Area. The Project Site is in a highly urbanized and active area adjacent to LA LIVE, Staples Center Arena, Microsoft Theater, and in close proximity to the Los Angeles Convention Center. The Project Site is currently developed with the nine-story Luxe City Center Hotel (Luxe Hotel) and surrounding surface parking lots, which would be removed to support the Project.

The mixed-use Project would include up to approximately 1,129,284 square feet (sf) of floor area (approximately 9.7:1 FAR) in three towers atop an eight level podium (Podium) with four levels above grade and up to four levels below grade. The Project would include a total of up to 300 hotel rooms, 650 residential condominium units, and up to approximately 80,000 sf of retail, restaurant, and other commercial uses.[1] The residential tower (Residential Tower 1) located at the corner of S. Flower Street and 11th Street would be 32 stories and would include up to 290 residential units. The residential tower (Residential Tower 2) at the intersection of S. Figueroa Street and W. Olympic Boulevard would be 38 stories and would include up to 360 residential units. Located on southwest portion of the Project Site directly across from Staples Center Arena at the corner of S. Figueroa Street and 11th Street, the 34 story Hotel Tower would include up to 300 hotel rooms, along with banquet facilities, conference space and amenities.

Retail, restaurant and other commercial uses would be located at ground level within the first and second above grade levels of the Podium. Parking would be provided within up to four subterranean levels under the Podium with primary access from W. Olympic Boulevard, S. Flower Street, and 11thStreet.

B. PROJECT LOCATION AND SURROUNDING USES

The Project Site is generally referenced to be located at 1020 S. Figueroa Street,[2] within the South Park district of the Central City Community Plan Area in Downtown Los Angeles. As shown in **Figure 2-1**, *Regional and Site Location Map*, the Project Site is served by a network of regional transportation facilities that provide access to the greater metropolitan area. Regional access to the Project Site is provided by the Pasadena/Harbor Freeway (I-110/SR 110), located approximately 0.3 miles to the west; the Santa Monica Freeway (I-10) located approximately 0.5 miles to the south; and, the Hollywood Freeway (US-101), located approximately 1.5 miles to the north. These three freeways also provide access to the Golden State/Santa

[1] *Project floor area numbers used throughout this chapter are calculated in accordance with Los Angeles Municipal Code Section 12.03.*

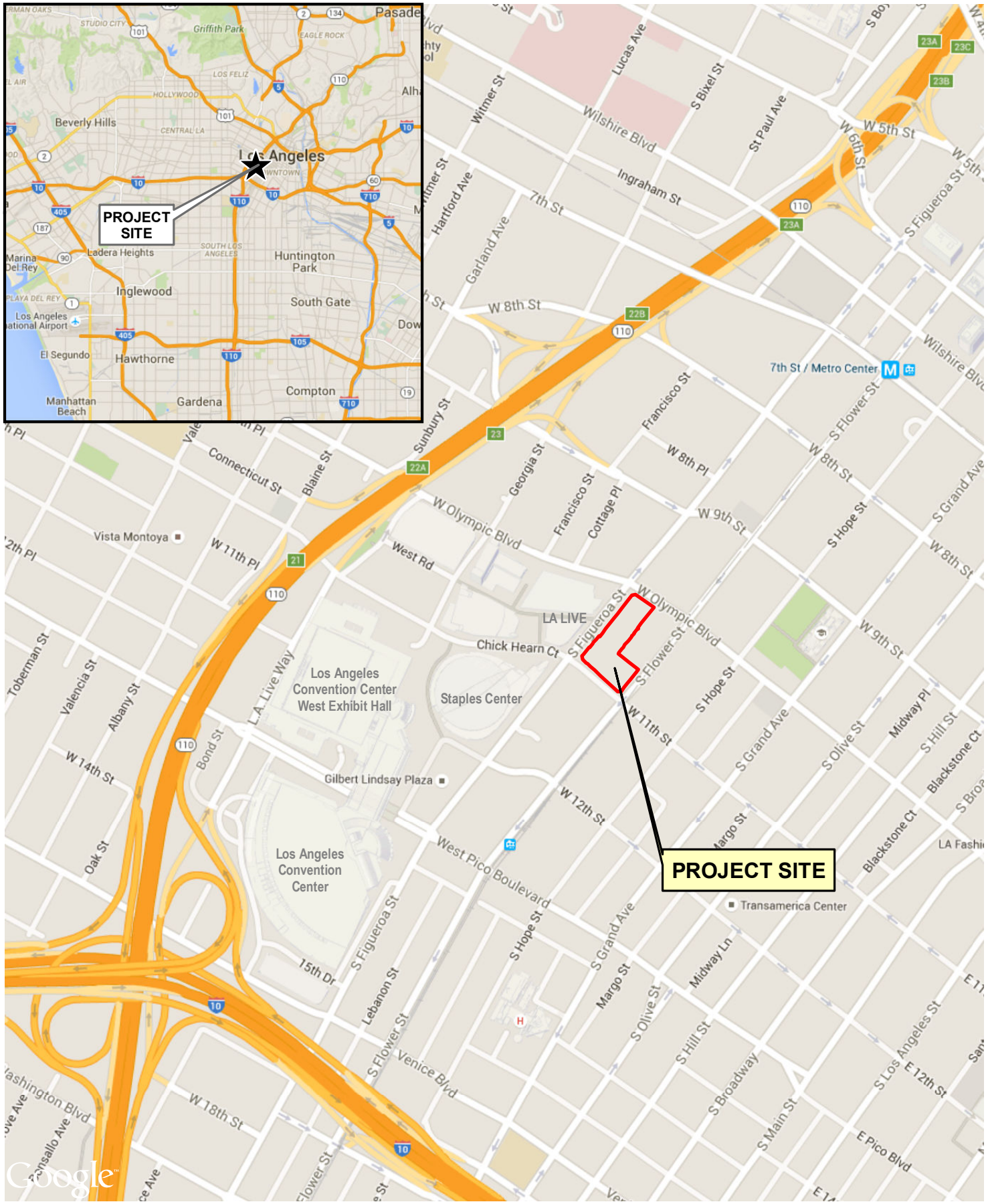
[2] *All addresses for the Project Site are: 716-730 W. Olympic Boulevard; 1016-1060 S. Figueroa Street; 607-613 W. 11th Street; and 1041-1061 S. Flower Street*

Ana Freeway (I-5) to the north, and the San Bernardino Freeway (I-10) and the Pomona Freeway (SR-60) to the east and southeast, respectively.

The Project Site is located approximately 0.2 miles north of the Pico Station operated by the Los Angeles County Metropolitan Transportation Authority (Metro). The Pico Station serves the Blue Line and the Expo Line. The Blue Line provides rail service between the City of Long Beach and Downtown Los Angeles with connecting service to the Metro Green Line (serving Norwalk, Redondo Beach, and LAX via shuttle). The Expo Line provides rail service between Downtown Los Angeles, Culver City, and Santa Monica. The Project Site is also located approximately 0.4 miles from the 7th Street/Metro Center Station which provides rail service to the Blue, Expo, Red, and Purple Lines. The Metro Red Line provides access to and from Downtown Los Angeles to Hollywood and North Hollywood, with connecting service to the Metro Orange Line (serving the west Valley and Chatsworth). The Purple Line provides a connection between Downtown Los Angeles and mid-Wilshire/Koreatown. The Project Site is also served by multiple bus and shuttle lines, including multiple Metro bus lines and the DASH Downtown Shuttle Route.

The Project Site is located in a regional center which serves as a commercial center for Los Angeles and the surrounding communities, and as an entertainment center of regional importance that is a popular destination for visitors, local workers and area residents. The Project area is characterized by a mix of entertainment, commercial, restaurant, bar, office, and residential uses. As shown in **Figure 2-2**, *Aerial Photograph of Project Site and Vicinity*, adjacent to the Project Site and to the west across S. Figueroa Street is LA LIVE; an entertainment, hotel, and residential complex that includes the Microsoft Theater, Microsoft Square, the JW Marriott Los Angeles at LA LIVE (Marriott Hotel), the Ritz-Carlton Hotel, the Ritz-Carlton Residences, and the Marriott Courtyard and Residence Inn at Los Angeles LA LIVE. Microsoft Square is an open-air plaza that hosts special events, community gatherings, cultural festivals and live performances. LA LIVE also includes more than twenty restaurants as well as other entertainment venues such as the Conga Room, Lucky Strike bowling alley, and Regal Cinemas. LA LIVE features pedestrian-oriented ground level uses, and large-scale signage, including illuminated and digital signage. Immediately south of LA LIVE and just southwest of the Project Site, is the Staples Center Arena, a multipurpose sports arena which is home to the Los Angeles Clippers, Los Angeles Kings, Los Angeles Lakers and Los Angeles Sparks. Staples Center Arena also hosts numerous concerts and special events. Further to the southwest is the Los Angeles Convention Center, which regularly features conventions, trade shows, and exhibitions.

To the north of the Project Site across W. Olympic Boulevard are several high-rise mixed-use residential and commercial buildings. These include the 28-story 717 Olympic project, which includes apartments over six stories of parking and ground floor commercial uses. To the northwest is a car wash building that also encompasses two restaurants and a ticket agency. This Project is proposed to be developed as a mixed-use tower (Olympic Tower). Further north along S. Figueroa Street across W. Olympic Boulevard is the 13-story Hotel Figueroa. To the immediate east of the Project Site fronting W. Olympic Boulevard is the 11-story Petroleum Building, a designated City Cultural-Historic Monument (HCM No. 596), which includes office above ground level commercial uses. Also immediately east of the Project fronting on S. Flower Street is a surface parking lot and the one-story El Cholo restaurant, with mid-and high-rise multi-family residential and mixed use buildings further east across S. Flower Street. To the south of the Project Site across 11th Street, is Oceanwide Plaza (previously known as Fig Central); a high rise mixed-use residential, commercial, and hotel project that is currently under construction and is estimated to be completed in 2018/19. Further south is another mixed-use project under construction, known as Circa (1200 Fig Project) and is estimated



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N

0 800 1,600 Feet

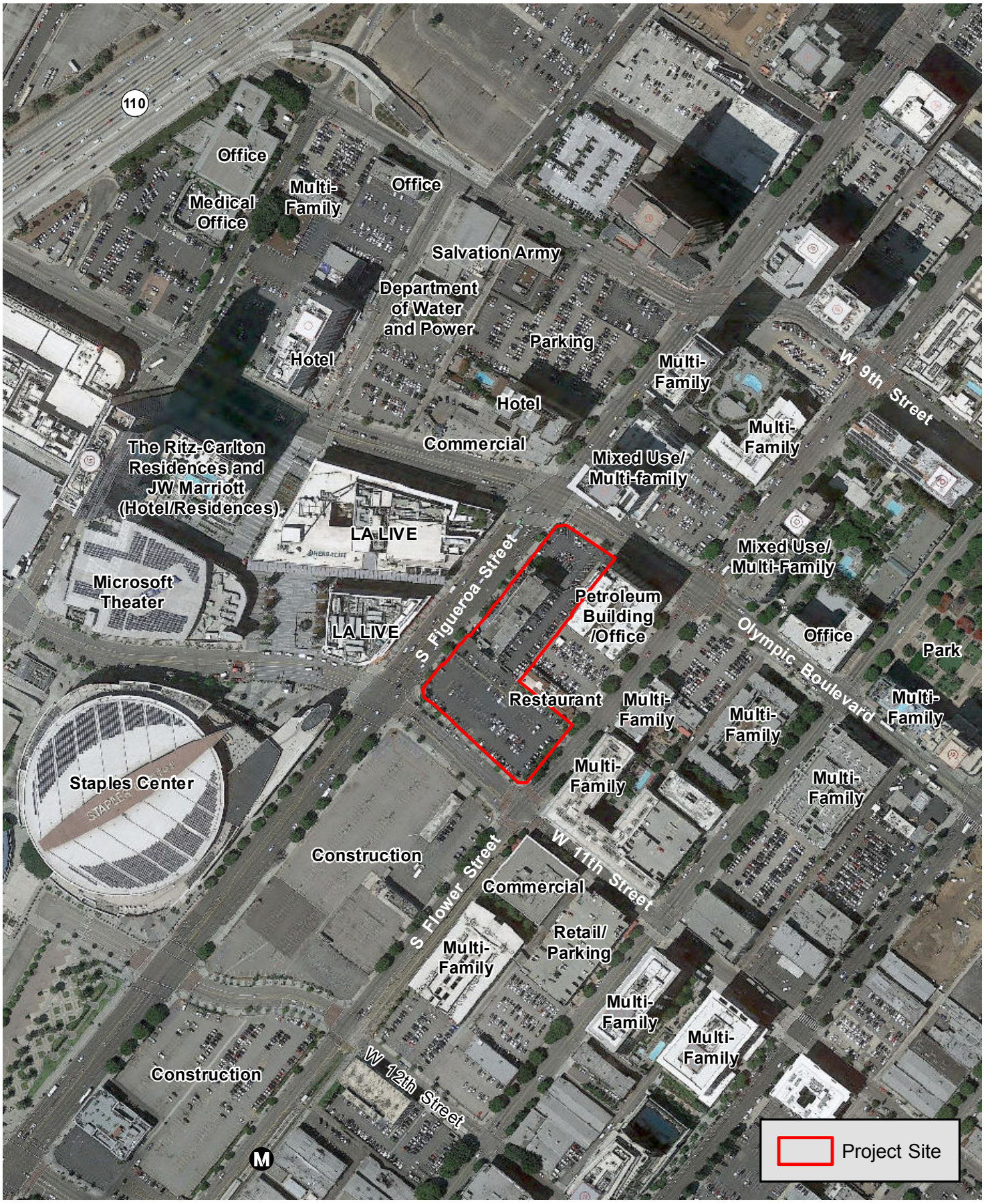
Regional and Site Location Map

1020 S. Figueroa Street Project

Source: Google Maps, 2015; PCR Services Corporation, 2015.

FIGURE

2-1



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0 150 300 Feet

Aerial Photograph of Project Site and Vicinity

1020 S. Figueroa Street Project

Source: Google Earth, 2014-04-23 (Aerial); PCR Services Corporation, 2015.

FIGURE

2-2

to be completed in 2017, the Metro Pico Station and new and recently rehabilitated high-rise residential and mixed-use buildings.

C. SITE BACKGROUND AND EXISTING SITE CONDITIONS

The 2.7 acre Project Site is currently developed with the Luxe City Center Hotel (Luxe Hotel) on the northwest portion of the Project Site with the remainder of the Project Site developed with surface parking. The Luxe Hotel is a 112,748 square foot, nine story, 100 foot tall building that includes 178 guest rooms, a main lobby, meeting rooms, an interior restaurant, an indoor/outdoor bar and lounge area (Nixon Bar and Lounge), a fitness center, and a one-level parking deck with parking below and above the deck. The Luxe Hotel is a franchise of Luxe Hotels, but had originally been constructed as the Doric Hotel in 1964. During the 1970's, the hotel became a Holiday Inn, that was later expanded in 1989 and renovated in 2002. In 2008, the hotel transitioned from a Holiday Inn to a Luxe Hotel and underwent additional renovations in 2008 through 2013. The Luxe Hotel is situated between two surface parking lots which are also on the Project Site. The parking lot on the north corner of the Project Site at W. Olympic Boulevard and S. Figueroa Street is used for hotel guest parking and special event parking. A fenced portion of the parking lot at the south end of the Project Site is used by the Luxe Hotel for "overflow" parking, limousine staging, and construction/maintenance vehicle parking. The portion of this parking lot that fronts on 11th Street is bordered by trimmed shrubbery and low fencing. This area is leased and operated by Flower Holdings, LLC as a paid parking lot for special event and public parking. Parking is also provided on the Project Site just east of the Luxe Hotel building on and below a one-level parking deck that serves as hotel guest and employee parking. The main entry drive for hotel visitors is accessed from S. Figueroa Street.

Existing landscaping on the Project Site is limited, and includes a small number of ornamental street trees along S. Figueroa Street, 11th Street, W. Olympic Boulevard, and S. Flower Street, a small tree and a few landscaped areas with artificial grass in the surface parking lot in the north end of the Project Site and trees adjacent to the parking lot at the south end of the Project Site adjacent to the El Cholo restaurant. A small landscaped area is located at the hotel entrance that includes a planter area with palm trees, grass, flowers, and low level landscaping. No protected trees, as defined by the City of Los Angeles Municipal Code (LAMC), are present on-site.

D. EXISTING PLANNING AND ZONING

The Project Site is located within the Central City Community Plan Area, the City Center Redevelopment Project Area, and the Los Angeles State Enterprise Zone. Although not located in the Los Angeles Sports and Entertainment District Specific Plan (LASED), the Project is surrounded to the west and south by the LASED and is subject to the Los Angeles Sports and Entertainment District Streetscape Plan. The Project is bordered by S. Figueroa Street, 11th Street, W. Olympic Boulevard, and S. Flower Street. Under the Central City Community Plan, the majority of the property is designated as Regional Center Commercial on the western lots and High Density Residential on the southeastern lots. The Project Site is zoned C2-4D-O on the western lots which permits hotel, residential and commercial uses. The southeastern lots are zoned [Q] R5-4D-O, which permits high density residential development. The D condition has a maximum floor area ratio (FAR) of 6:1, with an allowable increase to a maximum FAR of 13:1 with a Transfer of Floor Area Rights (TFAR). The Applicant intends to transfer up to 429,324 square feet of floor area from the Los Angeles Convention

Center, located at 1201 S. Figueroa Street, Los Angeles, CA 90015, owned by the City of Los Angeles, which will permit a maximum FAR of 9.7:1 on the Property.

E. STATEMENT OF PROJECT OBJECTIVES

Section 15124(b) of the CEQA Guidelines states that a project description shall contain "a statement of the objectives sought by the proposed project." In addition, Section 15124(b) of the CEQA Guidelines further states that "the statement of objectives should include the underlying purpose of the project." As set forth by the CEQA Guidelines, the objectives for the Project are as follows:

- Objective 1: Support the diverse array of entertainment, shopping, nightlife, cultural, and residential uses in Downtown by locating new residences within the Downtown Housing Incentive Area, new hotel rooms to support the goals laid out in the Mayor's 2015 White Paper on the Future of the Los Angeles Convention Center, and neighborhood and visitor serving uses to support connectivity with LA LIVE, Staples Center Arena, and the Los Angeles Convention Center.
- Objective 2: Develop a mixed-use project that combines housing, hotel, and commercial uses in close proximity to public transit consistent with regional mobility goals to reduce vehicle trips and infrastructure costs, while supporting the use of public transportation and amenities, including the nearby Metro Stations, City bus and DASH lines.
- Objective 3: Respect and maintain the historical significance of the Petroleum Building by providing a setback along W. Olympic Boulevard to maintain views of the Petroleum Building's architecturally distinguished primary facades along W. Olympic Boulevard and S. Flower Street.
- Objective 4: Compliment and foster pedestrian activity through ground level retail/restaurant uses, street trees and landscaping, public art, and signage and lighting compatible with the active LASED and streetscape along W. Olympic Boulevard, S. Figueroa Street, S. Flower Street, and 11th Street.
- Objective 5: Create a visually vibrant and engaging pedestrian and vehicular experience along Figueroa Street, removing paved surface parking, and providing new pedestrian scale features such as a public plaza, that are compatible with the adjacent entertainment and restaurant venues at LA Live and Staples Center Arena directly across the street.
- Objective 6: Create a development that complements and improves the visual character of the area by connecting with the surrounding urban environment through a high level of architectural design and appropriate scale of development.
- Objective 7: Provide unique and vibrant signage that is integrated into the Project's architecture and that will visually connect to and be compatible with the scale of media and signage on existing and current development on adjacent blocks while informing and attracting visitors to the Project's content and offerings;
- Objective 8: Create a development with high quality design that is responsive environmental sustainability issues (e.g. energy efficiency, including electronic charging stations for Project tenants); and that provides open space and recreational amenities for Project's residents, hotel guests, commercial tenants, and site visitors.

- Objective 9: Redevelop an underutilized site with an economically viable and attractively designed development that supports the SCAG growth projections in Downtown by exercising TFAR provisions for fuller utilization of the Project Site and in support of TFAR public benefits purposes.

- Objective 10: Maintain and enhance the economic vitality of the region by providing job opportunities that attract commercial and residential tenants, thereby increasing tax revenue sales and property taxes).

F. DESCRIPTION OF PROJECT

The Project would demolish the Luxe Hotel, surface parking, and related improvements on the Project Site in order to construct a new mixed-use hotel, residential and commercial development. Overall proposed uses are summarized in **Table 2-1,** *Total Proposed Development Program.* Proposed uses by each phase are summarized in **Table 2-2**, Proposed Development Program by Phase. A conceptual rendering of the Project is shown in **Figure 2-3**, *Conceptual Site Plan*. Conceptual renderings of the Project is illustrated in **Figure 2-4**, *Conceptual Rendering- S. Figueroa Street* and **Figure 2-5,** *Conceptual Rendering-S. Figueroa and 11thStreet*. As indicated in Table 2-1, and as further described below, the Project would include up to 1,129,284 sf of floor area (approximately 9.7:1 FAR) in three towers atop a Podium with up to four subterranean levels and four levels above grade, with the first and second levels of the Podium would also include commercial uses with the third and fourth levels of the Podium including hotel amenities and residential units. In total, the Project would include up to 300 hotel rooms, up to 650 residential condominium units, and up to 80,000 sf of restaurant, retail, and other commercial uses at the first two levels along all street frontages with landscaped sidewalks and an open public Plaza along S. Figueroa Street adjacent to LA LIVE. The. Bicycle parking would be provided on Site in compliance with LAMC requirements.

The Project would include two residential towers and one hotel tower. Phase I of the Project would include the construction of the 34 story Hotel Tower, located on the corner of 11th Street and S. Figueroa Street would include up to 300 hotel rooms, banquet, conference space and various amenities. Phase I would also include construction of Residential Tower 1 that would include up to 290 residential units and would be located at the corner of 11th Street and S. Flower Street and parking in the Podium to serve Phase I uses. During Phase 2, Residential Tower 2 would be constructed that would include up to 360 residential units and would be located at the corner of S. Figueroa Street and W. Olympic Boulevard.

Each of the Project's components is described in greater detail below.

Hotel Tower

Constructed during Phase I of the Project, on the southwest portion of the Project Site directly across from Staples Center, a 34 story Hotel Tower is proposed that would have a maximum height of 430 feet. It would be designed as a high-quality hotel with up to 300 hotel rooms, along with banquet facilities, conference space and amenities, for a total of 280,000 sf of hotel use. Several amenities associated with the hotel would be located within a portion of the four level outdoor Podium Garden Terrace, including outdoor function areas, play and recreation areas, a dining and bar area, and areas for outdoor leisure activities. The Podium Garden Terrance would be finished with decorative pavers, turf, and landscaping. Additional amenities would also be located at the top/penthouse level of the Hotel Tower (Hotel Rooftop Amenity Deck), including a swimming pool, bar, spa tub, lounging area, and function space.

Table 2-1

Total Proposed Development Program

Total Uses:	Space	
Residential		
Residential Units (Tower 1)	290	units
Residential Units (Tower 2 and Podium units)	360	units
Total Residential Units	650	units
Residential Floor Area (Tower 1)	341,467	sf
Residential Floor Area (Tower 2)	407,817	sf
Residential Amenities	20,000	sf
Total Residential Floor Area	769,284	sf
Hotel		
Hotel Rooms	300	rooms
Banquet Facilities	10,000	sf
Conference Facilities	6,000	sf
Amenities	16,665	sf
Total Hotel Floor Area	280,000	sf
Commercial		
Restaurant	40,000	sf
Retail/Commercial	40,000	sf
Total Commercial Floor Area	*80,000*	sf
Total Building Floor Area	**1,129,284**	**sf**
Open Space		
Private Open Space	27,000	**sf**
Public Open Space	9,250	**sf**
Common Open Space	45,500	**sf**
Total Open Space	*81,750*	**sf**

Source: PCR Services Corporation and Hazens Group, 2015

For hotel visitors and guests, a motor-court vehicle drop off area would front 11th Street and would include landscape and hardscape surfaces in a covered plaza-like arrangement. Parking for the hotel guests and visitors would be located in up to four levels of subterranean parking. A separate valet gate at the end of the motor-court vehicle drop off area would provide vehicle access for valets directly into the first level of subterranean parking.

Residential Uses

Developed as part of Phase 1 of the Project, Residential Tower 1 would be constructed at the southeast corner of the Project Site at the intersection of 11th Street and Flower Street. Residential Tower 1 would be 32 stories above grade with a maximum height of 490 feet and would include up to 290 residential

Table 2-2

Proposed Development Program by Phase

Total Uses:	Space	
Phase 1		
Residential		
Residential Units	290	units
Residential Amenities (Community Room, Spa, etc)	7,500	sf
Lobby	2,500	sf
Residential Floor Area	351,467	sf
Hotel		
Hotel Rooms	300	rooms
Banquet Facilities	10,000	sf
Conference Facilities	6,000	sf
Amenities	16,665	sf
Total Hotel Floor Area	280,000	sf
Commercial		
Restaurant	15,000	sf
Retail/Commercial	15,000	sf
Open Space		
Street Level Open Space	4,250	
Rooftop Podium	20,500	**sf**
Other (rooftop gardens, recreation rooms)	4,500	sf
Balconies	12,000	sf
Total Phase I	**661,433**	**sf**
Phase 2		
Residential		
Residential Units	360	units
Residential Amenities (Community Room, Spa, etc)	7,500	sf
Lobby	2,500	sf
Residential Floor Area	417,817	sf
Commercial		
Restaurant	25,000	sf
Retail/Commercial	25,000	sf
Open Space		
Public Plaza	5,000	sf
Rooftop Podium	16,000	sf
Other (rooftop gardens, recreation rooms)	4,500	sf
Balconies	15,000	sf
Total Phase 2	**467,851**	sf
Total Building Floor Area	**1,129,284**	**sf**

Source: PCR Services Corporation and Hazens Group, 2016

condominium units consisting of lofts, studios, one-bedroom, two-bedroom, three-bedroom units, and penthouse units.

As part of Phase 2 of the Project, the Luxe Hotel would be demolished. Phase 2 would include construction of Residential Tower 2, located on the northwestern portion of the Project Site at the intersection of S. Figueroa Street and W. Olympic Boulevard. Residential Tower 2 would be 38 stories above grade, with a maximum height of 540 feet. Phase 2 would include the construction of 360 units consisting of lofts, studios, one-bedroom, two-bedroom, three-bedroom units, and penthouse units. Of these units, approximately 14 live-work loft units would be developed in the Phase 2 Podium on levels three and four that would front S. Figueroa Street with the remaining units provided in Residential Tower 2.

Amenities associated with the residential towers would include lobbies, fitness centers, and recreational space. Similar to the Hotel Tower, several amenities for residents would be located outdoors within the Podium Garden Terrace, including adult and children's pool areas, play and recreation areas, a spa and fitness center, areas for outdoor leisure activities, and strolling/exercise areas for pets. Additional amenities such as landscaping and lounging areas for the Residential Towers would be provided at the top/penthouse level (Residential Rooftop Amenity Deck) of each tower for use by residents.

Podium (Commercial Uses and Parking)

Construction of the Podium would support development of the Hotel Tower, the two residential towers and associated commercial uses and parking. The Podium area would include up to 80,000 sf of commercial uses, including 40,000 sf of commercial use and 40,000 sf of restaurant uses located within two-stories fronting 11th Street, S. Figueroa Street, W. Olympic Boulevard, and S. Flower Street. The Podium would be 75 feet in height and levels three and four of the Podium would include residential units and hotel amenities.

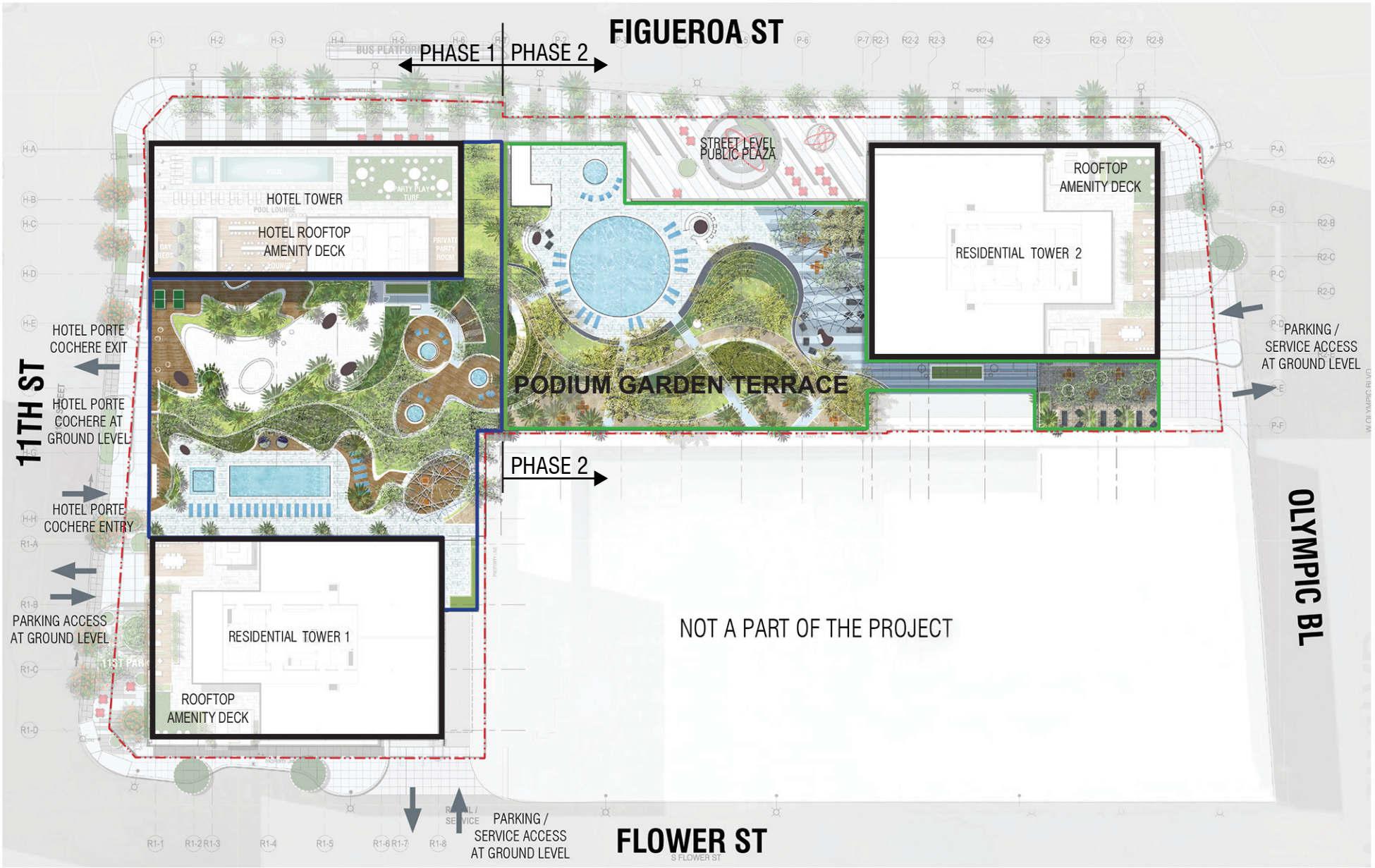
The Phase 1 Podium area would include up to 30,000 sf of commercial uses, including 15,000 sf of commercial use and 15,000 sf of restaurant. The Phase 2 Podium area would include 25,000 sf of commercial uses and 25,000 sf of restaurant uses.

Parking for hotel, commercial and residential uses would be provided in up to four subterranean levels. As discussed above, a Podium Garden Terrace that would include open space and amenities would be developed at the top of the Podium for use by residents and hotel guests.

Project Design and Architecture

The Project features a contemporary architectural style that is designed to be compatible with the surrounding downtown urban environment. The Project has also been designed to respond to the context of the surrounding neighborhood, which includes an active, urban milieu adjacent to LA LIVE and other high tower mixed use buildings. As further described below, the design composition emphasizes pedestrian scale features such as street trees, other streetscape landscaping, wide sidewalks with parkways, paving treatments, a public plaza, and commercial/restaurant store fronts along the Podium.

Positioned at opposite corners of the Project Site, the residential towers would have similar massing and sloping roof profiles that form an architectural composition that frames the site. While using similar architectural character, these towers are positioned in a staggered manner to allow for maximum daylight and view corridors within and through the Project Site. The design of the Hotel Tower would be a distinct



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Conceptual Site Plan

1020 S. Figueroa Street Project

Source: Gensler, 2015.

FIGURE **2-3**

PCR

Conceptual Rendering - S. Figueroa Street

1020 S. Figueroa Street Project
Source: Gensler, 2016.

FIGURE
2-4

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Conceptual Rendering - S. Figueroa Street and 11th Street

1020 S. Figueroa Street Project
Source: Gensler, 2016.

FIGURE
2-5

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massing arrangement, with a horizontal, terraced roof top. The three towers would collectively form the visual edges extending above the Podium.

The two residential towers include a series of balconies and façade treatments that provide visual surface texture, while actively shading the facades. The towers would be designed with colors and materials that are compatible with the surrounding urban development that could incorporate active gardens that further accent the facades. The towers would be clad with clear vision glass with low reflectivity. The Hotel Tower would also use clear vision glass with low reflectivity. The street-front commercial along W. Olympic Boulevard, S. Figueroa Street, 11th Street, and S. Flower Street would serve to encourage pedestrian activity along the Project's perimeter and visually enhance the surrounding streets. The western façade of the Podium facing S. Figueroa Street and LA LIVE would include architectural treatments, such as folded sculptural aluminum screens, glass, stone accents, and an active architectural lighting and graphic-art program.

The Project is designed to respect the context and character of the adjacent historic Petroleum Building by stepping back from the corner of S. Figueroa Street and W. Olympic Boulevard to allow views of the corner of the Petroleum Building. The design would also not obstruct views of the Petroleum Building's architecturally distinguished facades along W. Olympic Boulevard and Flower Street, which are primary character-defining facades featuring elaborate architectural detailing originally intended for public view. Although views of the west façade of the Petroleum Building would be obstructed by the Podium and Residential Tower 2, it is a non-descript secondary façade of unadorned brick, simple design and materials which lacks the detail and ornamentation of the primary facades along W. Olympic Boulevard and S. Flower Street. The simple western façade was likely designed to anticipate development on the adjacent lot (Project Site) . The western façade of the Petroleum Building has a tall solid brick wall that is covered almost entirely by a large sign, and a projecting rear wing punctuated by regularly spaced rectangular windows.

Cross sections of the Project as viewed from surrounding Streets are provided in **Figure 2-6** *Northwest Elevation - Figueroa Street*, **Figure 2-7,** *Southwest Elevation - 11th Street,* **Figure 2-8**, *Southeast Elevation - Flower Street*, and **Figure 2-9,** *North Elevation - Olympic Boulevard.*

Open Space, Landscaping, and Public Art

Street fronts would include wide sidewalks with parkways new street trees, special paving, and landscaped areas with groundcover, shrubs, vines and large planters. Landscaping would comply with City of Los Angeles Urban Forestry requirements, and would incorporate sustainable landscape design with native and drought tolerant vegetation, and use of water efficient irrigation systems. The type of trees and locations would be compliant with the LASED streetscape plan and the Los Angeles Municipal Code. Street front edges would include landscaping, paving treatments, and architectural lighting. Outdoor seating areas would be primarily located along S. Figueroa Street and 11th Street. Sidewalks would be widened from 10 feet under existing conditions to a minimum of 23 feet along S. Figueroa Street and 15 feet along 11th Street, S. Flower Street, and W. Olympic Boulevard; consistent with the LASED streetscape plan.

Commercial frontages would also include floor to ceiling storefront display windows and street entrances. These elements would promote pedestrian activities and connections to interior uses.

A key feature of the design is the provision of a 5,000 sf public outdoor plaza along S. Figueroa Street that would support connectivity between the Project and LA LIVE while also encouraging pedestrian activity and an active streetfront. The outdoor plaza would incorporate landscape features, seating, and potential for public art display areas within this space. Behind and adjacent to the outdoor plaza would be commercial uses that would help activate the street edge and promote pedestrian activity.

Also, along 11th Street, in the hotel motor-court drop off area, a combination of landscape and hardscape treatments would be used in a covered plaza like arrangement for both arriving guests and other pedestrians. The Podium Garden Terrace would serve each of the three towers for Project residents, guests and hotel patrons. The Podium Garden Terrace would feature a bar and dining area near the Hotel Tower, open areas for adult and children recreational activities, pools, strolling/exercise areas for pets, and quiet/passive areas with shaded zones. The Podium Garden Terrace would be finished with concrete pavers, turf, and landscaping. The top level of the residential towers would include rooftop amenity decks for use by residents and the top/penthouse level of the Hotel Tower would include a rooftop amenity deck with a pool, bar, lounge, and greenspace areas for hotel patrons and visitors.

Street lighting and architectural lighting would be incorporated into the design, accenting building features and adding to the pedestrian areas, while addressing safety and security of the complex. Architectural lighting would be in compliance with City code requirements.

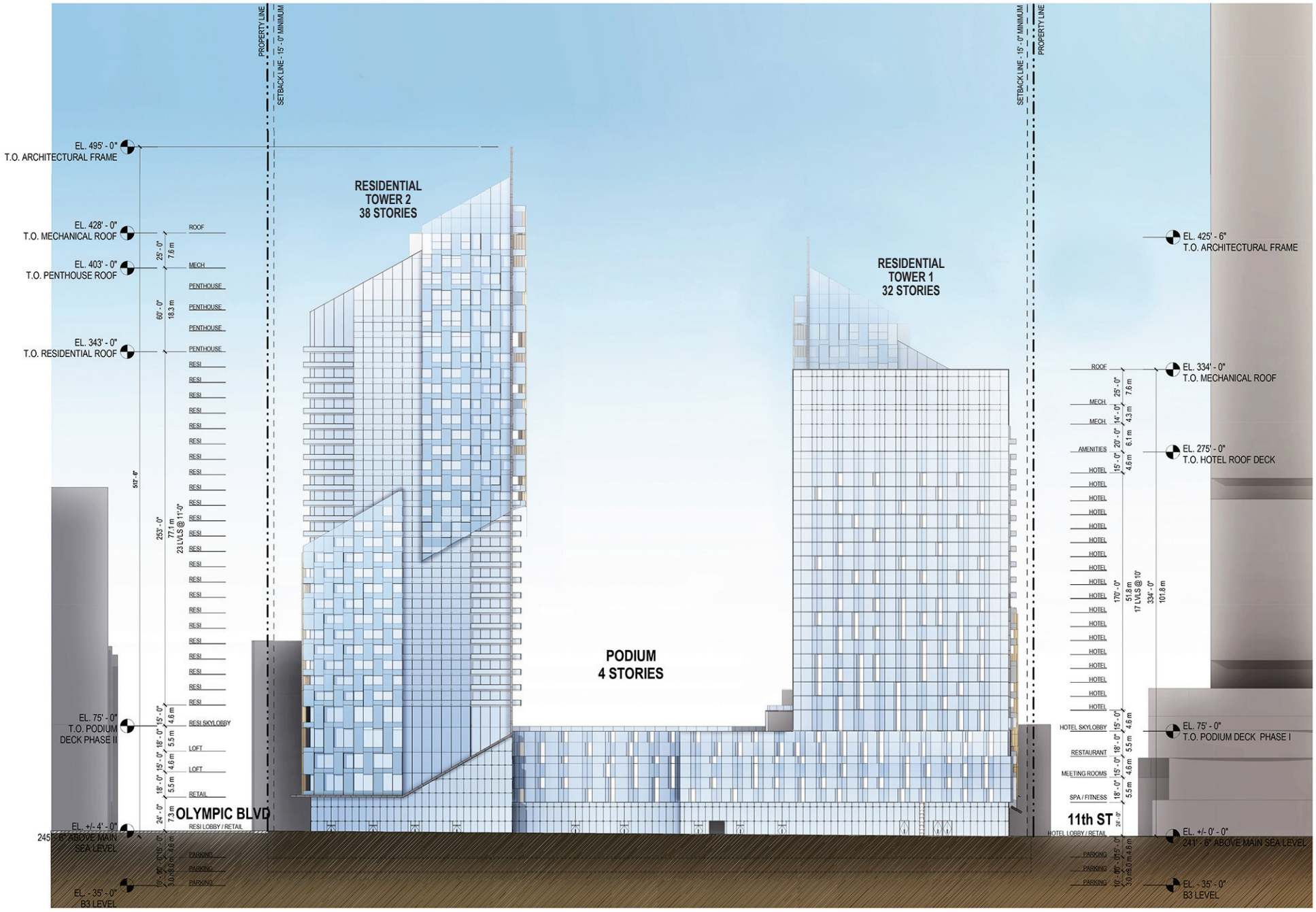
The Project would incorporate an active art program in conjunction with the overall street front and landscape design. Art installations may occur at the public plaza as sculptures, and/or on building facades in both fixed and interchangeable media to add visual interest and the pedestrian experience along Project street fronts.

Access, Circulation, and Parking

Vehicular access into the Podium would be from W. Olympic Boulevard, S. Flower Street and 11th Street. Parking access to the Podium for residences and commercial visitors would be from W. Olympic Boulevard. For residents-only, access would be provided from 11th Street. A vehicle entryway to the Podium from S. Flower Street would be provided for commercial visitors and service vehicles.

For hotel visitors, a separate hotel-only motor-court drop off area would be provided off of 11th Street. A separate valet gate within the property at the interior of the motor-court area would provide access for valets to park hotel guest vehicles to the subterranean parking. Loading for service vehicles related to hotel, residential and commercial uses would be on the ground level, interior to the Project Site. Pedestrian access to the Hotel Tower and lobby would be from a hotel motor-court on 11th Street and from the hotel lobby fronting S. Figueroa Street.

Pedestrian access to the two stories of commercial and restaurant frontage along the periphery of the Podium fronting 11th Street, S. Figueroa Street, S. Flower Street, and W. Olympic Boulevard would be directly from those streets at the ground level or via elevators, stairs or escalators. Access would also be provided from the parking areas with the Podium's subterranean levels. The majority of the retail and restaurant frontage would be located along S. Figueroa Street, with individual street level entryways. Access to commercial uses along S. Figueroa would be provided by elevators, stairs, or escalators from the outdoor



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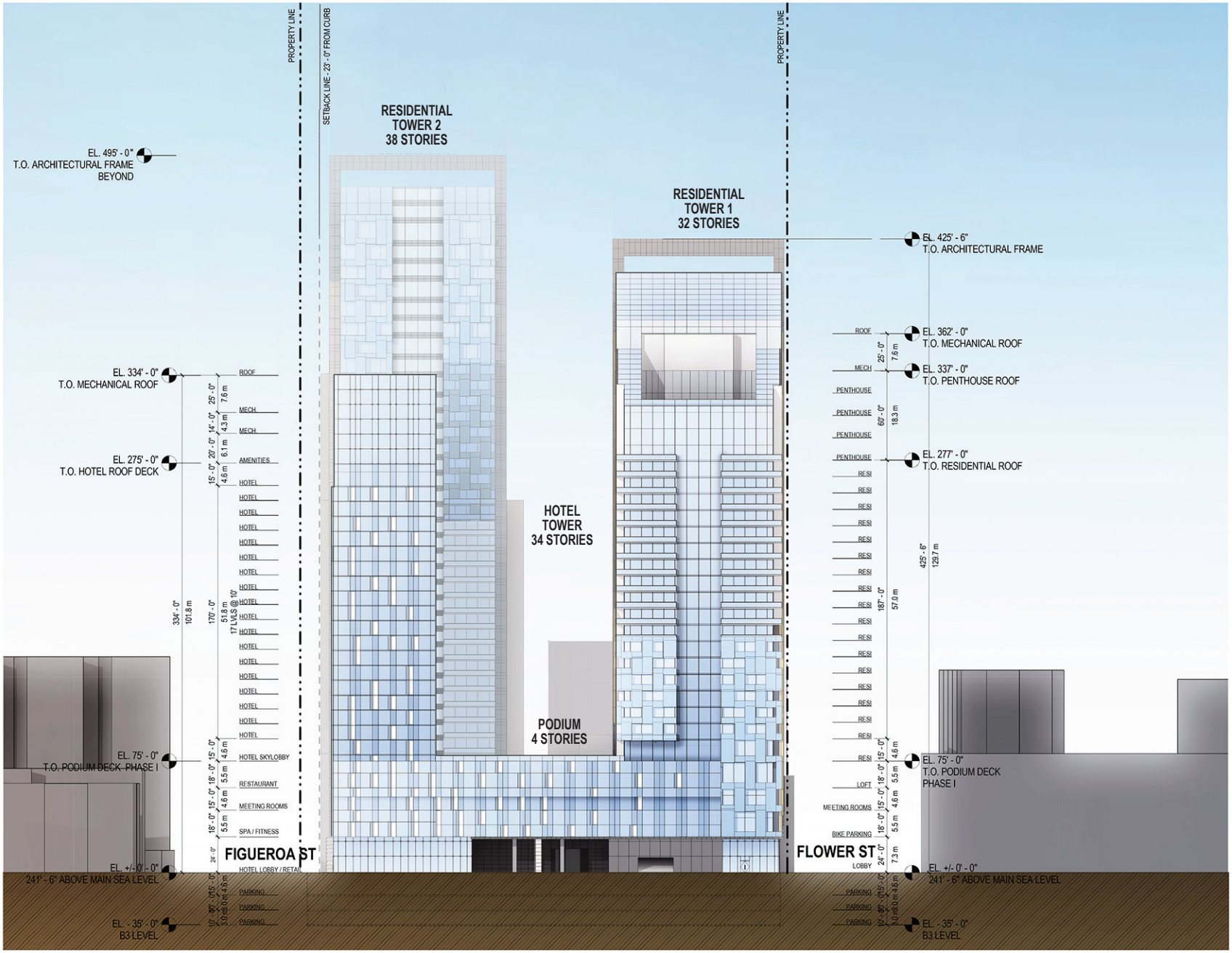
Northwest Elevation - S. Figueroa Street

1020 S. Figueroa Street Project

Source: Gensler, 2016.

FIGURE

2-6



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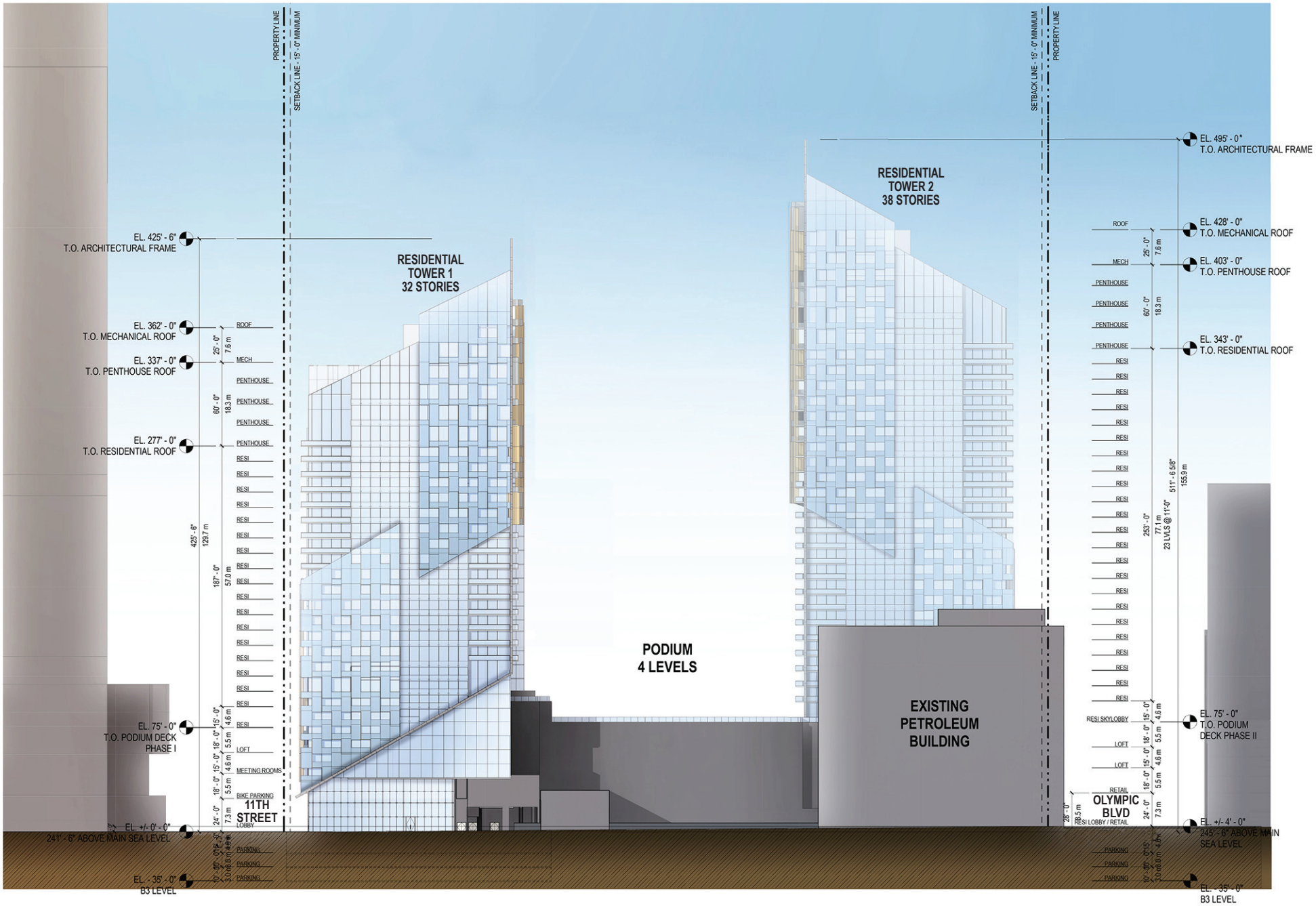
Southwest Elevation - 11th Street

1020 S. Figueroa Street Project

Source: Gensler, 2016.

FIGURE **2-7**



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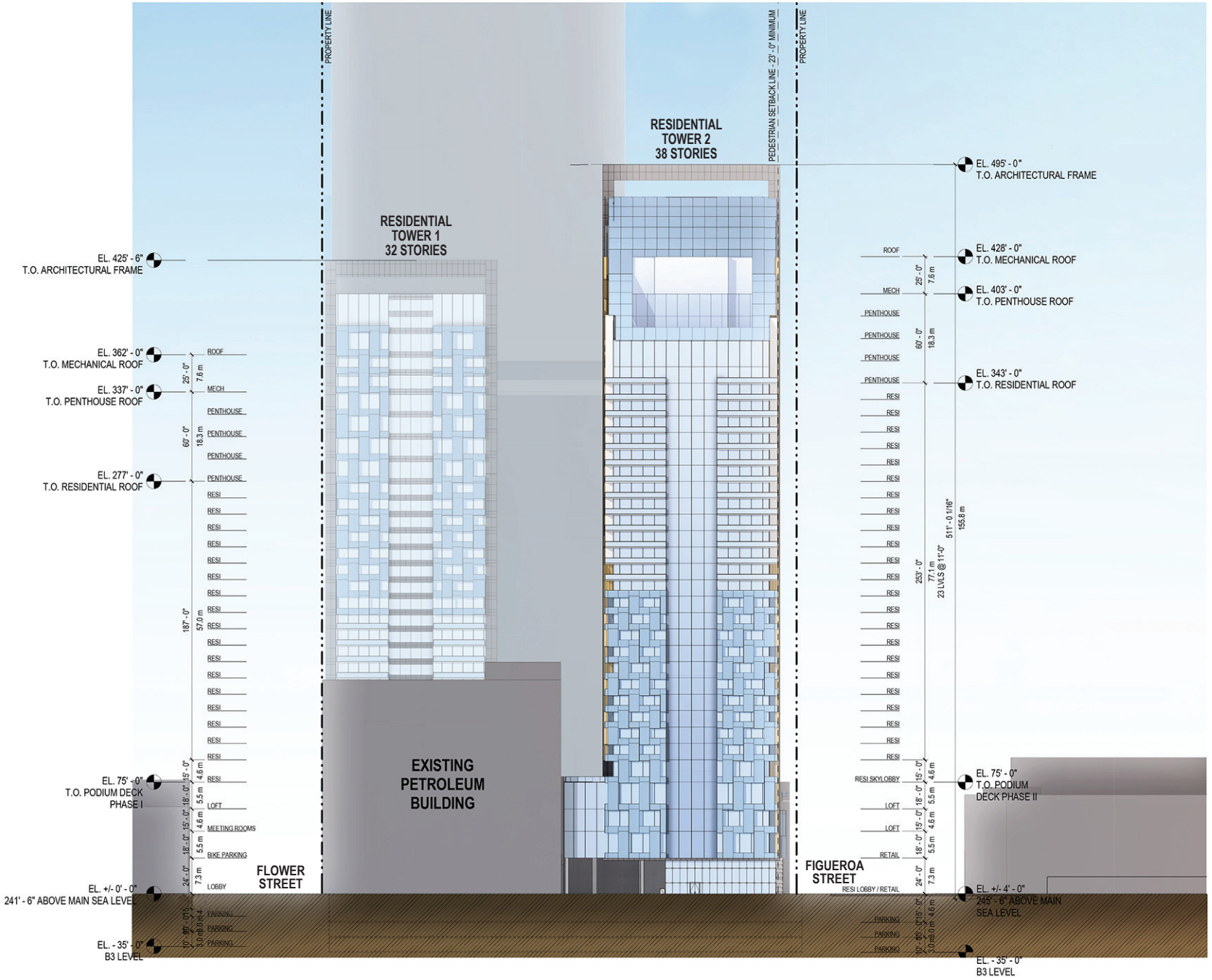
Southeast Elevation - Flower Street

1020 S. Figueroa Street Project

Source: Gensler, 2016.

FIGURE

2-8



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North Elevation - Olympic Boulevard

1020 S. Figueroa Street Project

Source: Gensler, 2016.

FIGURE

2-9

public plaza. Each residential tower would have a ground level lobby that would be accessible from street level or via elevators from the residential parking areas within the Podium. Pedestrian access to the lobby for Residential Tower 1 at the corner of 11th Street and S. Flower Street would be from S. Flower Street.

Pedestrian access to the lobby of Residential Tower 2 at the corner of S. Figueroa Street and W. Olympic Boulevard would be from W. Olympic Boulevard. Pedestrian access to the residential units in the Podium at the street level would be via either the Residential Tower 1 or Residential Tower 2 residential lobbies.

As previously indicated, automobile parking would be provided in up to four subterranean levels, and will comply with LAMC requirements. Bicycle parking would be provided in compliance with LAMC requirements**.**

Lighting and Signage

New lighting would include signage, commercial accent lighting, wayfinding, balcony lighting, and security markings. Pedestrian areas including pathways and entryways into the Project would be well-lit for security. Project signage would include on and off-site signage in various forms, including wall signs, digital displays and streaming signage, supergraphic signs, open panel roof signs, hotel building identification, residential building identification, retail and restaurant building identification, parking entry identification, loading dock entry identification, and wayfinding signage. No billboard signage is proposed. The graphics and signage program would support an active street front experience on all sides, but particularly along the Figueroa corridor that would mix art and signage graphic components.

The Project is adjacent to two existing sign districts. The Project Site is bordered to the west and south by the LASED and to the north by the Figueroa and Olympic Sign District. Pursuant to the provisions of Chapter I, Article 3, Section 13.11 of the Municipal Code, the Project would establish a sign district, (Fig and 11th Sign District) that would encompass the Project Site.. The Sign District boundary is shown on **Figure 2-10**, *Proposed Sign District Boundary.* The Project is shown in **Figure 2-11**, *Project Signage Summary*.

The maximum Project signage is designed cohesively with integral digital LED signage and other off-site signage wrapping the buildings in a ribbon: from 24 feet to 100 feet above grade on Residential Tower 2 along W. Olympic Boulevard and the northern portion of S. Figueroa Street; from 39 feet to 75 feet above grade within the podium and Plaza area on S. Figueroa Street; between 39 feet and 100 feet above grade on the Hotel Tower on S. Figueroa Street; between 39 feet and 222 feet above grade on the Hotel Tower facing 11th street; and, between 39 feet and 75 feet above grade on the podium and Residential Tower 1 facing 11th Street. The total signage area within this digital band is approximately 60,000 square feet of signage, including: 9,825 square feet on Olympic Boulevard, 29,315 square feet on S. Figueroa Street, and 20,235 square feet on 11th Street.The Project signage includes illuminated identification signage, digital display signage and open panel roof signs near the top of the towers, and on the roof of the Hotel Building. Residential Towers 1 and 2 provide two digital display signs on each of the two towers, one facing east and one facing west, of 3,036 sf each (12,144 sf total). The Residential Towers also have building owner/primary ID illuminated signage near the top of the towers facing north and south, including two signs per tower of 1,600 square feet each (6,400 sf total). The Hotel Tower also has two hotel identification illuminated signs near the top of the tower facing east and west of 256 square feet each (512 sf total) There is also a 1,000 sf open panel roof sign on the roof of the Hotel Tower.

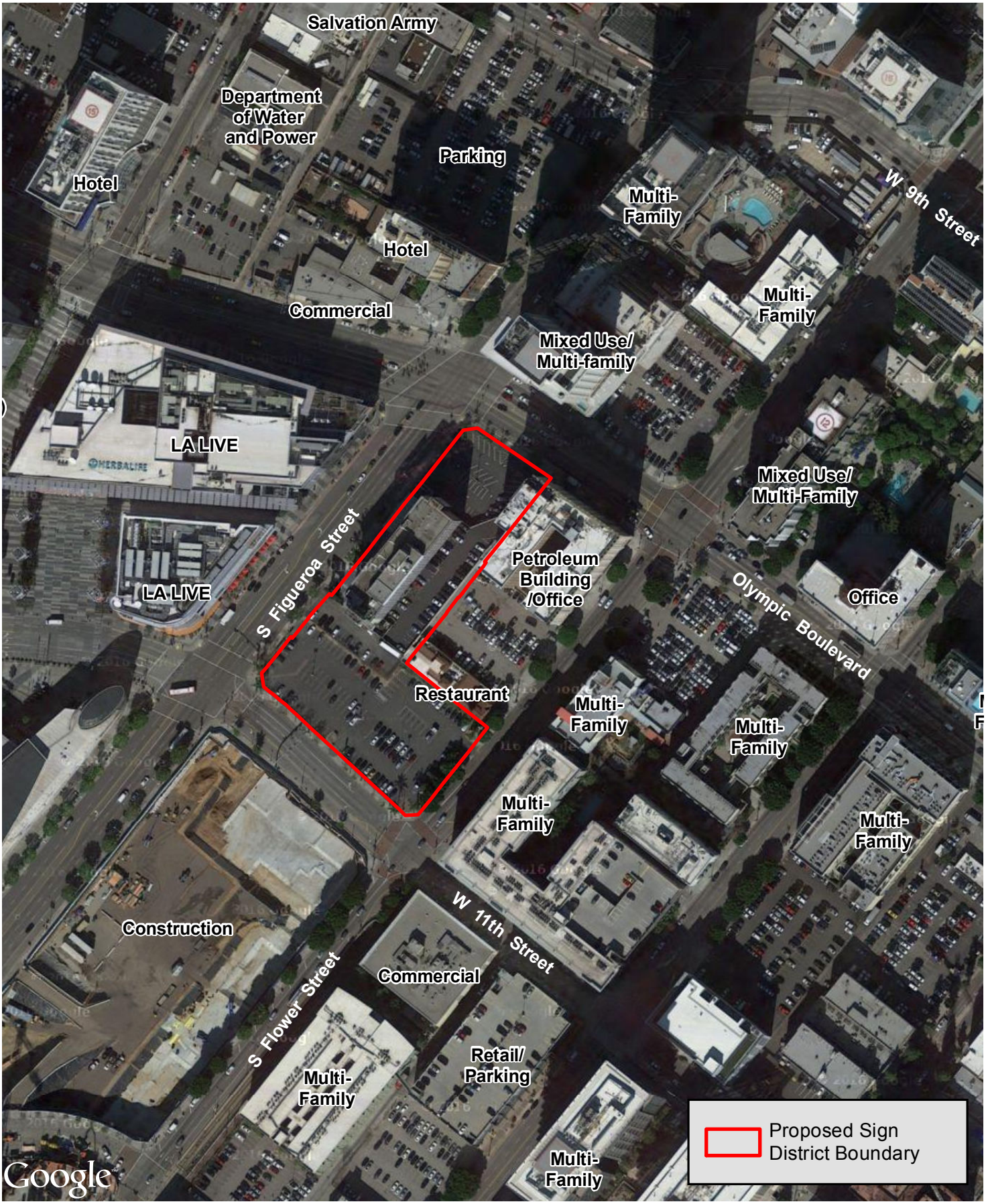
The Project also contains hotel identification signs, residential identification signs, retail/commercial tenant identification signs and parking and loading dock location and entry signs within Level 1, located between 0 and 25 feet above ground level facing W. Olympic Boulevard, S. Figueroa Street, 11th Street, and S. Flower Street. The Project contains approximately 800 to 1,000 square feet of identification and wayfinding signage on Level 1. There is no signage facing S. Flower Street, other than the tenant and wayfinding signage in compliance with LAMC 14.4, except for the ID and digital signage on the top of Residential Tower 1.

The Project signage will be designed to comply with the regulations and provisions of the proposed Fig and 11th Sign District, including signage area, illumination levels, hours of operation, type of signage, location of signage, compatibility of signage, among other specific regulations.

Pursuant to Section 93.0117 of the LAMC, no stationary exterior light source shall be arranged and illuminated in such a manner as to produce a light intensity of greater than two footcandles above ambient lighting, as measured at the property line of the nearest residentially zoned property. Upon completion of the Project, a measurement of the lighting levels emitted by the new signage would be taken upon installation and activation to confirm that the light intensity is no more than two footcandles, as measured from surrounding residential uses.

The purposes and objectives of the Sign District are to:

- Support and enhance the land uses and urban design objectives in the Central City Community Plan Downtown Design Guidelines, LA Sports and Entertainment District (LASED) Streetscape Plan, and LA Sports and Entertainment District Design Guidelines.;
- Provide unique and vibrant signage that will inform and attract visitors regarding the Project's content and offerings;
- Ensure that signs are responsive to and integrated with the aesthetic character of the structures on which they are located, and are positioned in a manner that is compatible both architecturally and relative to the other nearby signage, including the signage for LA LIVE and Staples Center Arena directly across Figueroa Street, the signage for the Oceanwide Plaza project to the south, and the Figueroa and Olympic Signage Supplemental Use District to the north.
- Encourage creative, well-designed signs that contribute in a positive way to the visual environment of Central City Community Plan area in a manner that accentuates the architectural characteristics of the Project;
- Visually connect the Project to and be compatible with the scale of media and signage on the existing and current development on adjacent blocks to the West and South within the LASED, on the adjacent block to the North within the Figueroa and Olympic Sign District, and on the blocks to the East not located within a Sign District;
- Ensure that signs are integrated and compatible in scale with the aesthetic character of the structures on which they are located, while maintaining compatibility and sensitivity to surrounding uses;
- Provide opportunities to promote goods and services that support economic growth via media and signage design within the Project; and
- Coordinate the location and display of signs so as to enhance the pedestrian realm and minimize potential traffic hazards and protect public safety.



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0 200 400 Feet

Proposed Sign District Boundary

1020 S. Figueroa Street Project

Source: Google Maps, 2015 (Aerial); PCR Services Corporation, 2016.

FIGURE

2-10

SIGNAGE AREA
(PODIUM+TOWERS)

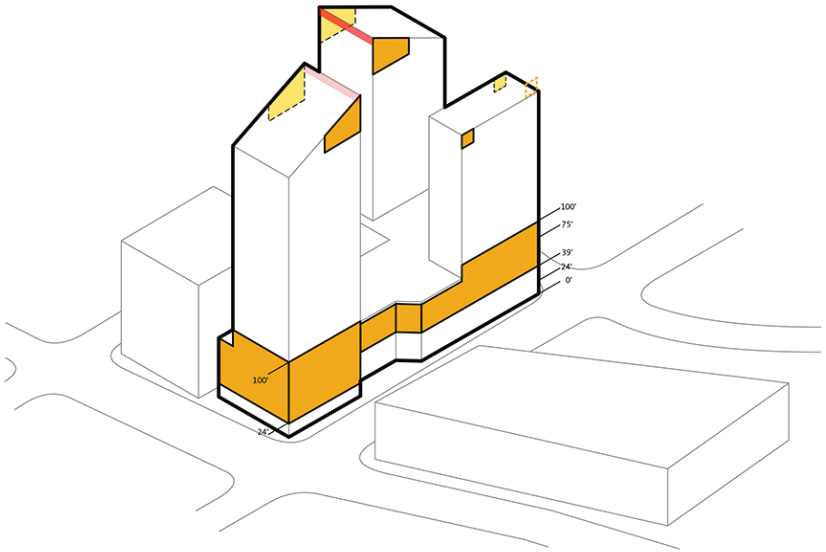
SIGNAGE AREA
(OPPOSITE SIDE)

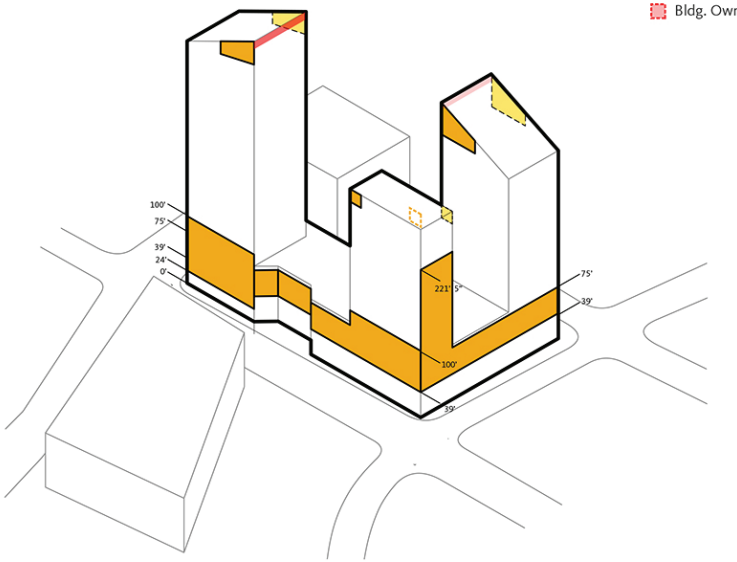
ROOFTOP SIGNAGE

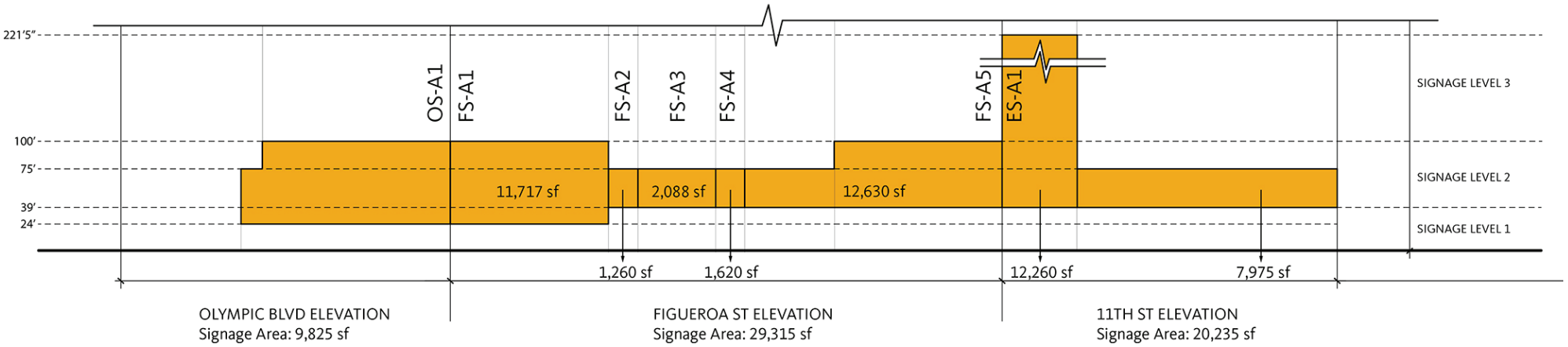
RESIDENTIAL TOWERS
Signage Area = 3,036 sf (each)
Total Area (x4) = 12,144 sf

HOTEL TOWER
Signage Area = 576 sf (each)
Total Area (x2) = 1,152 sf

Open Panel Roof Sign
Bldg. Owner / Primary Tenant I.D.







OLYMPIC BLVD ELEVATION
Signage Area: 9,825 sf

FIGUEROA ST ELEVATION
Signage Area: 29,315 sf

11TH ST ELEVATION
Signage Area: 20,235 sf

PCR

Project Signage Summary

1020 S. Figueroa Street Project
Source: Gensler, 2016.

FIGURE
2-11

Site Security

The Project would provide an extensive security program, 24 hours per day/seven days per week, to ensure the safety of residents, hotel guests and other visitors to the Project Site. The Project would incorporate Crime Prevention Through Environmental Design (CPTED) strategies in design and planning, as well as active security features. In each tower and in the Podium areas, state-of-the-art security technology would be employed. These features include comprehensive coverage and monitoring of key areas through Close Circuit Television systems (CCTV). Access to non-public areas of the Project would be restricted by electronically controlled and locking access cards. Full time 24-hour, security would be provided including security/concierge desks in each residential and hotel tower along with roving patrols. Security personnel duties would include but not be limited to assisting residents and visitors with Project Site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the property. Initial alarms such as intruder alarms or duress alarms would be the responsibility of site security personnel as first responders. Access to parking areas would be secured. Valet parking would be provided for hotel guests.

Sustainability Features

The Project would be designed to achieve the equivalent of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) Silver Certification level. The Project would also comply with the Los Angeles Green Building Code, which builds upon and sets higher standards than those incorporated in the 2013 California Green Building Standard Code, or CALGreen. A sustainability program would be prepared and monitored by an accredited design consultant to provide guidance on Project design, construction and operations; and performance monitoring during Project operations to reconcile design and energy performance and enhance energy savings. Some of the Project's key design features that contribute to energy efficiency include the installation of energy efficient appliances, water efficient irrigation systems, water efficient indoor fixtures, and the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 10 percent of the parking spaces. The Project would achieve several objectives of the City of Los Angeles General Plan Framework Element, Southern California Association of Governments Regional Transportation Plan, and South Coast Air Quality Management District Air Quality Management Plan for establishing a regional land use pattern that promotes sustainability.

The Project would support pedestrian activity in the downtown Los Angeles area, and contribute to a land use pattern that addresses housing needs and reduces vehicle trips and air pollution by locating residential uses within an area that has public transit (with access to the Metro rail lines and existing regional bus service), and employment opportunities, restaurants and entertainment all within walking distance. Further, the Project's inclusion of bicycle parking, as discussed above, would encourage the use of alternative modes of transportation.

Construction Schedule and Staging

The Project will be constructed in two phases. Construction of Phase 1 of the Project is expected to commence in the third quarter of 2017 and would be completed in the second quarter of 2020. Construction of Phase 2 of the Project would begin immediately after Phase 1 and would be completed in the first quarter of 2023.

Total cut would be approximately 202,000 cubic yards of soil[3] and no fill would be required on the site. The excavation depth would be approximately 45 to 50 feet below grade from the lowest point. During excavation the existing underground storage tank (UST) and associated piping that were abandoned in place beneath the Luxe Hotel's existing driveway and landscaping would be removed in accordance with the Covenant and Agreement with the City.

While the majority of construction activities would be contained within the Project Site boundaries, construction fences would encroach into the public right-of-way (e.g., sidewalk and roadways) adjacent to the Project Site. The curb lane on 11th Street would be used intermittently throughout the construction period of Phase 1 and the curb lane on W. Olympic Boulevard would be used intermittently throughout the construction period of Phase 2. The curb lanes would be used for equipment staging, concrete pumping, and deliveries, etc.

It is expected that construction fences may encroach into the public right-of-way (e.g., sidewalks and roadways) along W. Olympic Boulevard, 11th Street, S. Figueroa Street, and S. Flower Street adjacent to the Project Site. A pedestrian canopy would be constructed along S. Figueroa Street.

The use of the public right-of-way along 11th Street and W. Olympic Boulevard would require temporary rerouting of pedestrian and bicycle traffic as the sidewalks fronting the Project Site would be closed. A pedestrian canopy would be provided along S. Figueroa Street.

A comprehensive construction management plan (PDF-TRAF-1)would be prepared for consideration by the City for approval prior to commencement of any construction activity, as discussed in Section F, Project Design Features, below. Construction hours would normally occur in accordance with Municipal Code requirements, which prohibit construction between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, 6:00 P.M. and 8:00 A.M. on Saturday, and at any time on Sunday. The Project Site would be fenced during construction for security purposes with gate-controlled access. Any dewatering and filtration of groundwater discharge would be accommodated on-site in compliance with applicable stormwater management requirements. Parking for construction workers would be leased from near-by off-site parking areas, or, if needed, a remote site with shuttle service would be provided. During construction, vibration monitoring and other actions would be taken to reduce any potential vibration effects on the adjacent Petroleum building.

Vesting Tentative Tract Map

The Project includes a vesting Tentative Tract Map with a total of 47 lots, including two master lots.

G. PROJECT DESIGN FEATURES

The Applicant proposes to implement a number of Project Design Features to reduce potential environmental impacts of the Project. The Project Design Features would be included in the Mitigation Monitoring and Reporting Program required in association with certification of the EIR. Several key Project Design Features are discussed below. These and other proposed Project Design Features are summarized in **Table 2-3**, *Summary of Project Design Features*, and are discussed in detail in the technical sections indicated in the table. The Project Design Features were taken into account in the analysis of potential Project impacts.

[3] *Included in this calculation is a soil expansion factor of 1.25*

Table 2-3

Summary of Project Design Features

Draft EIR Section & Environmental Topic	Project Design Feature #	Project Design Feature Summary
4.A. Aesthetics	PDF AES-1	Construction Fencing. The Applicant shall provide and maintain a construction fence for safety and to screen views to the Project Site during construction to the extent feasible. The fence shall be located along the north, south, east and west perimeters of the Project Site with a minimum height of 8 feet. The Applicant shall ensure through appropriate postings and regular visual inspections that no unauthorized materials are posted on temporary construction barriers or temporary pedestrian walkways, and that such temporary barriers and walkways are maintained in a reasonable manner throughout the construction period.
	PDF-AES-2	Screening of Utilities: The Project would visually screen new transformers and other utilities associated with the Project from public view.
	PDF-AES-3	Illuminated Signs: Illuminated signs will be designed to comply with the requirements of CALGreen, including requiring 65 percent dimming at night.
	PDF-AES-4	Glare. Glass and other building materials used in exterior façades shall be low reflective and/or treated with a non-reflective coating in order to minimize glare. Prior to issuance of a building permit, the Department of Building and Safety shall review the exterior building materials to confirm that they do not exceed the reflectivity of standard building materials, and would not cause significant glare impacts on motorists or nearby residential uses.
4. B. Air Quality	PDF-AQ-1	Green Building Measures: The Project would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code and achieve the equivalent of the USGBC LEED Silver Certification level. Green building measures would include, but are not limited to the following: • The Project would implement a construction waste management plan to divert all mixed construction and demolition debris to City certified construction and demolition waste processors, consistent with the Los Angeles City Council approved Council File 09-3029; • The Project would be designed to optimize energy performance and reduce building energy cost by 14 percent for new construction compared to the Title 24

Table 2-3 (Continued)

Summary of Project Design Features

Draft EIR Section & Environmental Topic	Project Design Feature #	Project Design Feature Summary
		Building Energy Efficiency Standards as specified in the LEED 2009 Energy and Atmosphere credit 1 (EAc1); • The Project would be designed to optimize energy performance and reduce building energy cost by installing energy efficient appliances that meet the USEPA ENERGY STAR rating standards or equivalent; • The Project would include double-paned windows to keep heat out during summer months and keep heat inside during winter months. • The Project would include lighting controls with occupancy sensors to take advantage of available natural light. • The Project would reduce outdoor potable water use by a minimum of 50 percent compared to baseline water consumption. Reductions would be achieved through drought-tolerant/California native plant species selection, artificial turf, irrigation system efficiency, alternative water supplies (e.g., rainwater harvesting for use in landscaping), and/or smart irrigation systems (e.g., weather-based controls). • The Project would reduce indoor potable water use by a minimum of 40 percent compared to baseline water consumption by installing water fixtures that exceed applicable standards. • The Project would provide on-site recycling areas, consistent with City of Los Angeles strategies and ordinances, with the goal of achieving 70 percent waste diversion by 2020, and 90 percent by 2025. • To encourage carpooling and the use of electric vehicles by Project residents and visitors, the Applicant shall designate a minimum of 8 percent of on-site parking for carpool and/or alternative-fueled vehicles, and the Project design will provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 10 percent of the parking spaces.

Table 2-3 (Continued)

Summary of Project Design Features

Draft EIR Section & Environmental Topic	Project Design Feature #	Project Design Feature Summary
	PDF-AQ-2	**Construction Measures:** The Project shall utilize off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 4 off-road emissions standards for equipment rated at 50 hp or greater during Project construction. Equipment, such as tower cranes, welders and pumps shall be electric or alternative fueled (i.e., non-diesel). To the extent possible, pole power will be made available for use with electric tools, equipment, lighting, etc. Alternative-fueled generators shall be used when commercial models that have the power supply requirements to meet the construction needs of the Project are readily available from local suppliers/vendors. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.
	PDF-AQ-3	Control of VOCs: The Project shall utilize low-emitting materials pursuant to the requirements of the LEED Low-Emitting Material Credit or equivalent. Indoor coatings shall be limited to 50 grams per liter of VOCs or less.
4.G. Noise	PDF-NOISE-1	Equipment Noise Control: The Project contractor(s) shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards.
	PDF-NOISE-2	Construction Staging: On-site construction equipment staging area shall be located as far as feasible from on-site sensitive uses.
	PDF-NOISE-3	Engine Idling: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited no more than five minutes in compliance with applicable California Air Resources Board regulations.
	PDF-NOISE-4	Noise Barriers: Effective noise barriers will be designed and erected as needed to shield on-site uses from excessive construction-related noise.
	PDF-NOISE-5	Notification: Future on-site residents will be notified prior to purchase/lease that construction is planned within close proximity to on-site residential uses.

Table 2-3 (Continued)

Summary of Project Design Features

Draft EIR Section & Environmental Topic	Project Design Feature #	Project Design Feature Summary
	PDF-NOISE-6	Equipment: Air conditioners, fans, generators, and related equipment will be designed to not to exceed the ambient noise levels by more than five (5) dBA at offsite residential uses.
4.J. Transportation and Traffic	PDF-TRAF-1	Construction Management Plan: Prior to the issuance of a building permit for the Project, a detailed Construction Management Plan including street closure information, a detour plan, haul routes, and a staging plan would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements as appropriate: • Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation. • Prohibition of construction worker or equipment parking on adjacent streets. • Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Figueroa Street, Flower Street, Olympic Boulevard and 11th Street, to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's Figueroa Street, Flower Street, and Olympic Boulevard driveways. • Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men). Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets. • Potential sequencing of construction activity for Phase 1 and Phase 2 of the Project to reduce the amount of construction-related traffic on arterial streets.

Table 2-3 (Continued)

Summary of Project Design Features

Draft EIR Section & Environmental Topic	Project Design Feature #	Project Design Feature Summary
		• Contain construction activity generally within the Project Site boundaries. • Construction-related vehicles/equipment shall not park on surrounding public streets. • Coordination with LADOT to address any overlapping of construction with the My Figueroa Project and Los Angeles Streetcar Project. • Coordination with Metro to address any construction near the railroad ROW. • Safety precautions for pedestrians and bicyclists through such measures as alternate routing on the south side of 11th Street, the north side of Olympic Boulevard, and east side of Flower Street, a pedestrian canopy along Figueroa Street, and protection barriers/fencing along Figueroa Street, 11th Street, Flower Street, and Olympic Boulevard shall be implemented as appropriate. • Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible.
4.K-1 Water Supply	PDF-WS-1	Water Conservation Features: The Project shall provide the following specific water efficiency features: • High Efficiency Toilets with flush volume of 1.0 gallons of water per flush • High Efficiency Clothes Washers (Residential) – water savings factor of 4.0 or less • Lavatory Faucet with flow rate of 1.2 gallons per minute or less for Residential Units and Hotel Rooms • Kitchen Faucets with flow rate of 1.5 gallons per minute or less for Residential Units, Hotel Rooms, and Retail/Commercial • Showerheads with flow rate of 1.5 gallons per minute or less • Showerheads – no more than one showerhead per stall • Efficient Rotor Sprinkler Nozzles for Landscape Irrigation – <1.0 gallons per

Table 2-3 (Continued)

Summary of Project Design Features

Draft EIR Section & Environmental Topic	Project Design Feature #	Project Design Feature Summary
		minute • Weather Based Irrigation Controller • Drought Tolerant Plants – 70% of total landscaping • High Efficiency Clothes Washers (Commercial) – water savings factor of 7.5 or less • Domestic Water Heating System located close proximity to point(s) of use • Cooling Tower Conductivity Controllers or Cooling Tower pH Conductivity Controllers • Water-Saving Pool Filter • Drip/ Subsurface Irrigation • Proper Hydro-zoning/ (groups plants with similar water requirements together) • Landscaping Contouring to minimize precipitation runoff • Artificial Turf • Water Conserving Turf Cynodon Dactylon (Tifgreen) • Rainwater Harvesting

Source: PCR Services Corporation, 2016

H. ANTICIPATED PROJECT APPROVALS

Discretionary entitlements, reviews, and approvals required for implementation of the Project would include, but would not necessarily be limited to, the following:

- Certification of an Environmental Impact Report;
- Development Agreement by and between the City of Los Angeles and the Applicant, pursuant to California Government Code Section 65864 et seq;
- Transfer of Floor Area Rights (TFAR) pursuant to LAMC Sections 14.5.6 and 14.5.8 through 14.5.12 from the Los Angeles Convention Center (City Owned Donor Site) at 1201 S. Figueroa Street, to the subject site, located at 1020 S. Figueroa Street, Los Angeles allowing an FAR of 9.7:1 and 1,129, 284 sf in lieu of a 6:1 FAR;
- Approval of a new Sign District (LAMC Section 13.11);

- Project Permit Compliance for Signage;
- Determination under the City Center Redevelopment Plan, as necessary to allow a residential use in a commercial zone or a commercial use in a residential zone;
- Master Conditional Use Permit for the sale and service of alcohol and live entertainment (LAMC Sections 12.24.W.1 and W18);
- Site Plan Review for a project resulting in an increase of 50 residential units and greater than 50,000 sf of nonresidential floor area. (LAMC Section 16.05);
- Vesting Tentative Tract Map (LAMC Section 17.15), showing the required dedications and easements, and requests for vacations, if necessary;
- Variation from Downtown Design Guide, Los Angeles Sports and Entertainment Streetscape Plan, and Downtown Street Standards, if necessary
- Other approvals as needed and as may be required such as construction permits, including building permits, grading, excavation, foundation, and associated permits;
- Haul route permit, as may be required; and
- Other approvals as needed and as may be required.