# DEPARTMENT OF CITY PLANNING

## RECOMMENDATION REPORT

## City Planning Commission

**Date:** September 13, 2012
**Time:** After 8:30 a.m.*
**Place:** Los Angeles City Hall
200 N. Spring Street, Rm 350
Los Angeles, CA 90012

**Public Hearing:** Required
**Appeal Status:** Not Appealable
**Expiration Date:** 90 Days from issuance of Recommendation Report
**Multiple Approval:** LAMC Section 12.36

**Case No.:** CPC-2012-0849-GPA-VZC-SP-SN-DA
**CEQA No.:** ENV-2011-585-EIR
SCH No. 2011031049
**Related Cases:** CPC-2012-851-SP-DA; CPC-2012-2322-DA
**Council No.:** 9 – Hon. Jan Perry
**Plan Area:** Central City
**Certified NC:** Downtown Los Angeles
**GPLU:** Public Facilities and Regional Center Commercial
*Proposed* Public Facilities
**Zone:** PF-4D-O, C2-4D-O
*Proposed*: CEC
**Applicant:** City of Los Angeles; L.A. Convention Hall, LLC; L.A. Event Center, LLC; L.A. Arena Land Company, LLC
**Representative:** Armbruster, Goldsmith, & Delvac, LLP

**PROJECT LOCATION:** 1111, 1191, 1201, 1269, 1301 South Figueroa Street; 1000 West Olympic Boulevard; and, 1206 Pico Boulevard

**PROPOSED PROJECT:** CPC-2012-0849-GPA-VZC-SP-SN-DA:
The Project proposes the modernization of the Los Angeles Convention Center and the construction of a new multi-purpose Event Center (Farmer's Field) on 68 acres of land owned by the City of Los Angeles. The project would involve the demolition of the existing 285,552 square feet of rentable area and exhibit space in the West Hall building, construction of a replacement hall (New Hall), the construction of the Event Center on the existing West Hall site, and the construction of two parking garages on Bond Street and Cherry Street. The New Hall would be of a similar size to the existing West Hall and would increase the amount of contiguous floor area available at the Convention Center. The Convention Center modernization also includes the renovation of existing floor area within the existing Concourse Building and South Hall as well as the demolition of floor area within the South Hall as needed to connect the building with the New Hall (maximum height of 90 feet). The Event Center would be constructed on the site of the demolished West Hall. The Event Center would primarily function as the home venue for one or possibly two National Football League teams, as well as a venue to host a variety of other events, such as conventions, trade shows, exhibitions, concerts, other sporting events, as well as private and miscellaneous events. The Event Center (maximum height of 220 feet) would be configured with approximately 72,000 permanent seats and would be expandable to 76,250 seats for periodic special events, and would also be designed to be useable for Convention Center events or standalone exhibition events. During such events, the playing field area could be used for exhibit space, and the various clubs and suites at the Event Center could be used for exhibit space or as meeting rooms, and pre-function and hospitality spaces, to supplement what is available at the Convention Center. The Event Center would also include offices, food and merchandise

sales, restaurants, bars and clubs, and similar uses. The parking garages would be constructed west of L.A. Live Way to replace the existing Bond Street Parking Lot, the existing Cherry Street Garage, and the parking that is currently located beneath the existing West Hall, and to provide additional parking to support the new on-site development. Existing parking within the boundaries of the proposed Specific Plan area totals 5,558 parking spaces and would be increased to 6,670 parking spaces under the Proposed Project, with a net increase of 1,112 parking spaces.

The applicant seeks to enter into a Development Agreement with the City for a term of 35 years, with provision of community benefits, associated with the ground lease for the proposed construction of the Event Center.

**REQUESTED ACTION:**

(1) ENV-2011-0585-EIR:
Pursuant to Section 21082.1(c) of the California Public Resources Code, the certification of the Environmental Impact Report, including the accompanying mitigation measures, the Mitigation Monitoring and Reporting Program, and the adoption of the related environmental findings and Statement of Overriding Considerations.

(2) CPC-2012-0849-GPA-VZC-SP-SN-DA:

(a) Pursuant to the Los Angeles Municipal Code (LAMC) Section 11.5.6-A, a General Plan Amendment to:

(i) change the Regional Center Commercial land use designation of portions of Staples Center to Public Facilities;

(ii) amend the General Plan Land Use Map for the Central City Community Plan to add a footnote establishing the proposed Convention and Event Center (CEC) Specific Plan as the land use regulatory document for the project and provide correspondence of the Public Facilities designation with CEC, and;

(iii) reclassify a segment of 12th Street as a Local Street.

(b) Pursuant to LAMC Section 12.32-Q,3, a Vesting Zone Change from PF-4D-O and C2-4D-O to CEC (Convention and Event Center Specific Plan).

(c) Pursuant to LAMC Section 12.32-A, establishment of the Convention and Event Center Specific Plan to contain regulations and procedures to satisfy or supersede the applicable provisions of the LAMC.

(d) Pursuant to LAMC Section 13.11, establishment of a Sign Supplemental Use District.

(e) Pursuant to California Government Code Sections 65864-65869.5, amendment of the STAPLES Center Development Agreement.

(f) Pursuant to California Government Code Sections 65864-68869.5, to enter into a Development Agreement with the Applicant on the Event Center.

**RECOMMENDED ACTIONS:**

1. **Recommend** that the City Council **Certify** that it has reviewed and considered the Environmental Impact Report, ENV-2011-0585-EIR (SCH No. 2011031049), including the accompanying mitigation measures, the Mitigation Monitoring and Reporting Program, and **Adopt** the related environmental findings, and Statement of Overriding Considerations as the environmental clearance for the proposed project and find that:

a) The Environmental Impact Report (EIR) for the Convention and Event Center Project, which includes the Draft EIR and the Final EIR, has been completed in compliance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State and City of Los Angeles CEQA Guidelines; and

b) The Project's EIR was presented to the City Planning Commission (CPC) as a recommending body of the lead agency; and the CPC reviewed and considered the information contained in the EIR prior to recommending the project for approval, as well as all other information in the record of proceedings on this matter; and

c) The Project's EIR represents the independent judgment and analysis of the lead agency.

2. **Recommend Actions**

a. **Recommend** that the City Council **Approve** a General Plan Amendment to:

i) change the Regional Center Commercial land use designation of portions of Staples Center to Public Facilities;

ii) amend the General Plan Land Use Map for the Central City Community Plan to add a footnote establishing the proposed Convention and Event Center (CEC) Specific Plan as the land use regulatory document for the project and provide correspondence of the Public Facilities designation with CEC, and;

iii) reclassify a segment of 12th Street between LA Live Way and SR-110 Freeway east of Right-of-Way line, as a Local Street from Collector Street.

b. **Recommend** that the City Council **Approve** a Vesting Zone Change from PF-4D-O & C2-4D-O to CEC to reflect the establishment of the proposed Convention and Event Center Specific Plan.

c. **Recommend** that the City Council **Approve** the Convention and Event Center Specific Plan with regulations and procedures satisfying or superseding the applicable provisions of the LAMC.

d. **Recommend** that the City Council **Approve** a Sign Supplemental Use District "SN" ordinance**,** as recommended by staff, to set forth sign regulations, procedures, guidelines and standards for the project site.

e. **Recommend** that the City Council **Approve** the Amendment to the STAPLES Center Development Agreement as attached, and **Advise** the applicant that the Department of City Planning will create a separate case file (CPC-2012-2398-DA) associated with the amendment of the STAPLES Development Agreement.

f. **Recommend** that the City Council, **Approve** the Event Center Development Agreement pursuant to California Government Code Sections 65864-65869.5, by the Developer and the City of Los Angeles, as amended, subject to the terms of the agreement as attached, including but not limited to, a maximum for a term of 35 years, and **Advise** the applicant that the Department of City Planning will create a separate case file (CPC-2012-2311-DA) associated with the Event Center Development Agreement.

3. **Recommend** that the City Council **Adopt** the attached findings**.**

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

5. **Advise** the Applicant that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.

MICHAEL J. LOGRANDE
Director of Planning

Daniel M. Scott, Principal City Planner

Jon Foreman, Senior City Planner

Henry Chu, City Planner
(213) 978-1324

Luciralia Ibarra, City Planning Associate
Telephone: (213) 978-1378

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

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Environmental Review
Environmental Impact Report No. ENV-2011-0585-EIR (SCH No. 2011031049) was transmitted separately to the City Planning Commission under a previous cover and is included in the case file.

# EXECUTIVE SUMMARY

The proposed project involves the modernization of the Los Angeles Convention Center, which would involve the demolition of the West Hall building, where the site would then serve as the future home of the 72,000-seat Event Center (Farmer's Field). Replacement floor area for the demolition of the West Hall will be achieved through the renovation of the South Hall and the Concourse Building, and the construction of the New Hall (500,000 square feet), which would span over Pico Boulevard, connecting the two structures and expanding the length of the Pico Boulevard underpass. The Project also involves the renovation of Gilbert Lindsay Plaza, to be transformed from a loading area primarily characterized by extensive concrete hardscape, concrete planter boxes, and street trees, to a usable open space plaza with increased landscaping meant for pedestrian activity and as a location for Event and Convention Center special events. On August 9, 2011, the Los Angeles City Council unanimously approved a non-binding Memorandum of Understanding (MOU) with the Applicant, Anschultz Entertainment Group (AEG), allowing the Applicant to proceed with the development of plans and filing of applications associated with the land use entitlements and environmental clearances.

On April 2, 2012, the Applicant filed an application with the Planning Department seeking multiple entitlements, including a General Plan Amendment and Vesting Zone Change to create the Convention and Event Center Specific Plan and the new CEC zone aimed to address the development of both the Convention Center and the Event Center on the City-owned site. A signage program has been designed to accommodate the specific needs of the Convention Center and to provide for additional signage proposed at the Event Center, similar to that at LA LIVE and the STAPLES Center. Temporary signage is necessary to address the short-term events, exhibitions, and conventions held at the Convention Center. Signs and sign locations take advantage of the Project's location to the I-10 and SR-110 Freeways, as well as the abutting Downtown area. In addition to the Community Benefits offered in the Development Agreement, the applicant has negotiated a term of 35 years with the City Administrative Officer (CAO) and the Chief Legislative Analyst (CLA) to coincide with the term of the Mello Roos bonds that will finance the Convention Center improvements.

Planning Staff has worked extensively in the time allotted to meet the Applicant's deadlines, including those under SB 292, which required additional coordination and Planning Department resources. Moreover, the Planning Department was tasked with engaging multiple City Departments, including Public Works, Building and Safety, LAPD and LAFD, and professional architects and urban designers to coordinate the Mayor's Executive Directive No. 22, which directed Planning to provide the Mayor with recommendations on the development of the project and to identify appropriate mitigation measures to minimize impacts to City resources, and to provide the Mayor with recommendations as to the urban design and architecture of the proposed Project. In addition, Planning Staff has met regularly with the City Council's Ad Hoc Committee, created by the City Council on February 2, 2011, to review all matters relative to the proposed stadium, as well as the City Planning Commission's Subcommittee on an on-going basis to discuss the progress of both the Convention and Event Center projects.

The designs of Gilbert Lindsay Plaza, the Pico Boulevard underpass (Pico Passage), the Parking Garages proposed to front the SR-110 Freeway, and the South Hall Plaza, have not been finalized due to outstanding concerns by the Planning Department. In addition, the Convention Center renovation and new construction design is still under development. As a result, Project Design Conditions have been included, requiring the applicant to return to the Planning Department.

# PROJECT ANALYSIS

## Project Summary

The proposed Convention and Event Center project consists of the modernization of the Los Angeles Convention Center and the construction of a new multi-purpose Event Center on 68 acres of land owned by the City of Los Angeles. The project involves the construction of a replacement hall (New Hall), the demolition of the existing West Hall building, the construction of the Event Center (replacing the West Hall site), and the construction of two parking garages on Bond Street and Cherry Street as shown on Exhibit 1.

### Los Angeles Convention Center

The project proposes the renovation of approximately 47,000 square feet of floor area within the existing Concourse Building and the South Hall and the demolition of approximately 12,000 square feet within the South Hall as needed to accommodate the construction of the New Hall. The modernization of the Convention Center will increase the exhibit, meeting, and multi-purpose space by 246,408 square feet, from 886,093 square feet to 1,132,501 square feet.

The *New Hall* will replace the West Hall and would connect the Concourse Building together with the South Hall, traversing over, and extending the length of, the existing Pico Boulevard underpass. It would extend the under pass from 210 feet to approximately 960 feet in length. Consisting of three levels, the New Hall would reach a maximum height of 90 feet and will consist of a total of 500,000 square feet, of which 279,000 square feet is dedicated for exhibition and meeting space. In addition, 245,650 square feet of exhibition and meeting space will be made available within the proposed Event Center space when the Event Center is available for use.

*Gilbert Lindsay Plaza*, fronting on Figueroa Street between Pico Boulevard to the south and 12$^{th}$ Street to the north, is a 4.48 acre plaza that would be completely redesigned. Gilbert Lindsay Plaza is currently improved with extensive hard surfaced open space, bus layover bays, a vehicular access road, the 10-foot tall Gilbert Lindsay Monument, and 72 trees. The plaza primarily functions as a loading/unloading area for buses, taxis, and chauffeured car services. The redesign would allow for the plaza to be a combination of hardscaped plaza and landscaped open space to accommodate the year-round activity needs of the Convention and Event Centers. The northern portion of the plaza would consist predominantly of hardscape to allow for pedestrian activity associated with STAPLES and the Event Center, while the southern portion would be transformed into green space with turf and plantings, including 50,000 square feet of lawn space. The plaza redesign encompasses 96,000 square feet of permeable area compared to the 18,031 square feet currently on the site. Permeable areas would consist of waterwise planted areas with drought tolerant plants. The Gilbert Lindsay monument would be relocated within the reconfigured space, which could also potentially include a café and tents and kiosks in support of the Convention and Event Center campus as well as Farmer's Markets and other community-based events for the public.

### Event Center

The project proposes the construction of the Event Center on the site of the demolished West Hall. The Event Center would serve as the home venue for one or possibly two National Football League teams, and which could host a variety of other events, including convention-related activity (trade shows, exhibitions), concerts, and other sporting events. At a maximum height of 220 feet with the event level proposed to sit 40 feet below grade, the Event Center will consist of eight levels and provide approximately 72,000 permanent seats that could be expanded to 76,250 seats for occasional special events. The playing field area could also be used for Convention Center events or standalone exhibition events, and the various clubs and

suites within the Event Center could be used for exhibition space or as meeting rooms, as well as pre-function and hospitality spaces, to supplement that which is available at the Convention Center. The venue will also include offices, food and merchandise sales, restaurants, bars and clubs, and similar uses. The Event Center will primarily function as an open air facility with a deployable roof to cover the space in the event of inclement weather or to accommodate exhibition use.

Parking

Two parking garages would be constructed west of L.A. Live Way to replace the existing Bond Street parking lot, the Cherry Street Garage, and parking located beneath the West Hall. The Convention Center currently has a total of 5,140 parking spaces when Kentia Hall is used as exhibit space and 5,558 parking spaces when Kentia Hall is used for parking. This will be replaced by the construction of 6,670 parking spaces (net increase of 1,112 spaces). The proposed L.A. Live Way Garage would include 2,950 parking spaces replacing the 858 parking spaces within the Cherry Street Garage. The proposed Bond Street Garage would include 928 parking spaces replacing 283 parking spaces within the West and East Bond Street Parking Lots. The LA Live Way Garage and the Bond Street Garage would each consist of one below grade level and eight above-grade levels along a north-south axis, adjacent to the northbound portion of the SR-110 Harbor Freeway. The South Hall Garage with 1,671 parking spaces and the Venice Garage with 1,121 parking spaces remain unchanged. The following table provides a summary of existing and proposed parking for the project.

**TABLE 1 Required On-Site Parking Supply** [1, 2]

| Location | Required Prior to Certificate of Occupancy for Event Center Building | Proposed |
|---|---|---|
| (Cherry Street) L.A. LIVE Way Garage | 858 | 2,950 |
| West Hall Garage | 1,625 | 0 |
| Bond Street Garage | 0 | 928 |
| Bond Street Parking Lot (East and West) | 283 | 0 |
| South Hall Garage | 1,671 | 1,671 |
| Venice Garage | 1,121 | 1,121 |
| Total | 5,558[3] | 6,670 |

[1] *The number of parking spaces in any individual garage may be modified provided that the overall total required on- site parking supply is achieved.*

[2] *1,256 spaces when Kentia Hall used for exhibit space.*

[3] *The total number of spaces to be provided shall be reduced during periods of construction of the Bond Street Garage and the L.A. Live Way Garage.*

Pico Station

The project is in proximity to the Pico Station, an at-grade light rail station on Flower Street just north of Pico Boulevard. The station services the Metro Blue Line and the Metro Expo Line. As part of the project, a second platform will be added to the Pico Station to increase the person capacity of the station and to improve pedestrian safety for access/egress to/from the platform

(Exhibit 2). The second platform will be designed with end-loading from 12th Street and Pico Boulevard consistent with other light rail stations in the region. It will increase the access points from two to four and include the addition of two new ramps. The platform width of the new platform would be 10 feet, consistent with the existing platform. The improvements to the Pico Station would reduce the number of vehicular traffic lanes along Flower Street, between Pico Boulevard and 12th Street, from three to two.

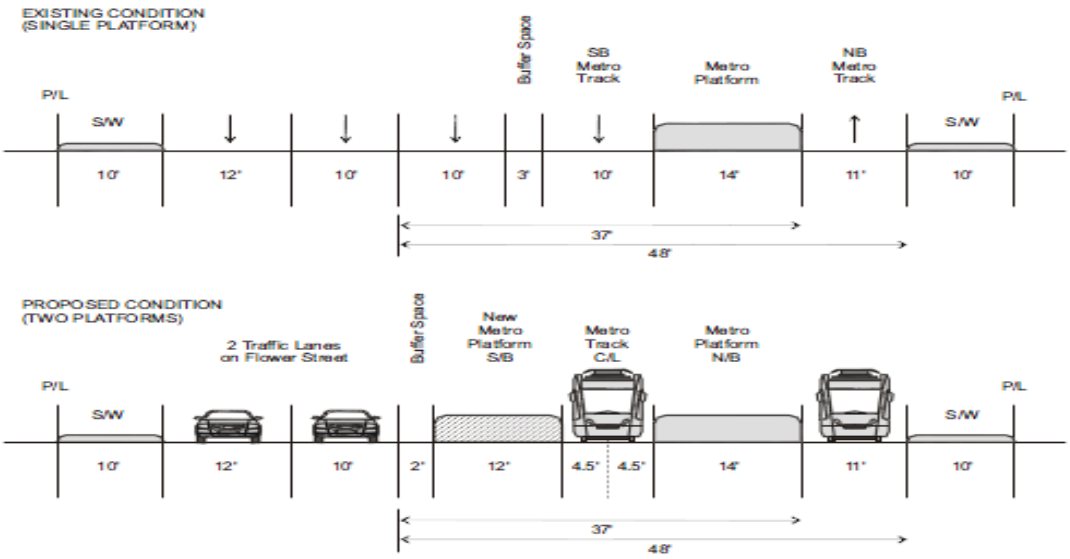


Figure 1: Cross-section of Flower Street with second platform.

Signage

As part of the Project, the applicant has applied for a Signage District for the Specific Plan area to facilitate the events, activities, and exhibitions associated with the Convention Center operations as well as the anticipated event advertising related to the promotion and identification of the Event Center as the home of an NFL team. The Signage District includes specific definitions, regulations, and standards that would apply to the Project site, and recognizes the historic use of temporary signage to advertise events and exhibitions at the Convention Center and the pre-existing signage approved for STAPLES. In addition, the Signage District includes provisions addressing locations of signs, sign types and materials, prohibited signs (e.g., can signs, plastic box or canister signs, illuminated canopy signs, sandwich board signs, to name a few). The Sign District also includes procedural requirements, illumination intensity, refresh rates, and operating hours for digital displays. Examples of permitted sign types include Aerial View signs, architectural ledge signs, awning signs, hanging signs and banner signs. Signs may be digital or non-digital. A total of 97,000 square feet of signage is proposed and is distributed amongst three vertical levels. The maximum individual sign area ranges from 2,000 to 5,000 square feet and is differentiated by digital vs. non-digital display signs. Limitations are also proposed for temporary signs and supergraphic signs (5,000 square feet). The Draft EIR analyzed a maximum signage area of 110,000 square feet of permanent signs, excluding wayfinding signage, 10,000 square feet of temporary signage, 59,200 square feet of on-site aerial view signage, and a maximum amount of 70,000 square feet of off-site signage. The proposed Convention and Event Center Sign District is attached as Exhibit E1.

Development Agreement

The applicant proposes to enter into a Development Agreement with the City of Los Angeles for a term of 35 years, to coincide with the Mello Roos period for the bonds associated with the

modernization effort of the Los Angeles Convention Center. The Development Agreement addresses the ground lease for the West Hall site that would house the proposed Event Center, which is City-owned land. At the commencement of the 35-year period, the benefits and terms of the Event Center ground lease will be carried over to the Implementation Agreement for another 20 years. The term of the Implementation Agreement has a life of 55 years and becomes effective when construction is completed. The Development Agreement will also include the compliance requirements mandated under SB 292 for Trip Reduction and Carbon Neutrality, which are subject to annual reviews. A draft of the Development Agreement's Community Benefits Program as presented by the Applicant is attached as Exhibit E-2.

The Community Benefits, as proposed by the applicant, consist of:

Local Hiring & Job Training:
- 30% of Construction/ 50% of Operations jobs from "targeted job applicants"
- Funding: $500,000 toward a non-profit (not specified) to operate "First Source Referral System"
- Project Labor Agreement for Construction jobs
- Funding paid in 4 installments prior to the anticipated opening of Event Center
- Term: 5 years from effective date Employer commencing operations w/in Project

Living Wage Program:
- A goal of 100% of jobs be paid Living Wage as required under the City's Living Wage Ordinance
- Five and 10 year reporting periods
- Where performance is less than 80% for 2 consecutive years, Event Center shall institute new measures to increase performance.

Neighborhood Protection & Land Use Analysis Plan:
- Funding of $500,000 towards a qualified organization to develop and implement a Neighborhood Protection and Land Use Analysis Plan
- Pico Union, Downtown, and South L.A. are listed as eligible communities

Pico Union Streetscape Improvements:
- Funding of $500,000 towards street improvements (street trees, sidewalk scoring, street furniture, street lighting, etc.)
- Funding shall be provided prior to the issuance of Event Center Final Certificate of Occupancy
- In "portal" or "connection points" between Downtown and Pico Union

MBE/WBE/DVBE Participation:
- Participation goal of 25% for Small Businesses for construction and operations
- Minority Business Enterprise 20%; Women Business Enterprise (5%); Disabled/Veteran Business Enterprise (3%)
- Subject to annual compliance report

Emerging Business Enterprise Development Fund:
- Funding of $200,000 be provided to a non-profit to support the development/growth of Emerging Business Enterprises
- Funds to be made available prior to anticipated opening of Event Center

Green Space, Parks, & Recreation Funding:
- Funding of $1.3 million towards the creation or improvement of green space, parks and recreation facilities. Including, but not limited to, land acquisition, park design and construction, soccer field development and community gardens within 5 mile radius
- Consultation with "Coalition" to determine location and facilities of each park

- Event Center offers no responsibility for operation or maintenance of any park, facility, green space created by the fund
- To be completed within 5 years of issuance of Final Certificate of Occupancy

Youth Programs (To students from target areas; Prior to issuance of Final Certificate of Occupancy):

- College Scholarship: one time allocation of $1,000,000
- Job Shadowing Program: introduce students to jobs in sports, entertainment, hospitality
- Summer Youth Employment Program: one time allocation of $50,000 towards stipends for jobs within the Event Center or give funding to non-profit organization
- Paid College Intern Program: Similar to existing intern program, however, paid vs. unpaid

Also, pursuant to on-going negotiations between the Applicant and Mayor Antonio Villaraigosa, the Office of the Mayor has requested that the Planning Department staff advise the Applicant supply the following additional benefits for inclusion in the Event Center Development Agreement:

Community Plan Update

- That $1 million be provided towards Community Plan updates for the Greater Downtown area in addition to the $500,000 proposed for "Neighborhood Protection & Land Use Analysis." Also, that in lieu of the funds going to a non-profit, that they be provided to the Planning Department

Parks and Open Space

- That an additional $1 million be provided towards the benefit for "Green Space, Parks, & Recreation Funding"
- That the funds benefit the Mayor's 50 parks Initiative. Announced on August 23, 2012, the Mayor's initiative is a public-private partnership meant to add over 170 acres of parks throughout the City

Dog Park

- That the Applicant, at no expense to the City, develop a dog park on privately –owned land near the Project site, for public use.

STAPLES Center ("Arena") - Development Agreement Amendment

The Convention and Event Center (CEC) Specific Plan includes the property currently improved with the STAPLES Center, identified as Subarea 3 within the CEC Specific Plan area map. To reflect the Arena Property's inclusion in the proposed Specific Plan, the Applicant is requesting amendments to the Arena Development Agreement to remove certain portions of the property that have been released from the Arena Ground Lease referenced therein, and to include the case number associated with the creation of the Event Center project as one the entitlements. The Applicant initially requested that the amendment to the STAPLES Center Development Agreement also extend the term to be coterminous with that of the Event Center (35 years), however, that request has since been withdrawn.

Specific Plan

The Applicant seeks to establish the Convention and Event Center Specific Plan for the purpose of implementing a series of regulatory land use and zoning controls aimed at addressing the unique characteristics and activities associated with the operation of the Los Angeles Convention Center and development of the proposed Event Center. Similar to that of the adjacent LASED, the CEC Specific Plan would guide the development of permitted uses,

signage, alcohol sales, pedestrian circulation, streetscape, public open space, street improvements and street vacations.

The uses permitted under the CEC would be similar to those existing on the site, including Convention Center uses, as well as those found in the adjacent LA Live and STAPLES Center site. These uses would address activities associated with retail, entertainment, sports, exhibition, restaurant, office, and private club and special event activity. Moreover, the Specific Plan map is separated into five Subareas meant to address the distinct characteristics of existing and proposed development and the respective uses permitted within each subarea (Exhibit 3).

Subarea 1: Convention Center
Subarea 2: Event Center
Subarea 3: Arena (STAPLES)
Subarea 4: Gilbert Lindsay Plaza
Subarea 5: Parking Garages and Pedestrian Bridges

The CEC Specific Plan addresses the *Street and Airspace Vacation* requests as part of the project. A Master Street Vacation application (VAC-E1401191) was filed seeking requests for 12 vacation areas to be considered for concurrent approval by City Council together with the requested land use entitlements. These areas are mapped in Exhibit 3, and include:

**Pico Boulevard – Between the westerly extension of the Concourse Building on the east and the centerline of Bond Street on the west.** Designated a Modified 2-Way Secondary Highway with a 102 foot right of way width.

Vacation Area 1 – Airspace vacation between the westerly extension of the Concourse Building on the east and the easterly extension of LA LIVE Way on the west, to accommodate the construction of the New Hall over Pico Boulevard. The airspace vacation will also include the airspace from the centerline of Bond Street on the west to the easterly extension of LA LIVE Way on the east, for a portion of the pedestrian bridge to connect the Bond Street Parking Garage with the New Hall and the Event Center. The proposed vacation area is approximately 101,500 square feet.

Vacation Area 2 – Surface and subsurface vacation of portions of the existing right-of-way between the westerly extension of the Concourse Building on the east and the easterly extension of LA LIVE Way on the west to accommodate the New Hall's structural columns. The exact location of the structural columns has not yet been determined.

**LA LIVE Way – Between Pico Boulevard on the north and the extension of Bond Street on the south.** Designated a Local Street with a 60 foot right of way width.

Vacation Area 3 – Airspace vacation of the full width of LA LIVE Way south of Pico Boulevard and extending southerly for a distance of approximately 80 feet to provide for a portion of a proposed pedestrian bridge from the Bond Street Parking Garage to the New Hall and Event Center. The proposed vacation area is approximately 4,680 square feet.

**LA LIVE Way – between Chick Hearn Court (11$^{th}$ Street) on the north and Pico Boulevard on the south.** Designated a Collector Street with a variable 100 foot right of way width.

Vacation Area 4 – Airspace vacation along the easterly boundary of LA LIVE Way commencing at the northerly edge of Pico Boulevard on the south and extending to the north for approximately 382 feet to the southerly boundary of the pedestrian bridge

(Vacation Area 6) for a width of approximately 15 feet to accommodate a portion of a proposed pedestrian bridge from the Bond Street Parking Garage to the New Hall and Event Center. The proposed vacation area is approximately 5,990 square feet.

Vacation Area 5 – Airspace vacation along the westerly boundary of LA LIVE Way between Chick Hearn Court (11th Street) on the north and Pico Boulevard on the south for a width of approximately 12 feet to accommodate parking garage pedestrian circulation proposed to be constructed on the exterior easterly face of the LA LIVE Way Parking Garage. The proposed vacation area is approximately 12,960 square feet.

Vacation Area 6 – Airspace vacation of a portion of LA LIVE Way proceeding southerly from the southerly line of 12th Street for a distance of 135 feet for the full width of LA LIVE Way to accommodate a pedestrian bridge between the LA LIVE Way Parking Garage and the Event Center. The proposed vacation area is approximately 13,785 square feet.

Vacation Area 7 – Surface and subsurface vacation of right- of- way along the westerly boundary of LA LIVE Way between Pico Boulevard on the south and 12th Street on the north for a width of 13 feet for the construction of the LA LIVE Way Parking Garage. The proposed vacation area is approximately 7,015 square feet.

Vacation Area 9 – Surface and subsurface vacation of right- of- way along the westerly boundary of the LA LIVE Way between 12th Street on the south and Chick Hearn Court (11th Street) on the north for a width of 13 feet for the construction of the LA LIVE Way Parking Garage. The proposed vacation area is approximately 6,065 square feet.

Vacation Area 11 –Subsurface right- of- way vacation along the westerly boundary of LA LIVE Way between Pico Boulevard on the south and 12th Street on the north for an additional width of 2 feet to accommodate the construction of the LA LIVE Way Parking Garage retaining wall. The proposed vacation area is approximately 1,305 square feet.

Vacation Area 12 - Subsurface right- of- way vacation along the westerly boundary of the LA LIVE Way between 12th Street on the south and Chick Hearn Court (11th Street) on the north for an additional width of 2 feet to accommodate the construction of the LA LIVE Way Parking Garage retaining wall. The proposed vacation area is approximately 1,150 square feet.

**12th Street – between Caltrans right-of-way adjacent to the west of the SR-110 Freeway on the west and LA LIVE Way on the east.** Designated a Collector Street with a 60 foot right of way width.

Vacation Area 8 – Airspace vacation along 12th Street between the Caltrans right-of-way on the east and LA LIVE Way on the west to provide for pedestrian and vehicular access and parking on levels 3 through 8 within the LA LIVE Way Parking Garage. The proposed vacation area is approximately 11,030 square feet.

**Bond Street – Between Pico Boulevard on the north and the southerly and easterly terminus of LA LIVE Way. Designated a local street with a variable 60 foot right-of-way width.**

Vacation Area 10 – Surface and subsurface right-of-way vacation of the easterly one-half of Bond Street (within the portion of Bond Street owned by the City of Los Angeles) commencing at the northernmost line of Bond Street and continuing for a distance of approximately 400 feet. A full vacation of the right-of-way continuing from the above area to the easterly terminus of Bond Street at LA LIVE Way for a distance of approximately 200 feet. This vacation will accommodate the construction of the Bond Street Parking

Garage. Those portions of Bond Street not proposed to be vacated are proposed as a public alley. The proposed vacation area is approximately 17,860 square feet. This vacation request has previously been considered and approved as part of Vesting Tentative Tract Map 70661, approved on January 29, 2009.

The proposed Project will require the following entitlements:

1. A **General Plan Amendment** to:
   (a) Change the land use designation of the property within the Central City Community Plan for that portion of the property currently occupied by the STAPLES Center from Regional Center Commercial to Public Facilities;
   (b) Amend the General Plan Land Use Map for the Central City Community Plan to add a footnote establishing the proposed Convention and Event Center (CEC) Specific Plan as the land use regulatory document for the project area, adding the CEC zone as corresponding with the Public Facilities land use designation, and;
   (c) Reclassify 12th Street, between Blaine Street and the 110 Freeway east of Right-of-Way line, from a Collector Street to a Local Street.

2. A **Vesting Zone Change** will change the PF-4D-O zoned-portion of the project site (West Hall) and C2-4D-O (STAPLES Center) to the CEC Zone to correspond with the Convention and Event Center Specific Plan.

3. The applicant seeks to establish the Convention and Event Center **Specific Plan**, containing regulations and procedures to satisfy or supersede the applicable provisions of the LAMC, as the land use regulatory document of the project site.

4. Establishment of a **Sign Supplemental Use District** for the project site, allowing for the continued historic use of temporary signs associated with the operation of the Los Angeles Convention Center, the previously approved signs for the STAPLES Center, and the addresses the proposed permanent and temporary signs, sign development standards, and project permit procedures for the project site.

5. A 35-year **Development Agreement** between the applicant and the City of Los Angeles to convey public benefits in exchange for vesting the Project to regulations in place at the time of filing. The agreement provides for an extended period of time to allow the developer the flexibility in the development of the Project by providing extended utilization of entitlements than would normally be granted.

6. An **amendment** to the existing **Arena Development Agreement** in order to revise certain provisions regarding its term, the legal description of the subject property, and City approvals governing the subject property. The amendment will modify the legal description of the property to remove those portions of the property that have been released from the Arena Ground Lease as part of the Event Center development.

CEQA

The Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) was circulated for a 30-day review period beginning on March 17, 2011, and ending on April 18, 2011. The NOP solicited comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR. In addition, a public scoping meeting was held on March 30, 2011. The public scoping meeting provided the public with the opportunity to receive information regarding the proposed Project and to provide input regarding issues to be addressed in the Draft EIR.

The Draft EIR was submitted to the State Clearinghouse, Office of Planning and Research, and was circulated for a 47-day public review and comment period beginning on April 5, 2012, and ending on May 21, 2012. In accordance with SB 292, the City held an informational workshop on the Project on April 9, 2012 to inform the public of the key analyses and conclusions of the Draft EIR. Furthermore, as also required by SB 292, the City held a public hearing to take testimony on the Draft EIR on May 16, 2012.

Following the Draft EIR public comment period, in which 104 comment letters were received, the Final EIR was prepared and released on August 30, 2012. The Final EIR includes responses to the comments raised and hearing testimony regarding the Draft EIR, corrections and additions to the Draft EIR, and details on the Mitigation Monitoring and Reporting Program, including the 192 Mitigation Measures that were included to address the impacts associated with the development of the Project.

The EIR identified areas of impact, which could be mitigated, or reduced, to a level of insignificance. These impact areas are: Land Use; Transportation; Parking; Pedestrian Circulation and Bicycle and Pedestrian Safety; Aesthetics/Visual Resources; Natural Light (Shading); Artificial Light and Glare; Noise; Natural Light (Shading); Artificial Light and Glare; Noise; Air Quality; Air Quality-Climate Change; Geology and Soils; Hydrology and Surface Water Quality; Water Resources-Groundwater; Cultural Resources-Historical Resources; Cultural Resources-Archaeological Resources; Public Services-Police Protection; Public Services-Fire Protection; Utilities-Water; Utilities-Wastewater; Utilities-Solid Waste; Utilities-Electricity; Utilities-Natural Gas; Environmental Hazards.

The EIR further identified the following areas where impacts could not be mitigated to a level of insignificance, including: Transportation (construction, intersections, freeway segments, freeway on- and off-ramps, and Congestion Management Program freeway monitoring locations); Air Quality (construction, operation and concurrent construction and operational emissions) Aesthetics/Visual Resources and Cultural/Historic Resources (resulting from the demolition of the West Hall if a regulatory commission with jurisdiction, such as the California State Historical Resources Commission or the Los Angeles Cultural Heritage Commission, were to determine the West Hall eligible for the California Register, the National Register or as a local Historic Cultural Monument); Views; Artificial Light and Glare; Noise (construction and operational); and Utilities/Solid Waste.

An EIR contains no recommendation on whether to approve or disapprove a project, instead containing an analysis of the potential environmental impacts of the proposed project and the mitigation measures necessary to reduce any significant impacts. Any environmental impacts that cannot be mitigated below a level of significance must be addressed in the Statement of Overriding Considerations adopted by the decision-makers if the proposed project is to be approved.

**Background**

The proposed project involves the approximate 68-acre property currently improved with the Los Angeles Convention Center, Staples Center, the Bond Street Parking lot and the Cherry Street Parking Garage (Exhibit 4). The property also includes the airspace and rights-of-way along LA Live Way, Bond Street, and portion of Pico Boulevard and 12th Street. The project site is generally bound by the SR-110 Harbor Freeway to the west, Chick Hearn Court to the north, Figueroa Street to the east, and Venice Boulevard to the south.

The property is located within the Central City Community Plan area and is zoned PF-4D-O, and C2-4D-O, with Public Facilities and Regional Commercial land uses, respectively.

Streets & Circulation

*Figueroa Street* – Between Venice Boulevard to the south and Chick Hearn Court to the north. Designated a Modified Major Highway with an approximate 116 foot right-of-way width.

*Pico Boulevard* – Between the westerly extension of the Concourse Building on the east and the centerline of Bond Street on the west. Designated a Modified 2-Way Secondary Highway with a 102 foot right-of-way width.

*LA LIVE Way* – Between Pico Boulevard on the north and the extension of Bond Street on the south. Designated a Local Street with a 60 foot right-of-way width.

*LA LIVE Way* – Between Chick Hearn Court (11th Street) on the north and Pico Boulevard on the south. Designated a Collector Street with a variable 100 foot right-of-way width.

*12th Street* – Between Caltrans right-of-way adjacent to the west of the SR-110 Freeway on the west and LA LIVE Way on the east. Designated a Collector Street with a 60 foot right-of-way width.

*Chick Hearn Court* – Between Figueroa Street to the east and LA Live Way to the west. Designated a Modified Collector Street with an approximate 100 foot right-of-way width.

*Bond Street* – Between Pico Boulevard on the north and the southerly and easterly terminus of LA LIVE Way. Designated a local street with a variable 60 foot right-of-way width.

Existing Improvements

*Los Angeles Convention Center:*

The Los Angeles Convention Center facility is comprised of approximately 2.1 million gross feet, with 867,000 square feet available as combined exhibit and meeting room space amongst three structures, including the West Hall (constructed in 1971), South Hall and the Concourse (both constructed in 1993), and the Gilbert Lindsay Plaza.

West Hall is situated on an approximate 14-acre parcel with 462,201 square feet of useable floor area on two levels; South Hall is situated on a 24-acre parcel with a total of 596,238 square feet of useable floor area on two levels; and, the Concourse accounts for 26,895 square feet of exhibition space, 37,514 square feet of meeting room space. The Gilbert Lindsay Plaza is an open space area with concrete surface, trees and street furniture.

*Staples Center:*

Constructed in 1999, Staples Center occupies an 8.5-acre site with a total 950,000 square feet of arena and event space with a capacity of 22,000 seats.

*Parking:*

The Convention Center provides a total of 5,558 parking spaces. Of these, 1,605 spaces are located beneath the South and West Halls, 103 surface parking spaces on the Bond Street Parking Lot, 858 parking spaces within the Cherry Street Parking Garage, and 1,121 spaces within the Venice Boulevard Parking Structure. Also, 3,792 parking spaces are located within the adjacent LA Live parking structure.

Adjacent Land Uses

*North:* The project site is adjacent to the LA Live entertainment complex to the north across Chick Hearn Court in the LASED Zone (Los Angeles Sports and Entertainment District Specific Plan Zone). LA Live is comprised of entertainment space (Nokia Theater, Club Nokia, Regal Cinemas), restaurant, hotel, and residential uses. Further north along Figueroa are additional hotel, restaurant, office space, and retail uses in the C2-4D Zone.

*East:* Immediately adjoining the project site to the east across Figueroa are surface parking lots in the LASED Zone, with multi-family residences, restaurants and retail further east along Flower, Hope, 11th and 12th Streets in the [Q]R5-4D-O Zone.

*South:* The southern boundary of the project site runs long Venice Boulevard where land uses consist primarily of auto-related uses in the C2-2D-O Zone and the SR-110 (Harbor) and I-10 (Santa Monica) Freeway Interchange. Further south along Figueroa Boulevard, land uses consist of auto-oriented retail, commercial, and light industrial uses in the CM-1, M1-2-O, M2-2-O, and CM-1-O Zones, a church, multi-family residences and College Ready Academy High School in the [Q]R4-1, R3-1, and R4-1 Zones.

*West:* West of the project site, the property is bound by the SR-110 (Harbor) Freeway. Further west, past the freeway, is a mix of high density multi-family residences.

**Case History**

*On-site relevant case:*

Case No. CPC-2012-0851(SP)(DA). A proposed amendment to the Los Angeles Sports and Entertainment District (LASED) Specific Plan and Restated Development Agreement to provide for an earlier release of the restrictions pertaining to the Convention Center Expansion parcel identified in the LASED as Development Site 1a upon completion of the New Hall.

Case No. VTT-70661. On January 29, 2009, the Advisory Agency approved Vesting Tentative Tract Map No. 70661 permitting the construction of new maximum seven-level above-grade parking structure with 928 parking spaces at the property located at 1206 West Pico Boulevard in the PF-4D-O Zone.

Case No. CPC-2008-3374(MSC). On July 9, 2009, the City Planning Commission denied the amendment to Ordinance 172,465 proposed by the applicant; approved the amendment to Ordinance 172,465 proposed by the Department of City Planning; and requested that Planning Staff report back to the City Planning Commission, as an informational item, as to how the Commission's design comments have been integrated into the final project and prior to Director of Planning's approval of a final sign design plan.

Case No. CPC-1987-0595-CU-PA1. On July 17, 2008, the City Planning Commission approved a modification of plans to include the construction of a seven-level, above-ground, parking structure to accommodate 928 parking spaces. The terms of the grant allowed two years from the effective date of August 2, 2008, in which to utilize it. The grant allows the Director to extend the termination date for one additional year. The applicant requested more time in which to utilize the grant therefore, on September 16, 2010, a one year time extension until August 2, 2011 was approved.

Ord. No. 176647. This ordinance was adopted in concept in 2003 to change the zones (C4 to PF) and height districts of properties within the Central City Community as part of the Planning Department's Community Plan Update Program. In 2005 the ordinances and ordinance maps were completed and subsequently adopted by City Council. The Convention Center lots, Sub-area 77, (along with the 18 or so lots under Staples Center) were changed from C2-4D-O to PF-4D-O since these lots are City-owned. The two largest lots under Staples Center, on City-owned property, were unchanged.

Case No. VTT-53383. On March 7, 2002, the Deputy Advisory Agency approved Vesting Tentative Tract Map No. 53383, for a 17-lot subdivision including 15 airspace lots and two ground master lots, for property generally bounded by Olympic Boulevard, on the north, Figueroa Street on the east, Chick Hearn Court on the south and Cherry Street on the west. The tract will accommodate a 1,200-room convention hotel, entertainment/ retail/restaurant center, including a live theater of approximately 7,000 seats, night clubs, sports bars, museum and/or cultural facilities, and a health club.

Case No. VTT-53384 and VTT-53384-M1. On July 17, 2002, the Advisory Agency approved Vesting Tentative Tract Map No. 53384, located at 1100 S. Figueroa Street east of the 110 Freeway, for a 19-lot subdivision (including 17 airspace lots and two ground lots) to accommodate a 600-room hotel, 800 residential units, entertainment/retail/restaurant uses and related parking.

Case Nos. ZA 2000-0702(ZV) and ZA 2000-0704(ZV). On March 20, 2000, the Zoning Administrator approved the construction and maintenance of unmanned wireless telecommunications facilities on the West and South Halls of the Los Angeles Convention Center for a different applicant.

Case No. ZA-1998-524(ZAI). On July 10, 1998, the Zoning Administrator issued an interpretation-determination of status regarding Condition No. 2 of Case No. ZA 95-0062(ZV), which clarified a minimum requirement of 5,567 parking spaces for the total Convention Center site when Kentia Hall is not in use as exhibit space, and a total of 5,147 parking spaces when Kentia Hall is in use as exhibit space. These numbers reflected the removal of the 313 Blue Lot parking spaces from the overall Convention Center's parking supply.

Case No. CPC-1997-0105-CU. The Conditional Use permitted the construction, operation and maintenance of sports entertainment complex consisting of a 22,000-seat arena, 950,000 square feet, 50,000 square feet office, and 100,000 square feet of retail.

Case No. CPC-1997-0120-CUB. The Conditional Use granted on-site sales of a full line of alcohol at four establishments outside the arena on the arena site.

Case No. CPC-1997-0185-CU. The Conditional Use granted the reduction of previously approved CU site to sever site from the deemed to be approved Convention Center (north of Pico Blvd).

Case No. ZA 1995-62(ZV). On March 23, 1995, the Zoning Administrator approved a variance from Sections 12.21-A.4(e) and 4(i) of the Municipal Code, to permit within the C2-4D, C2-2D and R4-2D Zones, the use of the Convention Center site (Phase 1A Expansion) with 5,460 on-site parking spaces in lieu of the required 18,896 parking spaces in conjunction with total new construction of the Convention Center limited to 1,172,000 square feet of convention and exhibition space development of the Convention Center site not to exceed 1,868,000 square feet, and to revise Condition No. 7 of City Plan Case 87-595-CU as follows: (1) Total new construction shall be limited to 1,172,000 square feet of convention and exhibition space including support and ancillary facilities; total new construction shall be limited to 1,172,000 square feet of convention

and exhibition space including support and ancillary facilities; (2) Total development of the entire Convention Center site shall not exceed 1,868,000 square feet. Parking to be provided in accordance with a zone variance for reduced parking allowed for a minimum of 5,880 spaces for Phase 1, except when Phase 1A exhibit area is in use the total required shall be 5,460 parking spaces. Parking space requirements for Phase *2* expansion shall be determined in the future and incorporated into a revised zone variance for reduced parking based upon final project criteria.

Case No. ZA 89-0550-CUZ. On September 27, 1989, the Zoning Administrator approved a zone variance to permit the construction of a 685,000 square-foot exhibit hall as an expansion (Phase 1) of the Los Angeles Convention Center with reduced parking of 6,000 spaces, instead of the required 16,599. The request covers the existing and proposed facilities, and when implemented in 1992, will supersede two existing variances (ZA-1995-0062-ZV and ZA-1998-0524-ZAI) for reduced parking with conditions.

Case No. CPC-1987-0595-CU. The Conditional Use, granted on October 29, 1987, permitted the two-phase expansion of the Convention Center. Phase I of the expansion was permitted to include the construction of a 376,000-square-foot exhibition space, 25 meeting rooms, a 5,000 to 6,000 square foot auditorium and 3,100 parking spaces. Phase II of the expansion was permitted to include the construction of a 140,000-square-foot exhibition space with commercial floor area included, 30 meeting rooms and 1,000 parking spaces. The expansion involved the consolidation of and development on parcels east of the Harbor Freeway, south of Pico Boulevard, west of Figueroa Street and north of Venice Boulevard. Subsequent to the approval of the Conditional Use, a Revocable Permit was granted by the Department of Public Works which authorized the closure of Bond Street between Pico Boulevard and Cherry Street subject to ingress and egress provisions. The Revocable Permit guaranteed that the street would be closed to public access, however the street improvements would be maintained in place.

Case No. 86-606-GPC. A General Plan/Zoning Consistency Program for the Central City area. Plan amendments were approved by Council Resolution on February 12, 1988, and effectuated by Ordinance No. 164,307.

Case No. ZA 85-0246(ZV). Granted on July 2, 1985 by the Zoning Administrator to permit for a temporary five-year period the use of an additional 150,000 square feet of exposition space at the Los Angeles Convention Center site, utilizing an area concurrently occupied by 375 existing parking spaces, without providing any additional required parking. Condition No. 2 adopts a parking management program.

Case No. 80-144(ZV). On June 23, 1980, the Associate Zoning Administrator approved a request to reduce parking of 536 spaces in lieu of the 986 spaces normally required in conjunction with the permitted development of an additional exhibit hall structure to the Convention Center complex.

Case No. ZV-1980-144. Zoning Variance granted June 23, 1980 reduced the parking requirement from 986 to 536 parking spaces in conjunction with the permitted development of an additional exhibit hall structure (North Hall) to the Convention Center Complex.

*Off-site relevant cases include the following*:

CPC-2008-2648-CPU. This is a case for the Central City Community Plan Update. This will be processed by the Community Planning Bureau.

CPC-2005-361-CA. Code Amendment to update residential standards and incentivize housing in the Central City Area.

CPC-2005-1124-CA. To require projects in the Central City Community Plan to comply with design and streetscape guidelines.

CPC-2005-1122-CA. Incentives for the production of affordable and workforce housing in the Central City Plan Area.

Ordinance 164307-SA3415. This ordinance imposed "D" Limitations and [Q] conditions within subarea 3415. The site is limited to a floor area ratio of 3 to 1. This ordinance became effective on January 30, 1989.

CPC-1986-606-GPC. Adopted November 12, 1988. General Plan/Zone consistency in the Central City Community Plan area. Communitywide zone changes and community plan changes to bring the zoning into consistency with the Community Plan, including changes of height.

**Issues**

Traffic/Transportation

A traffic study was prepared for the proposed project which determined that traffic impacts will occur as a result of the renovation of the Convention Center and the construction of the Event Center. The Department of Transportation (DOT) reviewed the traffic analysis that was completed, which evaluated pre- and post-event scenarios for weekend and weekday scenarios, and identified mitigation measures, where possible, to reduce traffic impacts to the project area (Table 2). The analysis did consider street closures associated with event-day transportation and traffic impacts.

**TABLE 2 Project Scenarios and Traffic Impacts**

| Scenario | # of Significant Impacts Before Mitigation | # of Significant Impacts After Mitigation | # of Intersections Fully Mitigated | # of Intersections Partially Mitigated |
|---|---|---|---|---|
| Sunday Pre-Event | 11 | 4 | 7 | 3 |
| Sunday Post-Event | 18 | 20 | 3 | 9 |
| Saturday Pre-Event | 31 | 28 | 3 | 24 |
| Saturday Post-Event | 36 | 42 | 6 | 12 |
| Weekday Pre-Event | 77 | 72 | 5 | 41 |
| Weekday Post-Event | 9 | 6 | 3 | 4 |

The traffic study prepared for the project evaluated a total of 177 intersections. Of those intersections, a total of 88 intersections were determined to have significant impacts after mitigation. Of the 88 intersections, the Level of Service (LOS) would remain unchanged at 16 intersections (LOS 'C' or lower), under "Future Without Project Conditions" and "Future With Project With Mitigation Conditions."

Parking

In addition to the proposed increase in the on-site parking inventory, the project anticipates enhancing parking supply by supplementing the on-site parking with a dispersed parking strategy utilizing the existing inventory of off-site parking available within the Downtown

community. This would assist in the distribution of event day traffic throughout the Downtown area in lieu of concentrating project traffic along freeway ramps and roadways immediately adjacent to the project site. This strategy has been employed by other NFL stadiums in similar downtown settings. There is a considerable amount of parking available within a 15 to 20 minute walking distance of the project that would be available during typical event hours (Exhibit 5).

Street Closures

The Traffic Study in the EIR, which was reviewed by DOT, analyzed the impacts associated by temporary street closures to accommodate the heavy pedestrian volumes anticipated before and after major events at the Event Center (Exhibit 6). The temporary street closures were deemed necessary to eliminate pedestrian conflicts with vehicles and to allow pedestrians to efficiently move to/from the project site. Certain street closures are proposed as part of the project's design features, including:

LA Live Way;
Chick Hearn Court;
Georgia Street between Chick Hearn Court and West Road; and,
12th Street, between Figueroa and Flower Streets.

SB 292

On September 9, 2011, the California Legislature approved Senate Bill SB 292 to provide for an expedited timeline on the environmental review for the proposed project. Under SB 292, any litigation of the EIR or on any action taken by the City on the project, would bypass the Superior Court and instead must be filed with the Court of Appeal. It also allows for an expeditious timeframe of 175 days from the date of filing a Notice of Determination for the Court of Appeal to issue its decision. The legislation required that the City, as Lead Agency, make the Draft EIR and all related documents of the document available in a readily accessible electronic format. It also imposed the following provisions:

- Mandatory Informational Workshop within 10 days of the release of the Draft EIR;
- Hearing on the Draft EIR within 10 days before the close of the comment period;
- Non-Binding Mediation with the City and the Applicant with any person requesting the mediation no later than five days following the close of the comment period.

The legislation also requires that the applicant take steps to reduce traffic congestion and climate change impacts that may result from private vehicular trips associated with the Event Center. To that end, the Convention and Event Specific Plan project includes a Trip Reduction Compliance program (under the review of DOT), and a Carbon Neutrality Program (under the review of the Planning Department), to satisfy the SB 292 mandate that the Event Center achieve a trip ratio that is no more than 90 percent of the trip ratio of any other stadium serving a team in the NFL, and a program that contains measures which aim to maintain carbon neutrality by reducing to zero the net emissions of greenhouse gases from private automobile trips.

Executive Directive No. 22

On November 30, 2011, Executive Directive No. 22 was issued with the expressed intent of informing City Departments as to their participation in the review and coordination of the Convention and Event Center project, which includes the Los Angeles Convention Center Modernization and the development of the Event Center (Farmer's Field). The Executive Directive identified two working groups that were to be established in this effort: (1) to review of urban design plan and proposals under the direction of the Vision Team, and; (2) to review of impacts identified by the Environmental Impact Report and the mitigation of public infrastructure

facilities, public transit systems, and other City resources under the coordinated effort of an Infrastructure Team.

The *Infrastructure Team* consisted of representatives from various City Departments, including the Department of Public Works (Bureaus of Engineering, Sanitation, Street Lighting, and Street Services), Department of Transportation, the Los Angeles Convention Center, Los Angeles Fire Department, and the Los Angeles Police Department. While not mentioned in the Executive Directive, the Planning Department invited representatives from the Los Angeles County Metropolitan Transportation Authority (Metro) to partake in the discussions given the proposed changes to the Pico Metro Station and Flower Street improvements, and the anticipated coordination with the Department of Transportation. After a series of meetings to discuss the project, a finalized list of recommendations was prepared, including:

*Pedestrian Safety/Crowd Control*

- Need for additional design features along sidewalks and rights-of-way at major intersections and near the Pico Transit Station

- Removable and/or temporary bollards, K-Rails, or similar pedestrian segregation barriers, including temporary pedestrian bridges (similar to those used during the X Games)

- Improved access within the Convention and Event Center facilities to allow for better crowd flow between venues

*Venue Schedule Coordination*

A mechanism between the applicant, the Convention Center, DOT, LAPD, and Fire, or an accessible calendar which notifies said City agencies about venue schedule and projected attendance

*Increased Personnel Costs*

Through the Development Agreement, Conditions of Approval, or a separate agreement, an ability to capture costs associated with additional Police, Fire, and DOT resources utilized to service the Project site and associated special events.

*Unified Command Center*

The applicant has agreed to provide a command center near the intersection of Chick Hearn Court and LA Live. Need additional information about the size of the space, and for an inter-agency command system that will allow all City resources to communicate during operation of Farmer's Field/LA Live events.

*Security Threat Assessment*

An analysis addressing potential bomb/terrorist attack scenarios is currently being prepared by the applicant and should be able to address how the architecture will withstand certain threats and identify a security plan or include measures to ensure the safety of the Project Site, employees, and the public.

In coordination with the Urban Design Studio, the *Vision Team* had the involvement of the Director of Planning, the General Managers of Convention Center and Cultural Affairs and the City Architect. In addition, practicing architecture and urban design professionals, including professors from local institutions of higher learning participated in the Vision Team discussions. The recommendations of the Vision Team include:

*Identity*

A need to develop a strategy that cohesively integrates the architecture, signage, public art, and operations of the Event and Convention Center facilities, and coordinates with STAPLES and LA Live.

*Convention Center Design*
Relocating the proposed ballroom/multi-purpose room to serve as an identifiable entrance or to serve as the architectural "anchor" to the Convention Center campus. An alternative would be to include an architectural element, such as a glass tower.

*Gilbert Lindsay Plaza*
The edge along the Concourse structure along the plaza should include active edges, and a terrace or series of outdoor event spaces should be incorporated to allow better integration between the plaza and the Convention Center.

*Circulation*
A strategy should be considered to better articulate the pedestrian experience to alleviate pedestrian traffic flows to, from, and within the Event Center. In addition, a plan addressing connections between streets in and around the Project Site, as well as nearby transit opportunities should be considered, which utilizes street, pedestrian, and architectural lighting, and landscaping to create a sense of place and address movement through the site.

*Parking Structure Design*
The parking structure facades along the freeway will have a significant visual impact to visitors arriving to Downtown. Exterior treatments should be considered that tie into the design, and introduce visitors to the Event Center.

*Pico Passage*
Attempts should be made to introduce natural light in addition to artificial light, graphics, and similar programming to provide a positive pedestrian experience. The Pico Passage design should be applied to adjacent passages, including the freeway underpass along 11$^{th}$ and 12$^{th}$ Streets to provide consistency. Animated paving and LED lighting are not enough to make the space read as part of the streetscape.

<u>Pico Passage</u>

Pico Passage is the portion of Pico Boulevard that begins approximately 600 feet west of the the intersection of Pico Boulevard and Figueroa Street up to the very west portion of the New Hall building that spans over Pico Boulevard at the intersection of Pico Boulevard and L.A. Live Way. This portion spans approximately 960 feet and has a vertical clearance of 15.25 feet. The Ad Hoc Committee members, Design and Infrastructure Committees, and staff have expressed concerns over the extension of the tunnel passage, the concentration of uses leading to an increase in traffic, air quality and noise impacts, and the relocation of the Event Center and Staples Center service entry, and pedestrian use and safety.

Concentration of uses. In addition to providing a roadway for vehicles, the right-of-way will provide a thoroughfare for attendees and pedestrians from the Pico Union neighborhood to the site and to Downtown. The project proposes a drop off area on both sides of Pico. Private buses and taxis would utilize sidewalk cut outs to enter a safe area for passengers to be dropped off. Taxis would also utilize the area as attendee drop-offs, utilizing both sides of Pico. Trucks would also utilize Pico Passage to deliver goods through a service entry located on the north side of Pico Passage between the existing Orange Parking Garage and the Pico Lobby area. The proposed service entry will accommodate trucks delivering to the Arena building and Event Center in addition to the Convention Center.

Noise and Air Quality. At the July 30, 2012 Ad Hoc Committee Meeting, Council members expressed concerns with air quality and traffic increases anticipated by the extension of the tunnel along Pico Boulevard, especially with the increased amount of

vehicular and bus loading and unloading adjacent to the new lobby. The Applicant responded to these concerns by stating that the New Hall building would be set back further from Pico Boulevard and that the project would incorporate the latest systems in ventilation and noise attenuating treatments.

Pedestrians and Safety. With the number of uses on Pico Passage, including service entry for trucks, staff has expressed concern for pedestrians who cross through the site utilizing this passage. The project proposes 20-foot wide sidewalks on both sides of Pico, and crosswalks across Pico Boulevard and the service entry. The project proposes decorative paving and bollards to direct people along the passage. Also, lighting above will be included as part of the project design to guide pedestrians through the passage.

Design. The Applicant has stated that design elements stated above in addition to treatments to address noise and air quality will be incorporated into the final design of the project. Final renderings and finishes for the passage were not available to staff at the writing of the staff report.

Circulation and Access

The increase in the number of events and conventions caused by the proposed Event Center and expansion of the Convention Center will draw more attendees and spectators into the area. Since the Project Site is located in downtown, where a high concentration of jobs and an increasing number of residents exist, more shopping, entertainment, and dining options have appeared. Circulation and access are vital to allow for arrivals to and departures from the Project Site.

Attendees and spectators will likely arrive to the site by walking, by a vehicle or bicycle, by public transportation, or by any combination of these. The following section describes the circulation of vehicles and pedestrians onto the site during different event scenarios. Project design and improvements will also be discussed to show how vehicles and pedestrians will circulate and access to and from the site. It should be noted that the most common event would be an NFL game. However, other venues will include concerts or other sporting events.

Vehicular Access and Parking

With respect to vehicular circulation and parking, access to the Project will continue to be available through the existing street system. The Project has been designed to encourage transit-oriented development, and with the Specific Plan, will encourage the use of alternative modes of transportation. Wayfinding signage within the project area, particularly at nearby freeway exits, will direct visitors and event attendees to parking facilities both on-site and throughout the surrounding area to prevent an overconcentration of vehicular traffic near the Project site. Exhibit 7 identifies the vehicular access points for trucks, vehicles, taxis, limousines, and private buses within the site.

During non-event days, vehicles would be able to utilize existing streets and continue with existing routes along Pico Boulevard, Figueroa Street, L.A. Live Way, and Chick Hearn Court. During event and post-event scenarios, street closures would lead to vehicles being re-routed from some of these streets. For example, vehicles exiting Pico Boulevard from the 10-110 interchange would not be allowed to drive through L.A. Live Way to reach Chick Hearn Court. In addition, street closures would re-route vehicles to 12$^{th}$ Street and prohibit them from proceeding further along L.A. Live Way. Vehicles would be diverted away from these closed streets. Street closures during post-event hours would minimize pedestrian conflicts with automobiles to ensure their safety.

The Venice Garage, Bond Street Garage, and L.A. Live Way Garage will be open to the public during non-event days. Automobiles would be able to park at these facilities for public parking including Convention Center use. During an event scenario, parking at the Bond Street Garage and L.A. Live Way Garage would be set aside for VIP Spectators.

A large portion of attendees and spectators will not have access to VIP parking at these garages. The applicant has worked with surrounding parking lot owners in the downtown area within a 20-minute walk mile radius to ensure that adequate parking would be made available. Table 3 summarizes the existing parking supply by walking distance.

**TABLE 3 Existing Parking Supply by Walking Distance**

| Location | 0-5 Minutes | 5-10 Minutes | 10-15 Minutes | 15-20 Minutes | Total |
|---|---|---|---|---|---|
| On-Site | | | | | |
| Convention Center | 3,936 | 1,622 | 0 | 0 | 5,558 |
| Off-Site | | | | | |
| L.A. Live | 3,119 | 399 | 0 | 0 | 3,518 |
| Off-Street Garages | 0 | 2,463 | 14,099 | 8,961 | 25,523 |
| Off-Street Surface Lots | 888 | 5,572 | 6,034 | 1,387 | 13,881 |
| Off-Street Subtotal | 4,007 | 8,434 | 20,133 | 10,348 | 42,922 |
| Total | 7,943 | 10,056 | 20,113 | 10,348 | 48,480 |
| % of Total Supply | 16% | 21% | 42% | 21% | 100% |

Source: *Convention Center Modernization and Farmers Field EIR Transportation Study. The MobilityGroup, March 21, 2012.*

Service and delivery trucks and restricted vehicles would be able to access the Project Site via Pico Boulevard. A signalized crosswalk and intersection would allow for entry from both the east and west direction of Pico Boulevard. A service ramp with an entry point approximately 80 feet wide would allow for access of these vehicles to provide deliveries to the Arena building, Event Center and Convention Center. Restricted access would be permitted for employees of the Convention Center who wish to utilize the Orange Parking Garage. Currently, Convention Center employees may park at the Orange Parking Garage, which is located immediately adjacent to the proposed service entry. Trucks would also be allowed to go through South Hall Drive located at the southwest portion of the site.

Taxis and public buses will have drop off points on both the north and south sides of Pico Passage as well as the east side of the South Hall. Private buses will have additional areas for loading and unloading at the Bond Street Parking Garage and along Convention Center Drive. Limousine drop-offs will be available along the east side of L.A. Live Way next to the Event Center and along the east side of the South Hall.

Emergency vehicles would be able to access the Project Site via a curb cut out on Figueroa Street between the arena building and Gil Lindsay Plaza. A 20-foot wide emergency access road would allow for fire trucks and paramedics to enter the site and drive up to the north portion of the Concourse Building and head south up to the Pico Boulevard right-of-way.

Bicycle Access and Parking

The proposed Project street improvements will connect the Project and off-site areas with existing bike paths, as well as provide pedestrian-friendly sidewalks that connect to Downtown and improve pedestrian access to Pico Union. Exhibit 8 identifies existing bike lanes identified in the 2010 Bike Master Plan. Existing Class III Bike Routes occur along Figueroa Street between Olympic Boulevard as well as along Venice Boulevard from Figueroa Street westward to Crenshaw Boulevard.

Project driveways to parking garages will not cross or conflict with any existing or proposed bicycle facilities or lanes. With these project Design Features, the project will allow bicycle access to the existing and proposed entertainment destinations and Convention Center. Bus and taxi drop-offs will be within designated areas of the Project Site to minimize bicycle conflicts with such vehicles.

The project proposes 352 short-term bicycle parking spaces and 201 long-term bicycle parking spaces. Short term parking is identified as having racks close to and visible from entries, with two points to lock bicycles, which are ideal for day-to-day visitors/attendees. Exhibit 9 identifies short term parking and a number of spaces at the following locations of the Project Site: 1) northeast corner of L.A. Live Way and Pico Boulevard; 2) the southwest corner of L.A. Live Way and Chick Hearn Court; 3) at the northeast and southeast sides of the Arena Building; 4) at two locations at the front of the Concourse Building adjacent to Gil Lindsay Plaza; and 5) in front of the South Hall adjacent to the plaza.

Long-term bike parking will include locked or key-card access, ideal for employee parking or day- or week-long event attendance parking. There are presently no long-term bicycle parking spaces within the Project site. The proposed Bond Street Garage will provide 50 bike parking spaces and the L.A. Live Way Garage will provide 151 spaces. Additional bicycle parking spaces will be available off-site at the proposed Mobility Hub. Access to the long-term spaces will be from L.A. Live Way.

Bike valet will be available during temporary, special events. This service would require a space of 150 feet by 50 feet to accommodate approximately 500 spaces. Proposed bike valet would be located in front of the Concourse Building near Gil Lindsay Plaza or on Chick Hearn Court at Figueroa Street.

Off–site, an LADOT Mobility Hub totaling 2,000 square feet, is proposed to be located at the northeast corner of Pico Boulevard and Figueroa Street. The hub would serve as a maintenance center and provide showers, lockers, and a bike share kiosk. It is anticipated that 20 bike share bikes, a car share kiosk and six car share spaces would be provided.

Public Transportation

There are many public transportation opportunities that exist near the Project site, which allow for spectators to conveniently reach the Event Center. Exhibit 10 identifies transit stops near the site from 7th Street to Venice Boulevard. Bus lines include those utilized by the LADOT DASH buses, the Metro Buses, Silver Line and the Commuter Express.

The Pico Metro Station is located one block east of the Project Site, while the Metro Station located at 7th Street and Figueroa Street is located three blocks north of the Project Site. The applicant has proposed, as a project design feature, to provide $10 million to improve Pico Station by adding one additional platform and allow for other station improvements. The applicant has proposed rider queuing at 12th Street and Pico Boulevard. Metro staff would allow for pedestrians to cross the tracks to safely reach the platforms and prevent overcrowding.

Pedestrian Access

Spectators become pedestrians once they leave their mode of transportation to arrive at the Project Site. This section will discuss pedestrian circulation to the site as well as within the campus. Walkability discussions are included to explain circulation through

design to and through the site. Exhibit 11 identifies the intensity of pedestrian flows of surrounding streets, pedestrian access points, main entries and walking radius to the Project Site.

Pedestrian Access to Facilities. There are six main entrances to the facilities on the Project Site that would generate high intensity pedestrian flows during events. Main entrances include the following: one at the South Hall - located at the southwest corner of Pico Boulevard and Figueroa Street; four at the Event Center 1) at the east side connecting from the Concourse Building, 2) at the northeast side, 3) at the northwest side, 4) at the west side across the L.A. Live Way Garage.

Aside from the four main entrances at the Event Center, three other entrances, including an above grade entrance that connects a walkway from the Event Center to the L.A. Live Way Parking Garage, would allow for pedestrians to access the facility.

Pedestrian exit points will exceed the number of entry points since the end of events will cause a higher number of people to exit the facilities at the same time. Eleven exit points are proposed for the Event Center. Eight of the eleven exit points would direct people out onto or near Chick Hearn Court. (Exhibit 12).

The New Hall includes a pedestrian entrance from Pico Passage into the Pico Lobby in addition to access above ground from a walkway connecting from the Bond Street Garage.

The Arena Building already includes three other entrances and will not change in design.

The Bond Street Garage will include two pedestrian entrances facing L.A. Live Way. The L.A. Live Way Garage is bisected by 12th Street at ground level, and will include two pedestrian entrances on both the north and south portions of the garage

Intensity of Pedestrian Flows. The highest intensity of pedestrian flows during an event within the Project Site would be at two main areas. The first would be along Chick Hearn Court/11th Street from L.A. Live Way to Flower Street. It is anticipated that this stretch would include Metro riders arriving to the area and walking down 11th Street/Chick Hearn Court to reach the Event Center. Also, attendees from L.A. Live Way and Nokia Plaza would cross Chick Hearn Court to utilize main entrance points at the Event Center and the Arena Building. The second area identified with the highest pedestrian activity would be just south of the Arena Building next to Gil Lindsay Plaza to the main entrance into the Concourse Building. Pico Boulevard and Figueroa Street are identified as having the next level of high intensity pedestrian flows during an event scenario.

Access through Site. Not including the perimeters of the Project Site, there are generally three paths a pedestrian could use to circulate through the site: 1) from Chick Hearn Court to Gil Lindsay Plaza, a curvilinear walk called “the Canyon” is located between the Event Center and the Arena Building. The narrowest point between the two structures is approximately 45 feet; 2) from “the Canyon” to Pico Boulevard are walk paths that run across Gil Lindsay Plaza that can direct pedestrians to either Pico Passage or to the intersection of Pico Boulevard and Figueroa Street; 3) Pico Passage, which allows pedestrians to head east and west across the site. This is also described as part of a Great Walk.

Walkability

Walkability is a measure of how interesting, inviting, and comfortable the street and sidewalk environment is for pedestrians. An analysis of site plans, community context, and building elevations is essential to improve and ensure walkability. The project is consistent with many of the goals and implementation strategies from the Department of City Planning's Walkability Checklist.

Building Orientation. The main entrance for the South Hall and the Concourse Building face Figueroa Street. The project would set back the New Hall from Pico Passage, provide valet service and allow for bus arrivals to enter from the passage into the Pico Lobby. The face of the Event Center will mainly be identified at the northwest portion of the site, oriented towards Chick Hearn Court, facing the Event Center Plaza. There will be four main entrance points at ground level throughout the facility. These points are located at 1) the Event Center Plaza located near the intersection of Georgia Street and Chick Hearn Court, 2) the southeast corner of the intersection of Chick Hearn Court and L.A. Live Way, 3) the west side facing L.A. Live Way, and 4) the Concourse Hall, which would connect to the Event Center. The site will allow for easy access for pedestrians, and would meet all applicable design and engineering requirements, including those set forth by the City of Los Angeles Departments of Public Works, Building and Safety and Transportation, as well as the Americans with Disabilities Act (ADA).

Building Frontage. Different textures, colors and materials are encouraged for proposed buildings. Project design would incorporate architectural elements of appropriate scale and character into building façades in order to enhance the pedestrian environment, create visual interest through façade articulation and distinctive architectural features. For the Convention Center and Event Center, frontages of the upper floors would be differentiated from the ground floor by including variations in the building plane. These buildings would incorporate multiple surface reliefs and architectural extensions in the building facades to eliminate blank walls. The ground floor level will include distinct entrances on all points of entry. The project proposes a design that would allow spectators and pedestrians to look onto the stadium field from the Event Center Plaza. This frontage would clearly be differentiated from other areas of the building. The Convention Center would also utilize a building design on Pico Passage that would allow the entrance to be distinct from other areas of the building. Pico Lobby would use glass entrances and lights to welcome guests. The Concourse and South Hall frontage would remain unchanged.

On-Site Landscaping. The project proposes landscaping along the perimeter of the site. In addition, landscaping will be provided within Gilbert Lindsay Plaza. A variety of trees and shrubs will be used. Landscape of the site has been intended to allow for pedestrian movement and visual access. Gil Lindsay Plaza will include a consistent landscape pallette to direct people to different facilities within the Project Site by design and location of landscaping. For example, concrete pathways would be angled to Pico Passage and Farmer's Field to allow pedestrians to reach these points from the shortest and most direct path from Gil Lindsay Plaza.

Off-Street Parking and Driveways. The project will include two new parking structures, known as the L.A. Live Way Parking Garage and the Bond Street Parking Garage. Driveways to the Bond Street Garage for vehicles are located on the south side of the structure. Vehicles will enter the structure using one lane

and exit by using a separate lane. Parking access and revenue control will allow for the flow of vehicles to enter and exit the structure. Trucks will be able to access the structure via a roll-down security gate at one access point on the south side and two on the west side. The L.A. Live Way Garage includes seven access points for vehicles. The points are accessed from L.A. Live Way (2), Pico Boulevard (1), and south side of 12th Street (2), and north side of 12th Street (2, one of which is entrance only). No changes are proposed for the Venice Garage, where the existing driveways would remain, with one driveway on Venice Boulevard and one driveway on 15th Drive. An exit only point would remain on the west side facing Convention Center Drive. All driveways would meet all applicable design and engineering standards set forth by the City. The project would also include clearly marked entrances. A valet entrance is proposed on Pico Passage for guests to enter into the Pico Lobby. While the final designs have not been presented to Planning Staff, it is encouraged that the visual impact of the proposed parking garages from major roadways be limited; architectural features would be incorporated on parking structure façades to contribute positively to the identity of the site; and appropriate lighting of parking areas and associated pedestrian walkways be provided.

Building Signage and Lighting. The project includes ground level and way-finding pedestrian signage that is appropriately-scaled, and contributes to the character and architecture of the proposed project. The Applicant has submitted an exhibit that provides details and locations of proposed signs (Exhibit E-1). Signage would be architecturally-integrated into the design of the building to be consistent with the pedestrian nature of the area. The project will create visual interest through façade articulation and distinctive architectural features, and utilize building signage and lighting that enhances pedestrian safety, facilitates access, provides appropriate visual cues, and complements the character of the Project Site.

Sidewalks. Sidewalks will allow for pedestrians to access one end of the site to the other without having to walk the entire perimeter of the site. The project would provide wide sidewalks (with a fluid extension into Chick Hearn Court) to enhance the pedestrian experience. Sidewalk widths are discussed in Table 5 as part of the Streets and Streetscape discussion. Sidewalks such as L.A. Live Way and Chick Hearn Court will include either double row trees or planters, as well as design elements to enhance safety. Bollards, security lighting, landscaping, and other features would encourage pedestrian activity within the Project Site.

Crosswalks/Street Crossings. Pedestrian crossings will be well-marked and support active, pedestrian-friendly environments and link both sides of the street physically and visually. The project would also provide well-marked street crossings with appropriate safety signals and devices, provide linkages between the Project Site and adjacent uses and transit stops, and minimize street crossing distances where appropriate. Crossings will be added along the north side of Pico Passage at the point where trucks would be able to enter into the site. Also, crosswalk striping would be added to allow for pedestrians to cross Pico Passage. A new signal light will be installed to eliminate pedestrian/vehicle conflicts and promote safe crossings along and across Pico Boulevard. Other crosswalks will be improved both within and outside of the Project Site.

Landscape Furniture Zones. The project will incorporate pedestrian amenities, such as street furniture, street trees, safety and accent lighting, way-finding signage, trash containers, and bike racks, in addition to landscaping and space conducive to pedestrian activity and outdoor events. Plantings will be provided to complement pedestrian movement. Street trees would be in a double row along Figueroa Street from the intersection of Pico and Figueroa up to the Arena. Trees would also be placed along the parking garage frontages facing L.A. Live Way. The west portion of the Event Center will also include trees along L.A. Live Way. Many of these trees would be large enough to provide shade and would be planted close to one another. They would help maintain views of architectural features of the buildings to maintain visual distinction between the ground and upper floors.

Public Plazas. Public plazas provide pedestrians a place to gather. Plazas will include planters and be designed in a way to allow attendees and pedestrians to gather, sit, or meet casually. Prominent open space areas include: 1) the redesigned Gilbert Lindsay Plaza, located at the east portion of the site and surrounded by the Staples Center; 2) the South Hall Plaza, located at the southwest corner of Pico Boulevard and Figueroa Street in front of the South Hall building; 3) Event Center Plaza, located at the north portion of the site between Staples Center and the Event Center, to serve as an open plaza leading to the main entrance to the Event Center and will be the main plaza used when pedestrians walk across a temporarily closed Chick Hearn Court from L.A. Live as well as from the north and east part of downtown; 4) Star Plaza, located at the southwest corner of Figueroa Street and Chick Hearn Court to allow for people to gather for events, and serve a similar purpose for Staples Center as the Event Center Plaza serves for the Event Center; 5) Chick Hearn Court, which would be closed to vehicular through-traffic and used for pedestrian circulation immediately before, during, and after capacity events at the Event Center; 6) L.A. Live Way Plaza to be located west of the Event Center and just north of the New Hall and Pico Passage. Table 4 provides a summary of the walkable elements incorporated into each plaza. Exhibit 13 identifies the pedestrian linkages from open spaces and plazas to the facilities.

| **TABLE 4 Public Plazas and Elements** | |
|---|---|
| Gilbert Lindsay Plaza | Double row 48” box trees along Figueroa Street, light, medium sandblast finish; two water features, heavy and light sandblast finish with scoring patterns for walkpaths along green space; decomposed granite near lawn, precast retaining walls, lights as architectural elements, preservation of Gilbert Lindsay Memorial |
| South Hall Plaza | Existing plaza. No new designs presented. |
| Event Center Plaza | 96” box trees through “the Canyon”, enhanced concrete pavings, medium sandblast and acid finish; |
| Star Plaza | Existing plaza. No new designs presented. |
| Chick Hearn Court | Public right-of-way temporarily closed during events; double row 48” box trees, utilizing acid wash or medium sandblast finish |
| L.A. Live Way Plaza | Adjacent to double row 48” box trees along L.A. Live Way; integral color concrete with acid wash or medium sandblast finish |

Walkability through Site and Streetscape Design.

The project will incorporate walkable elements using existing streets and improved streetscape to encourage a walkable development. These elements will utilize intersections and sidewalks to bring walkable elements to the Project Site. Tools such as greeter intersections, Great Walks, and streets and streetscapes, along with wayfinding signage will help facilitate pedestrians to and through the site. Proposed improvements such as wayfinding signage, parking, and vehicular and pedestrian circulation improvements will create connectivity of the new facilities with existing uses within the Project Site, including STAPLES and the South Hall, as well as uses within L.A. Live, including Nokia Plaza.

Greeter Intersections. Greeter intersections are those intersections that would welcome spectators and attendees. These intersections would generally be comprised of a pylon that would show a brand identity, vehicular direction, or banners. Exhibit 17 identifies these intersections at the following locations: L.A. Live Way and Pico Boulevard, L.A. Live Way and Chick Hearn Court, Figueroa Street and Pico Boulevard, Figueroa Street and 12th Street, and Figueroa Street and Chick Hearn Court.

Great Walks. The applicant has proposed Great Walks that would allow for pedestrian circulation to run to and from the campus to a transit station. Within these Great Walks are design elements that would enhance the pedestrian experience. Such include: free-standing direction and identity markers, trail markers, bike racks and shelters, and other Great Walks markers.

There are two Great Walks proposed (See Exhibits 15 and 16). The Great Walk that runs west to east have points identified along these walks. It begins at the Pico Union Neighborhood Retail area and crosses under the 110 Freeway to a greet intersection and through the campus to the mobility hub to the Pico Station. This walk also continues from the Pico Station back to the 12th Street entrance to Gilbert Lindsay Plaza. The Great Walk that runs north to south begins at the 7th/Metro Station and runs through Francisco Street Streetscape area then reach Olympic Boulevard and cuts through the Marriott Lobby and the Nokia Plaza, then through Chick Hearn Court and finally reaching the campus. Pedestrians would walk between the Event Center and Arena building through the Canyon and then to Gil Lindsay Plaza then to Pico Boulevard and finally reaching the South Hall.

The following are illustrations of how these great walks will reconfigure Pico Passage, L.A. Live Way, and Chick Hearn Court to promote wider sidewalks and bring the Great Walks concept to the project.

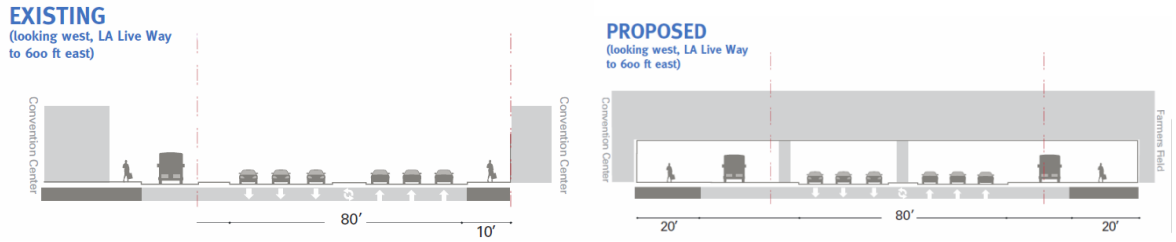


Figure 2: Pico Passage reconfiguration. Looking west, L.A. Live Way to 600 ft east

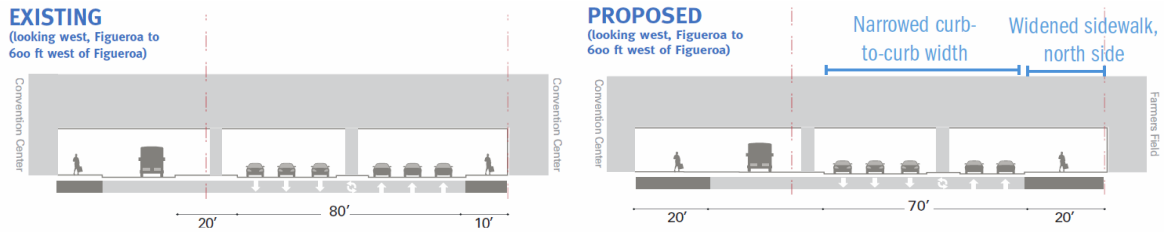


Figure 3: Pico Passage reconfiguration. Looking west Figueroa St to 600 ft west of Figueroa St.

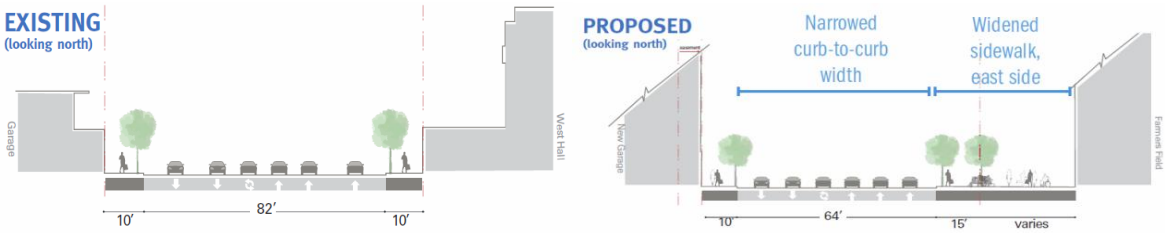


Figure 4: L.A. Live Way reconfiguration, looking north

Figure 5: Chick Hearn Court reconfiguration, looking west

Streets and Streetscapes. Streets within the Project Site and those surrounding the Project Site will be improved to enhance the aesthetics and improve the pedestrian experience. Exhibit 17 identifies the enhanced crosswalks, streetscape, and portals proposed by the project, as well as streets that would be subject to streetscape guidelines to be prepared by the project funded study. Within the project vicinity are improved intersections implemented by the L.A. Live Development, as well as other streets identified as being part of the LASED Streetscape Guidelines, Downtown Design Guide and Street Standards. Enhanced intersections and streets would be part of the project's design features. Portal improvements will be addressed via the development agreement. The developer would submit plans for the Pico Union Streetscape improvements that will fund or cause to be funded $500,000 towards the implementation of streetscape improvements, such as street trees, sidewalk scoring, street furniture, street lighting, etc., in the connection points between the following areas: 1) Olympic Boulevard and the 110 Freeway; 2) Chick Hearn Court/11$^{th}$ Street and the 110 Freeway; 3) 12$^{th}$ Street and the 110 Freeway; and 4) West Pico Boulevard and the 110 Freeway.

As part of the different streetscape plans, Table 5 identifies the surrounding streets as well as the widths of the road and sidewalks within the Project Site. Chick Hearn Court, Pico Boulevard and L.A. Live Way will have widened sidewalks to facilitate pedestrian safety. In the table, they bold text indicate the changes proposed by the project. It should also be noted that Flower Street is not within the Project Site but will result in widening.

**TABLE 5 Right-of-Way Configurations within the Project Site**

| Street | Section | Classification | Row Width (feet) | Curb-to Curb Width (feet) | Sidewalk Width (feet) | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | N | S | W | E |
| L.A. Live Way | Pico Boulevard to Chick Hearn Court | Collector | 89 | 64 | N/A | N/A | **10** | 15 |
| Chick Hearn Court | LA Live Way to East Driveway of L.A. LIVE West Garage | Collector | **107** | 72 | **15** | 20 | N/A | N/A |
| | East Driveway of L.A. LIVE West Garage to Georgia Street | Collector | **107** | 60.5 | 26.5 | 20 | N/A | N/A |
| Pico Boulevard | Figueroa Street to Point 600' West of Figueroa Street | Modified Secondary | **100** | 70 | 20[1] | 20[1] | N/A | N/A |
| | Point 600' West of Figueroa Street to LA Live Way | Modified Secondary | **100** | **80** | 20[1] | 20[1] | N/A | N/A |
| Bond Street | North/South portion from 12th Street to southernmost extension of existing road | Modified Alley | Variable 24 - 30 | Variable 24 - 30 | N/A | N/A | Variable 5-10 | N/A |
| Flower Street | 12th Street to Pico Boulevard | Modified Secondary (1-way Southbound) | **90** | 22 | N/A | N/A | **10** | **10** |

Wayfinding Signs. Wayfindings signs will be proposed both on- and off-site to help attendees circulate through the campus. Examples of these signs will include the following: pick-up and drop-off identity, banners, trail markers, pedestrian directions, directory, LED pylon, garage treatments, brand identity pylons, great walks identity, etc.

Figueroa Corridor Streetscape Project ("My Fig"). While not a part of the project, the "My Fig" project will study, identify, and implement proposed streetscape improvements along Figueroa Street between 7th Street and Martin Luther King Jr. Boulevard meant to enhance pedestrian, bicycle and transit facilities. More specifically, the project includes a combination of one-way bike paths (in the direction of adjacent traffic) within the existing roadbed and next to the curb, separated from vehicular traffic lanes by physical barriers, and standard bike lanes with painted buffers along this three mile stretch. The project includes a one-way westbound bicycle facility (along six blocks of 11th Street in Downtown Los Angeles from Broadway to Figueroa Street). Vehicular travel lanes would be reduced where necessary to incorporate these facilities within the existing curb-to-curb roadbed, and to maintain safe and efficient operation for all users. The one way separated bike path facilities would also include modified traffic signals to provide separate bike signal heads combined with two-stage left turn queuing space at signalized intersections to allow bicyclists to safely turn left from Figueroa onto perpendicular streets. Demarcations, using colored paint and signage, will be provided through intersections and conflict zones, such as driveways or at other potential bicycle/vehicle and bicycle/pedestrian mixing areas.

At the time of the release of the Figueroa Corridor Streetscape Project Draft EIR, final recommended or adopted plans, or street configuration of Figueroa Street, or Gilbert Lindsay Plaza were not developed. Thus, this could not be analyzed in the Draft EIR.

In June of 2012, preferred schemes and preliminary striping plans were developed in collaboration with LADOT bikeways staff in order to include the Figueroa Corridor Streetscape Project in the City's EIR for initial implementation of the City's Bicycle Master Plan. While there has been no change to the status of the My Fig Project, the applicant continues to have discussions and coordination with the My Fig team.

## Conclusion

The Department of City Planning recommends approval of the proposed project as conditioned in this report. The Project provides an opportunity modernize the exhibition and event space of the Los Angeles Convention Center, the development of an Event Center, and a complete renovation of the underutilized Gilbert Lindsay Plaza, together with public benefits meant to enhance the amenities of the urban environment of the Downtown area. The mix of uses, including retail, restaurant, exhibition and meeting space, and sports- and entertainment-related event space, will provide residents with enhanced entertainment opportunities and jobs. The Project is an infill development that will invest in the burgeoning development of the Downtown area as a destination serving the City and surrounding region. Moreover, the Project includes an extensive list of Project Design Features, including $10 million dollars towards the construction of a second platform at the Pico Metro Station to increase passenger capacity, additional commitments to the City's Bicycle Trust Fund, the provision of 250 bicycle parking spaces, and the coordinated scheduling of tickets events where the combined attendance between STAPLES and the Event Center will not exceed 72,000 spectators, and the construction of wider crosswalks at key intersections.

The Applicant has requested a Development Agreement in exchange for the provision of public benefits. The requested entitlements, including the General Plan Amendment, Vesting Zone Change, Specific Plan, and Sign District, will provide for the development of a project that will serve the community, protect surrounding neighborhoods, such as Pico Union, and substantially improve the existing improvements of the Convention Center.

The project is consistent with the Central Community Plan, and as conditioned, fulfills the Community Plan's goals and objectives for development that enhances Central City's competitiveness as a location for offices, business, retail, and industry. The project will promote land uses which address the needs of visitors to Downtown for business, conventions, trade shows, and tourism, and which encourage a mix of uses which create an active, 24-hour downtown environment for residents and that foster increased tourism.

The Event Center (Farmer's Field) has been designed with an open-air roof and with materials which accentuate transparency and take advantage of the inviting Southern California weather. The preliminary design of Gilbert Lindsay Plaza has been similarly programmed and addresses the need for open space in the Downtown community with the ability to program on a nearly year-long basis. While Staff has yet to see the finalized plans, the Project has been conditioned that the applicant present the designs of the Gilbert Lindsay Plaza, Pico Passage, and the LA Live Way and Bond Street Garages to the satisfaction of the Director or Planning. See Project Design Conditions detailed on page Q-4.

# (Q) QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 G.2 of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

## A. ENTITLEMENT CONDITIONS

1. **Use.** The use of the subject property shall be limited to those uses permitted in the Convention and Event Center Specific Plan (CEC Zone).

2. **Site Development.** The subject Project shall be developed in substantial conformance with the conceptual site plans, marked Exhibit "E-1" (stamped and dated September 13, 2012, as attached to the case file), except as modified by this action. 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 any building permits, except demolition, excavation, or foundation permits, detailed plans indicating compliance with these conditions shall be submitted for review, to the satisfaction of the Director of Planning.

   a. **Gilbert Lindsay Plaza.** Prior to the issuance of a building permit on the New Hall, the applicant shall submit final design for the Gilbert Lindsay Plaza to the satisfaction of the Director of Planning after consulting with the Urban Design Studio. The Director may present the design to the City Planning Commission as necessary under the Director's Report under the City Planning Commission Agenda. The final design shall include detailed information on hardscape and landscape materials, furniture, lighting, irrigation, the relocation of the Gilbert Lindsay Monument, the café/retail structure, pedestrian walkways, bicycle facilities and pathways to/from the Plaza, and other features, such as water fountains, or art installation, if proposed.

   b. **South Hall Plaza.** Prior to the issuance of a building permit on the New Hall, the applicant shall submit final design for the South Lawn Plaza, to the satisfaction of the Director of Planning after consulting with the Urban Design Studio. The Director may present the design to the City Planning Commission as necessary under the Director's Report under the City Planning Commission Agenda. The final design shall include detailed information on hardscape and landscape materials, furniture, lighting, irrigation, and its connection to the Gilbert Lindsay Plaza.

   c. **LA Live Way and Bond Street Parking Garages.** Prior to the issuance of a building permit on the New Hall, the applicant shall submit final design for the LA Live Way and Bond Street Parking Garages, to the satisfaction of the Director of Planning after consulting with the Urban Design Studio. The Director may present the design to the City Planning Commission as necessary under the Director's Report under the City Planning Commission Agenda. The final designs shall include site plans for each parking level, circulation plans, elevations, with detailed information on materials, colors, façade treatments, lighting, landscaping, and bicycle parking facilities, and its connection to the Event and Convention Center.

3. **Permitted Uses.** In compliance with Section 5 of the Convention and Event Center Specific Plan, marked as Exhibit "4", uses on the subject property shall be restricted to those uses permitted by Subarea.

4. **Height.** Pursuant to LAMC Section 12.21.1, the height of the new structures within the Project Site shall not exceed the following:

a. LA Live Way Garage – 105 feet
b. Bond Street Garage – 80 feet
c. Event Center shall – 200 feet
d. New Hall – 75 feet

5. **Floor Area.** Pursuant to LAMC Section 12.21.1-A, the total floor area of the new structures within the Project Site shall not exceed the following:
   a. Event Center – 1,980,964 square feet (gross)
   b. Convention Center – 500,000 square feet (gross)

6. **Parking.** Parking within the new parking structures shall be provided as follows:
   a. LA Live Way Garage – 2,950 parking spaces
   b. Bond Street – 928 parking spaces

7. **Public Works – Bureau of Street Services.** All landscaping installed in the right-of-way along LA Live Way, Chick Hearn Court, Figueroa Street, 11th Street, and 12th Street within the Convention and Event Center Specific Plan area shall be maintained by the Event Center. The Event Center may elect to arrange for, and reimburse, the City for landscape maintenance. All nonstandard items constructed in the public right-of-way will be maintained by the Event Center.

8. **Construction Related Parking.** No employees or subcontractor shall be allowed to park on surrounding residential streets for the duration of all construction activities. There shall be no staging or parking of heavy construction vehicles along any street west of the SR-110 Freeway before 9:00 AM or after 4:00 PM, seven days a week. All construction vehicles shall be stored on site unless returned to their owner's base of operations.

9. **Truck Traffic Restricted Hours.** Truck traffic directed to the Project Site for the purpose of delivering materials or construction-machinery shall be limited to the hours beginning at 9:00 AM and ending at 4:00 PM, Monday through Friday, and Saturday through Sunday from 8:00 AM to 6:00 PM. No truck deliveries shall occur outside of that time period. No truck queuing related to such deliveries to the Project Site shall occur on any street within the project vicinity outside of that time period.

10. **Loading.** Loading and unloading activities shall not interfere with traffic on any public street. Public sidewalks, alleys, and/or other public rights-of-way shall not be used for the parking or loading or unloading of vehicles. The location of loading areas shall be clearly identified on the site plan to the satisfaction of the Department of City Planning.

11. **Maintenance.** The subject property including the associated parking facilities, sidewalks, outdoor areas, and landscaping adjacent to the site shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.

12. **Dust Walls.** During construction, temporary dust walls (e.g., Visqueen plastic screening or other suitable product) not less than 8 feet in height shall be installed and maintained along the property line between the site and adjoining residential lots as necessary to preclude dust dispersion from the Project Site to adjacent homes.

13. **Community Relations.** During construction, a 24-hour “hot-line” phone number for the receipt of construction-related complaints from the community shall be provided to immediate neighbors. The applicant shall be required to respond within 24 hours of any

complaint received on this hotline.

14. **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.

15. **Employee Transportation Demand Management.** The applicant shall implement trip reduction strategies that would encourage and incentivize project employees to carpool, vanpool, or take transit or other modes. Such strategies can include, but not be limited to, the following: shuttles from remote parking, bicycle amenities like racks and showers, guaranteed ride home program, partially or fully subsidized, monthly or annual transit passes provided to all eligible project employees, rideshare matching, administrative support for formation of carpools/vanpools, bike and walk to work promotions, and preferential loading/unloading or parking location for ride-sharing.

16. **Construction Impacts.** Prior to the issuance of a demolition permit, the applicant shall submit a construction work site traffic control plan to DOT for review and approval. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible. The applicant shall minimize temporary construction impacts to traffic by implementing the following strategies:

    a. Coordinate construction activities with the event calendars for the Convention Center, STAPLES Center, and LA LIVE

    b. Identify truck staging areas, and implement efficient management of truck access/egress routes

    c. Develop worksite traffic control plans

    d. Develop a construction worker transportation demand management plan to encourage the use of transit/ridesharing and to minimize parking demand

    e. Develop an Event Construction Parking Plan to implement temporary parking strategies for events at the Convention Center, STAPLES Center, and LA LIVE during construction

    f. Develop a Pico Union Construction Traffic and Parking Management Plan to minimize impacts within the Pico Union neighborhood

    g. Schedule construction related deliveries, to the extent feasible, to occur during off-peak travel hours

    h. Develop and submit a Freeway Truck Management Plan to Caltrans

    i. Coordinate with LA County Metro to minimize the inconvenience to transit users caused by bus stop relocations and bus line re-routings

    j. All temporary construction traffic control plans in the City involving temporary traffic signal modifications, the relocation of any signal equipment, and the installation of crash cushions or temporary roadway striping shall be prepared, submitted and signed by a registered Civil or Traffic Engineer in the state of California, on DOT standard plan format, for review and approval by DOT's Design Division.

    k. Additionally, all other temporary construction traffic control proposals in the City involving the use of flashing arrow boards, traffic cones, barricades, delineators,

construction signage, etc., shall require the review and approval by DOT's Central District Office.

**17. Site Access / Circulation / Loading.** Prior to the issuance of a demolition permit, the applicant shall submit a driveway and circulation plan, to the satisfaction of DOT, which addresses:

a. Egress/ingress as well as internal circulation within the LA Live Way and Bond Street Garage structures.

b. The driveway on the north side of Pico Boulevard west of Figueroa Street, leading to an underground loading dock at the northeast corner of the Event Center, and which provides access to the existing loading dock under STAPLES Center. A new signal is proposed at this driveway on Pico Boulevard, which subject to DOT review and approval.

c. A new bus loading/unloading area on the north side of Pico Boulevard, which will provide a separate access to a surface loading area for general deliveries for the Convention Center.

d. All driveways should be Case 2 driveways and 30 feet wide for two-way operations or 16-feet wide for one-way operations.

e. All delivery truck loading and unloading shall take place on site with no vehicles backing into or out of the Project Site from any adjacent street.

f. The driveway and circulation plan shall be submitted to DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes.

**18. General Conditions.**

a. All transportation improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through the B-Permit process of the Bureau of Engineering, prior to the issuance of any building permit and completed prior to the issuance of the first certificate of occupancy for the project. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

b. If a proposed traffic mitigation measure does not receive the required approval, a substitute mitigation measure may be provided subject to the approval of DOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves infeasible and no substitutes are available, then a significant traffic impact would remain.

c. All improvements along state highways and at freeway ramps require approval from the State of California Department of Transportation (Caltrans). The applicant may be required to obtain an encroachment permit or other approval

from Caltrans for each of these improvements before the issuance of any building permits, to the satisfaction of Caltrans, DOT, and the Bureau of Engineering.

**B. ENVIRONMENTAL - MITIGATION MONITORING REPORTING PROGRAM (MMRP)**

**MM-1 (Project Design Feature B.1-1):** L.A. Live Way (Collector Street) between Pico Boulevard and Chick Hearn Court/11th Street shall be modified to comprise an 89 foot right-of-way, and a 64-foot curb-curb width, with a 10-foot sidewalk on the west side of the street and a 15-foot sidewalk on the east side of the street. The existing lane configuration shall remain, except for the elimination of one midblock northbound lane, (as shown on Figure A.10.4.1.1 of Appendix A of the Transportation Study, contained in Appendix I of this Draft EIR). This shall be completed by the Event Center Applicant prior to issuance of a certificate of occupancy for the Event Center.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to issuance of a Certificate of Occupancy[1] for the Event Center
- **Action(s) Indicating Compliance with Project Design Feature(s):** Issuance of a Certificate of Occupancy for the Event Center

**MM-2 (Project Design Feature B.1-2):** Chick Hearn Court (Collector Street) between L.A. Live Way and Georgia Street shall be modified to comprise a 72-foot curb-to-curb width with a 15-foot sidewalk on the north side of the street and a 20-foot sidewalk on the south side of the street, between L.A. Live Way and the east-most driveway to the L.A. LIVE West Garage; and a 60.5-foot curb-curb width with a 26.5 foot sidewalk on the north side and a 20-foot sidewalk on the south side of the street between the east-most driveway of the L.A. LIVE West Garage and Georgia Street; and the existing 107-foot right-of-way for the entire block shall be maintained (as shown on Figure A.10.4.1.2 of Appendix A of the Transportation Study, contained in Appendix I of this Draft EIR). The existing lane configuration shall be maintained. This shall be completed by the Event Center Applicant prior to issuance of a certificate of occupancy for the Event Center.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

[1] All references to a Certificate of Occupancy herein shall refer to a Final Certificate of Occupancy for the relevant building or improvement

**MM-3 (Project Design Feature B.1-3):** Pico Boulevard (Modified Secondary Highway) between Figueroa Street and a point approximately 600 feet west of Figueroa Street shall be modified to comprise a 70-foot curb-curb width, with three eastbound lanes and two westbound lanes, and with a minimum 20-foot sidewalk on the north side of the street and a minimum 20-foot sidewalk on the south side of the street, (of which 10 feet may be on Convention Center property). From the point approximately 600 feet west of Figueroa Street to L.A. Live Way, the existing roadway width of 80 feet curb-to-curb and lane configuration shall be maintained, and a minimum 20-foot sidewalk provided on both the north and south side of the street (all of which in each case may be provided on Convention Center property). The existing street right-of-way of 100 feet shall be maintained between Figueroa Street and L.A. Live Way. (See Figure A.10.4.1.3 of Appendix A of the Transportation Study contained in Appendix I of this Draft EIR). This shall be completed by the New Hall Applicant prior to issuance of a certificate of occupancy for the New Hall.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the New Hall
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the New Hall (Construction)

**MM-4 (Project Design Feature B.1-4):** The Proposed Project shall coordinate its planning with the City on the City's current plans to provide a Bike Station on or in the vicinity of the Project Site.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Ongoing during Pre-construction and Construction of the Event Center
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual written compliance certification from the Event Center Applicant during Pre-construction and Construction

**MM-5 (Project Design Feature B.1-5):** The Proposed Project shall coordinate its planning with the concept plans currently being evaluated in the Figueroa Corridor Study for providing a bike lane in each direction on Figueroa Street between USC and downtown, provided such plans do not include a raised curb delineating the bike lanes in the vicinity of the Project Site as they would create pedestrian safety impacts.

- **Enforcement Agency:** Los Angeles Department of Transportation

- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; Construction of the Event Center
- **Monitoring Frequency:** Ongoing during Pre-construction and Construction
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual written compliance certification from the Event Center Applicant during Pre-construction and Construction

(3) Green Transportation Measures

**MM-6 (Project Design Feature B.1-6):** Prior to issuance of a certificate of occupancy for the parking garages, the Event Center Applicant shall provide up to 12 electric vehicle charging stations in one or more of the on-site parking garages to facilitate and encourage the use of electric vehicles.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to issuance of a Certificate of Occupancy for the garages
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval prior to issuance of applicable building permit for the garages (Pre-construction); Issuance of a Certificate of Occupancy for the garages (Construction)

**MM-7 (Project Design Feature B.1-7):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall provide priority parking locations for alternative fueled and electric vehicles, to facilitate and encourage the use of these vehicles.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction of the Event Center
- **Monitoring Frequency:** Once, at plan check; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

(4) Construction Truck Trips

**MM-8 (Project Design Feature B.1-7a):** The Project Applicants shall limit construction related truck trips to off-peak periods to the extent practical.

- **Enforcement Agency:** Los Angeles Department of Transportation

- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual compliance certification report submitted by Project contractor and issuance of a Certificate of Occupancy

(5) Transportation Management Center

**MM-9 (Project Design Feature B.1-8):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall provide an appropriately sized building (approximately 2,000 square feet) on the Project Site to accommodate a Field Operations Center (FOC). This facility shall provide space for the on-site coordination of security staff, the LAPD, LADOT, Metro, and Caltrans, and communications capabilities to each agency's main control center. In addition to functioning as the security and safety management center, the FOC shall also provide for the centralized coordination of all transportation and parking management activities during events.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Police Department
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-10 (Mitigation Measure B.1-1):** Prior to issuance of a building permit for the Event Center, the Event Center Applicant shall enter into an agreement with Metro requiring the Event Center Applicant to fund improvements to the Pico Station in accordance with a mutually agreed development schedule and design with a total estimated cost of $10.35 million. The Pico Metro Station shall also be improved prior to the operation of the Event Center. The Pico Metro Station, located on Flower Street between 12th Street and Pico Boulevard one block from the Project Site, is currently a single platform station with limited capacity access to the platform from the east sidewalk of Flower Street. Metro will use the Event Center Applicant's contribution to (a) add a second platform parallel to the existing Pico Metro Station platform, and (b) refurbish the existing station platform to improve the passenger handling capacity.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; Pre-operation
- **Monitoring Frequency:** Once, prior to issuance of a building permit for the Event Center; Once, prior to operation of the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Executed agreement between Event Center

Applicant and Metro prior to issuance of a building permit for the Event Center (Pre-construction); Written certification by Metro prior to Event Center operation (Pre-Operation)

**MM-11 (Mitigation Measure B.1-2):** During operation of the Proposed Project, the Event Center Applicant shall provide for an on-site Bicycle Valet Program that shall be operated during major events.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation;
- **Monitoring Phase:** Construction; Operation of the Event Center
- **Monitoring Frequency:** Once, for Program approval; Annually during operation of the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Program approval prior to issuance of Certificate of Occupancy for the Event Center (Construction); Annual compliance certification submitted by Event Center Applicant (Operation)

**MM-12 (Mitigation Measure B.1-3):** Prior to issuance of a building permit for the Event Center, the Event Center Applicant shall make a one-time, fixed financial contribution of $250,000 to the City's recently established Bicycle Trust Fund, for the purposes of improving bicycle facilities in the vicinity of the Proposed Project.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, prior to issuance of a building permit for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification from Los Angeles Department of Transportation; Issuance of a building permit for the Event Center

**MM-13 (Mitigation Measure B.1-4):** To support a local Mobility Hub, prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall provide space on or in the vicinity of the Project Site for a car-share program (i.e., approximately 300 sq. ft. for a rental office and parking for up to 20 car-share vehicles).

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, during plan check; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of plans by Los Angeles Department

of Transportation (Pre-construction); Issuance of Certificate of Occupancy for the Event Center (Construction)

**MM-14 (Mitigation Measure B.1-5):** Prior to issuance of a building permit for the Event Center, the Event Center Applicant shall make a one-time, fixed financial contribution of $750,000 to LADOT's Mobility Hub Program.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, prior to issuance of a building permit for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification from Los Angeles Department of Transportation; Issuance of a building permit for the Event Center

(3) Traffic Management Measures

**MM-15 (Mitigation Measure B.1-6):** The Event Center Applicant shall obtain and use up to 25 portable CMS trailers for use in traffic operations management during events. Their specific use shall be determined in the Transportation Management Plan.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-operation; Operation
- **Monitoring Frequency:** Once, for plan approval prior to operation of the Event Center; Annually, during operation
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Plan approval (Pre-operation); Annual compliance certification report submitted by Event Center Applicant (Operation)

**MM-16 (Mitigation Measure B.1-7):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall obtain and install new permanent surface street Changeable Message Signs (CMS) signs (up to a total cost of $1,200,000) to be used in conjunction with the existing CMS signs on streets in the area around the Project Site to provide specific traffic and parking messages as needed. Their specific use shall be determined in the Transportation Management Plan. These shall be smaller and less visually intrusive than the existing CMS signs in the area, and shall be used to expand and augment the existing system.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification from Los Angeles

Department of Transportation and Issuance of a Certificate of Occupancy for the Event Center

**MM-17 (Mitigation Measure B.1-8):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall implement a fixed signage program (up to a total cost of $500,000) that provides directional information to parking zones, parking facilities and preferred access/egress routes, as defined in the TMP.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Program approval and issuance of a Certificate of Occupancy for the Event Center

**MM-18 (Mitigation Measure B.1-9):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall develop and implement a Neighborhood Traffic and Parking Management Plan to minimize potential impacts to local residential streets due to possible cut-through traffic and parking impacts. The Plan area shall include Pico Union, South Park and South Los Angeles. The Plan, which shall include up to $75,000 for traffic and parking signage, and up to $250,000 for potential traffic and parking control measures shall be developed in coordination with LADOT and the community.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** LADOT approval of Neighborhood Traffic and Parking Management Plan and issuance of a Certificate of Occupancy for the Event Center

**MM-19 (Mitigation Measure B.1-10):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach to Blaine Street on the SR-110 SB Off-Ramp to change one of the exclusive right-turn lanes into a shared left and right lane. This will modify the approach from the existing configuration of one left-turn lane and two exclusive right-turn lanes to a configuration of one left-turn lane, one shared left and right lane, and an exclusive right turn lane. It will not require any widening or additional right-of-way but would require the approval of Caltrans. (The concept improvement plan for this location is shown in Figure A.10.5.7.1 in Appendix A of the Transportation Study, provided as Appendix I of this Draft EIR).

- **Enforcement Agency:** Los Angeles Department of Transportation; Caltrans
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering

- **Monitoring Phase:** Pre-Construction (plan check); Construction (prior to occupancy of Event Center)
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy (Construction)

**MM-20 (Mitigation Measure B.1-11):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach to Blaine Street on 11th Street to include one exclusive left-turn lane and one shared left-through lane. This will modify the existing approach from the configuration of one shared left-through lane and one through lane, to a configuration of one exclusive left-turn lane and one shared left-through lane. This measure will provide two left-turn lanes to the SR-110 Southbound On-Ramp at this intersection rather than the existing one left turn lane, thereby increasing access capacity to the ramp for outbound traffic from the Proposed Project. This measure will require widening on the south-east corner of the intersection. This measure would require the approval of Caltrans. (The concept improvement plan for this location is shown in Figure A.10.5.7.2 in Appendix A of the Transportation Study, provided as Appendix I of this Draft EIR).

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-21 (Mitigation Measure B.1-12):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall widen the westbound approach on the I-10 Westbound Off-Ramp to add a through lane. This will modify the existing configuration of one shared left-through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane, and one shared through-right lane. This measure will require widening on the south side in the Caltrans right-of-way, and would require the approval of Caltrans.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering;
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center

- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-22 (Mitigation Measure B.1-13):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach on 17th Street to add an additional through lane. This will modify the existing configuration of one shared left-through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane and one shared through-right lane.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-23 (Mitigation Measure B.1-14):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach on 17th Street to add an additional through lane. This will modify the existing configuration of one shared left-through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane and one shared through-right lane.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-24 (Mitigation Measure B.1-15):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach on 17th Street to add an additional through lane. This will modify the existing configuration of one shared left-through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane and one shared through-right lane.

- **Enforcement Agency:** Los Angeles Department of Transportation

- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy of the Event Center (Construction)

**MM-25 (Mitigation Measure B.1-16):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach on 17th Street to add an additional through lane. This will modify the existing configuration of one through lane and one shared through-right lane to a configuration of two through lanes and one shared through-right lane.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-Construction Construction
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-26 (Mitigation Measure B.1-17):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach on 17th Street to add an additional through lane. This will modify the existing configuration of one shared left-through lane and one through lane to a configuration of one shared left-through lane and two through lanes.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-Construction (plan check); Construction (prior to occupancy of Event Center)
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-27 (Mitigation Measure B.1-18):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the eastbound approach on 18th Street to add an additional through lane. This will modify the existing configuration of one shared left-through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane, and one shared through-right lane.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-Construction (plan check); Construction (prior to occupancy of Event Center)
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-28 (Mitigation Measure B.1-19):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the eastbound approach on 18th Street to add an additional through lane. This would modify the existing configuration of one left turn lane, one through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane, and one shared through-right lane.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-Construction (plan check); Construction (prior to occupancy of Event Center)
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-29 (Mitigation Measure B.1-20):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall widen the eastbound approach on 18th Street to add an additional left-turn lane. This will modify the existing configuration of one left-turn lane, one through lane, and one shared through-right lane to a configuration of two left-turn lanes, one through lane, and one shared through-right lane. This measure will require widening into the Caltrans right-of-way on the northwest corner of the 18th Street and Los Angeles Street intersection, and would require the approval of Caltrans.

- **Enforcement Agency:** Los Angeles Department of Transportation

- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-Construction (plan check); Construction (prior to occupancy of Event Center)
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

(6) ATSAC System Upgrades

**MM-30 (Mitigation Measure B.1-21):** Prior to issuance of a certificate of occupancy for the Event center, the Event Center Applicant shall install, or shall pay LADOT to install a fixed amount of $1,200,000 to provide for the design and installation of, traffic signal controller upgrades and additional CCTV cameras as defined in Mitigation Measures B.1-21A and B.1-21B below. These improvements shall be implemented either by the Applicant through the City's B-Permit process, or through payment of the $1,200,000 fixed fee to LADOT who shall then design and install the improvements (if the latter then payment shall be made prior to the issuance of a building permit for the Event Center).

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction for payment to LADOT option; Construction for installation option
- **Monitoring Frequency:** For the payment option, once, prior to issuance of a building permit for the Event Center; for the installation option, once, prior to approval of improvement plans, and once, at issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** For the payment option, written verification of payment to LADOT prior to issuance of building permit for the Event Center (Pre-construction); for the installation option, approval of B-Permit Plans (Pre-construction) and issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-31 (Mitigation Measure B.1-21A):** The Applicant shall install or fund (as defined above) the upgrade of the signal controllers from the older model Type 170 Controllers to the newer Type 2070 Controllers at the following 73 intersection locations:

1. Griffith Avenue & 16th Street
2. San Pedro Street & 16th Street
3. Maple Avenue & 16th Street
4. Maple Avenue & 18th Street
5. Maple Avenue & 23rd Street
6. Maple Avenue & Adams Boulevard
7. Los Angeles Street & 16th Street
8. Los Angeles Street & 17th Street

9. Los Angeles Street & 18th Street
10. Main Street & 16th Street
11. Main Street & 17th Street
12. Main Street & 18th Street
13. Main Street & 23rd Street
14. Broadway & Alpine Street
15. Broadway & Ord Street
16. Broadway & 16th Street
17. Hill Street & 1st Street
18. Hill Street & 2nd Street
19. Hill Street & 3rd Street
20. Hill Street & 4th Street
21. Hill Street & 16th Street
22. Hill Street & 17th Street
23. Hill Street & 18th Street
24. Hill Street & Adams Boulevard
25. Olive Street & 16th Street
26. Grand Avenue & 16th Street
27. Grand Avenue & Adams Boulevard
28. Hope Street & 2nd Street
29. Hope Street & 4th Street
30. Hope Street & Wilshire Boulevard
31. Hope Street & 8th Street
32. Hope Street & 9th Street
33. Hope Street & 11th Street
34. Hope Street & 12th Street
35. Hope Street & Pico Boulevard
36. Flower Street & 9th Street
37. Flower Street & 11th Street
38. Figueroa Street & Olympic Boulevard
39. Figueroa Street & Convention Center Bus Exit
40. Figueroa Street & Venice Boulevard
41. Figueroa Street & 18th Street
42. Figueroa Street & 23rd Street
43. Francisco Street & 8th Street
44. Georgia Street & 9th Street
45. Convention Center Drive & Venice Boulevard
46. Lucas Street & Wilshire Boulevard
47. L.A. Live Way & 11th Street
48. Blaine Street & SR-110 SB Off-Ramp
49. Blaine Street & 11th Street
50. Albany Street & Pico Boulevard
51. Valencia Street & 11th Street
52. Valencia Street & Pico Boulevard
53. Oak Street & Washington Boulevard
54. Union Avenue & 11th Street
55. Union Avenue & 12th Street
56. Union Avenue & Venice Boulevard
57. Union Avenue & Washington Boulevard
58. Union Avenue & 23rd Street
59. Bonnie Brae Street & Pico Boulevard
60. Burlington Avenue & Venice Boulevard
61. Alvarado Street & 11th Street
62. Alvarado Street & 12th Street

63. Alvarado Street & Pico Boulevard
64. Hoover Street & Pico Boulevard
65. Hoover Street & Washington Boulevard
66. Hoover Street & 20th Street
67. Hoover Street & I-10 EB Ramps
68. Magnolia Avenue & Pico Boulevard
69. Magnolia Avenue & Venice Boulevard
70. Magnolia Avenue & Washington Boulevard
71. Westmoreland Avenue & Venice Boulevard
72. Catalina Street & Pico Boulevard
73. Loyola High School Driveway & Venice Boulevard

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction for payment to LADOT option; Construction for installation option
- **Monitoring Frequency:** For the payment option, once, prior to issuance of a building permit for the Event Center; for the installation option, once prior to approval of improvement plans, and once, at issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** For the payment option, written verification of payment to LADOT prior to issuance of building permit for the Event Center (Pre-construction); for the installation option, approval of B-Permit Plans (Pre-construction) and issuance of a Certificate of Occupancy (Construction)

**MM-32 (Mitigation Measure B.1-21B):** CCTV Camera Installation Locations. The Applicant shall install or fund (as defined above) new CCTV cameras (including necessary mounting poles, fiber optic and electrical connections) at the following nine intersection locations:

1. Broadway & 3rd Street
2. Broadway & 17th Street
3. Broadway & 18th Street
4. Grand Avenue & 1st Street
5. Flower Street & 3rd Street
6. Flower Street & 9th Street
7. Figueroa Street & 2nd Street
8. Figueroa Street & 5th Street
9. Figueroa Street & Adams Boulevard

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction for payment to LADOT option; Construction for installation option
- **Monitoring Frequency:** For the payment option, once, prior to issuance of a building permit for the Event Center; for the installation option, once, prior to approval of

improvement plans, and once, at issuance of a Certificate of Occupancy for the Event Center

- **Action(s) Indicating Compliance with Mitigation Measure(s):** For the payment option, written verification of payment to LADOT prior to issuance of building permit for the Event Center (Pre-construction); for the installation option, approval of B-Permit Plans (Pre-construction) and issuance of a Certificate of Occupancy

**MM-33 (Mitigation Measure B.1-22):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach to Blaine Street on the SR-110 SB Off-Ramp to change one of the exclusive right-turn lanes to a shared left and right lane. This would modify the approach from the existing configuration of one left-turn lane and two exclusive right-turn lanes to a configuration of one left-turn lane, one shared left and right lane, and an exclusive right turn lane. This measure would enhance the capacity of the off-ramps for Event Center traffic inbound to the parking garages at the Proposed Project. This measure would not require any widening or additional right-of-way but would require the approval of Caltrans. (See also Mitigation Measure B.1-10).

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-Construction (plan check); Construction (prior to occupancy of Event Center)
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-34 (Mitigation Measure B.1-23):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall widen the westbound approach on the I-10 Westbound Off-Ramp to add a lane. This would modify the existing configuration of one shared left-through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane, and one shared through-right lane. This measure would require widening on the south side in the Caltrans right-of-way but would require the approval of Caltrans. (See also Mitigation Measure B.1-12).

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering
- **Monitoring Phase:** Pre-Construction (plan check); Construction (prior to occupancy of Event Center)
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center

- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-35 (Mitigation Measure B.1-24):** Prior to issuance of a building permit for the Event Center, the Event Center, Applicant shall make a one time, fixed contribution of $1,600,000 to Caltrans for the purpose of implementing upgrades to ramp meters on on-ramps in the downtown area. These would also facilitate event traffic management. Installation locations would be determined in conjunction with Caltrans and LADOT and incorporated along with all other ramp metering locations in the downtown area into the Transportation Management Plan. This measure would require the approval of Caltrans.

- **Enforcement Agency:** Los Angeles Department of Transportation; Los Angeles Department of Building and Safety; Caltrans
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, prior to issuance of a building permit for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification from Caltrans; Issuance of a building permit for the Event Center

**MM-36 (Mitigation Measure B.1-25):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall make a one-time, fixed contribution of $2,400,000 to Caltrans towards the mainline freeway improvement project in Downtown Los Angeles that would add an auxiliary lane to the northbound US-101 Hollywood Freeway between the Four-Level Interchange (with SR-110) and Alvarado Street. This improvement would correct merge-weave related traffic congestion that causes significant backups on both the westbound US-101 and the northbound SR-110 freeways. This contribution would fund initial engineering studies and a Project Study Report (PSR) or other appropriate report that would represent a necessary initial step toward implementing the freeway improvement project and make it available for state and federal funding. This measure would require the approval of Caltrans.

- **Enforcement Agency:** Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification from Caltrans; Issuance of a Certificate of Occupancy for the Event Center

**MM-37 (Mitigation Measure B.1-26):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall install, in conjunction with Caltrans, five additional mainline freeway changeable message signs (CMS) on the freeway systems surrounding and/or approaching downtown (up to a total cost of $2,500,000) to facilitate event traffic management. Installation locations will be determined in

conjunction with Caltrans and LADOT and incorporated into the Transportation Management Plan. This measure would require the approval of Caltrans. If Caltrans elects to install these signs, then prior to issuance of a building permit for the Event Center, the Event Center Applicant shall make a payment of $2,500,000 to Caltrans for installation of the signs.

- **Enforcement Agency:** Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction (prior to issuance of building permit for Event Center) if Caltrans elects to install signs; Construction (prior to issuance of a Certificate of Occupancy for the Event Center) if Event Center Applicant installs signs
- **Monitoring Frequency:** Once, prior to issuance of building permit for Event Center, if Caltrans elects to install signs; Once, prior to issuance of a Certificate of Occupancy for the Event Center, if Event Center Applicant installs signs
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification from Caltrans of payment from Event Center Applicant for CMS if Caltrans elects to install the signs, (Pre-construction) ***or*** written verification from Caltrans of installation of CMS by Event Center Applicant prior to issuance of a Certificate of Occupancy for the Event Center, if Event Center Applicant installs signs (Construction)

**MM-38 (Mitigation Measure B.1-27):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall install fixed directional signage on the freeway system approaching and surrounding the downtown (up to a total of $2,000,000) to provide information on access routes to the parking areas for the Proposed Project to help manage traffic flows in a distributed manner as specified in the parking management strategy. This measure would require the approval of Caltrans.

- **Enforcement Agency:** Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification from Caltrans; Issuance of a Certificate of Occupancy for the Event Center

**MM-39 (Mitigation Measure B.1-28):** During operation of the Event Center, the Event Center Applicant shall fund additional Freeway Service Patrols (up to four additional tow trucks with driver) through Metro's program to increase patrols on the freeway system around downtown before and after events.

- **Enforcement Agency:** Los Angeles Department of Transportation; Los Angeles County Metropolitan Transportation Authority (Metro)
- **Monitoring Agency:** Los Angeles Department of Transportation; Caltrans
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Once, to verify funding to Metro prior to issuance of Certificate of Occupancy for Event Center; Annually, during operation
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification from Metro prior to issuance of Certificate of Occupancy for Event Center; Annual compliance certification report submitted by the Event Center Applicant

**MM-40 (Mitigation Measure B.1-29):** Prior to operation of the Event Center, the Event Center Applicant shall develop and implement a comprehensive Transportation Management Plan (TMP) for the Proposed Project, for approval by LADOT. The TMP shall be developed in coordination with LADOT, Metro, LAPD, Caltrans, and other transportation agencies as appropriate. The TMP will provide the framework and details for managing all aspects of transportation for events at the Proposed Project. This plan will build on the successful implementation of existing similar plans for STAPLES Center, L.A. LIVE, and the Convention Center. The Plan will provide an initial blueprint for transportation management, but will also be dynamic, flexible, and capable of responsiveness to the actual transportation conditions that may occur once the Proposed Project is in operation. The Plan will be a multi-modal plan that addresses transit, autos, parking, pedestrians, and bicycles. The Transportation Management Plan will include the following subjects:

- Event Center Site Description and Operations
- Event Center Scheduling
- Event Coordination Plan
- Trip-Generation Levels
- Overall Parking Strategy
- Parking Management and Access/Egress Plans
- Transit Service
- Pedestrian Circulation
- Transportation Demand Management and Trip Reduction (visitors and employees)[2]
- Traffic Management
- Pico-Union Neighborhood Traffic and Parking Management Plan
- Bicycle Access Plan

The Transportation Management Plan will include, but not necessarily be limited to, the following types of measures:

- Parking Locations by Type of Parking, and Parking Management Measures

[2] *Including requirements of the City of Los Angeles and the CMP for the Transportation Demand Management Plan as applicable for the Proposed Project.*

- Access and Egress Routes to Parking
- Access and Egress Routes to Transit
- Event Ticket Bundling with Parking and Transit Passes
- Transit Service Provisions
- Integrated Transit Fare Measures
- Private Bus, Taxi, and Limousine Provisions
- Pedestrian Signage and Wayfinding
- Pedestrian Circulation Management
- Use of Traffic Control Officers
- Potential Temporary Street Closures
- Potential Temporary Turn Restrictions
- Potential Temporary Traffic Lane Closures and/or Reassignments
- Use of Changeable Message Signs
- Emergency Vehicle Provisions
- Temporary diversion of bus service in the vicinity of the Proposed Project during street closures and/or events
- Coordination measures for concurrent events at the Event Center and Dodger Stadium and the Event Center and the Los Angeles Coliseum

The TMP may include, but not be limited to, the following types of programs to increase transit ridership and increase vehicle occupancies beyond the levels identified in the Draft EIR impact analysis in order to reduce the number of vehicle trips.

- Additional Metro and Metrolink Service - Additional passengers could be carried by the Metro lines serving the Project Site and on the Metrolink six-county commuter rail lines serving Union Station. During certain time periods such increases might be accommodated by existing service levels. For other event scenarios, additional transit service would need to be provided by adding rail cars to trains, or by additional trains, to increase the frequency and capacity of the service.
- Special Metrolink Trains - Metrolink could run special event trains, similar to those currently operated to Major League Baseball games at Angel Stadium of Anaheim and those that have been operated to Fontana Speedway and to concerts at Angel Stadium of Anaheim.
- Express Bus Park-and-Ride - The Event Center could run an Express Park-and-Ride service where patrons could park in remote parking locations and ride Express Bus Service directly to the Event Center. This could operate in a similar fashion to the existing Hollywood Bowl Park-and-Ride service. While this service would be coordinated and managed by the Event Center, it would most likely be operated by private transit operators.
- Charter Bus Service - The Event Center could encourage a resident football team to promote the use of charter buses for team fans to use to attend games rather than driving. These would be an

efficient method of bringing fans who would travel longer distances to games (for example outside of Los Angeles County), and could also be organized by fan supporter and/or booster clubs.

- Encourage and Incentivize Transit Use - The use of transit would be encouraged and heavily promoted by the Proposed Project. This would include bundling of transit passes with event ticket sales, where patrons could purchase a transit ticket at the same time as the event ticket so patrons would not need to buy a transit ticket on the day of the event. The Proposed Project will work with transit operators to achieve a process where a single transit ticket/pass could be used on all connecting transit links to facilitate transfers. This would also include extensive use of marketing and promotional materials to ensure patrons would be aware of the availability, convenience, and benefits of all transit options, including use of electronic distribution methods such as web-site and cell phone applications. This measure could also include special offers and/or programs to encourage the use of transit, such as potentially offering discounts on merchandise or at restaurants, or running a "Transit Club" or "Transit Fan Appreciation Program" where continued use of transit provides patrons with certain benefits.

- Increase Auto Occupancy - Measures to increase auto occupancy could be aimed at increasing auto occupancy for events over the 3.00 persons per car assumed for weekend events and the 2.75 persons per car assumed for weekday events in the traffic analysis. Measures could include reduced parking rates for cars with 4+ people, and providing preferred parking locations for cars with 4+ people**.** The Proposed Project could also encourage the use of vanpools by facilitating the organization of vanpool programs for Event Center events, and by providing priority parking for vanpool vehicles.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation;
- **Monitoring Phase:** Pre-operation of Event Center for TMP plan approval; Operation of Event Center TMP implementation
- **Monitoring Frequency:** Once, for TMP plan approval; Annually, during operation
- **Action(s) Indicating Compliance with Mitigation Measure(s):** LADOT approval of TMP plan prior to operation of the Event Center (Pre-operation); Annual compliance reports submitted by Event Center Applicant (Operation)

**MM-41 (Mitigation Measure B.1-29a):** Prior to the issuance of a building permit for the Event Center, the Event Center Applicant and the owners of the Los Angeles Dodgers and Dodger Stadium and its affiliated properties ("Dodgers") shall jointly develop event

coordination measures ("Coordination Measures") for the purpose of coordinating concurrent events at the Event Center and Dodger Stadium. The Event Center Applicant shall include the Coordination Measures within its proposed Transportation Management Program ("TMP"). One year prior to the anticipated opening of the Event Center, the Event Center Applicant shall coordinate with LADOT, Metro, LAPD, Caltrans, and other transportation agencies as appropriate regarding inclusion of the Event Coordination Measures in the TMP.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Annual written compliance certification from the Event Center Applicant

**MM-42 (Mitigation Measure B.1-30):** Prior to issuance of a building permit for the Proposed Project, the Event Center Applicant shall prepare Construction Traffic and Parking Management Plans for all phases of construction activity at the Project site for review and approval by LADOT. These Plans shall include, but not be limited to the following: specific provisions for truck routes and staging; roadway lane closures; maintenance of transit service; and maintenance of access/egress for all travel modes to the Project site. Specifically, these plans shall include, but not be limited to the following elements, as appropriate:

- Coordination of construction activities with event schedules at Convention Center, STAPLES Center, and L.A. LIVE. Identification of truck staging areas, and management of truck access/egress to minimize truck impacts on the street system.
- Worksite Traffic Control Plans, including temporary traffic controls, lane reconfigurations, temporary traffic signal operation, signage, detour plans as appropriate, and provisions for flag personnel, etc.
- Construction Worker Transportation Demand Management Plan to encourage use of transit and ridesharing to minimize parking needs, and shuttles from remote parking sites used by construction workers.
- Construction Worker Parking Management Plan to provide sufficient parking, including multiple dispersed off-site parking locations to minimize potential associated off-site traffic impacts, and to prevent construction workers from using on-street parking in the Pico-Union area.
- Alternate routing, protection barriers, covered walkways where necessary and feasible, and other safety precautions for pedestrians and bicyclists through the Project Area.
- Event Construction Parking Plan to develop and implement temporary parking strategies for events for the Convention Center, STAPLES Center, and L.A. LIVE during construction.
- Pico-Union Construction Traffic and Parking Management Plan to minimize impacts in the Pico-Union area.

- Schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak commute periods.
- Freeway Truck Management Plan to be submitted to Caltrans.
- Coordinate with Metro regarding possible bus stop relocations and/or bus line/re-routings to minimize inconvenience to transit riders.
- Reroute construction trucks away from congested streets or sensitive receptor areas to the extent practical.
- Provide dedicated turn lanes for movement of construction trucks and equipment, where space is available and would not result in a safety concern for pedestrians and motorists, where feasible and acceptable to LADOT.
- Provide signal synchronization on construction truck routes where feasible and acceptable to LADOT.
- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, prior to issuance of demolition or building permit; Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification of approval of Plans from the Los Angeles Department of Transportation prior to the issuance of demolition and construction permits for the Event Center (Pre-construction); Annual compliance certification report submitted by Project contractor (Operation)

**MM-43 (Mitigation Measure B.1-31):** The Event Center Applicant shall submit grading, utility plans, and a hydrology report as soon as they are available for Caltrans review purposes.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, prior to issuance of grading permits for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Issuance of a grading permit

**MM-44 (Project Design Feature B.2-1):** The Proposed Project will provide an additional 1,112 parking spaces after replacement of existing parking that will be demolished and replaced in new parking garages. The Proposed Project will construct two new parking garages, the Bond Street Garage (928 spaces) and the LA Live Way Garage (2,950 spaces which would be 2,092 spaces above the existing 858 spaces to be demolished by the Proposed Project).

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction (plan check); Construction (prior to issuance of Certificate of Occupancy)
- **Monitoring Frequency:** Once, at plan check; Once, at field verification
- **Action(s) Indicating Compliance with Project Design Feature(s):** Issuance of a building permit (Pre-construction); Field inspection sign-off prior to issuance of Certificate of Occupancy for the Event Center (Construction)

**MM-45 (Project Design Feature B.2-2):** The Proposed Project will provide a total of 250 new bicycle parking spaces in the on-site parking garages.

- **Enforcement Agency:** Los Angeles Department of Transportation; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction (plan check); Construction (prior to issuance of Certificate of Occupancy for the Event Center)
- **Monitoring Frequency:** Once, at plan check; Once, at field verification
- **Action(s) Indicating Compliance with Project Design Feature(s):** Issuance of a building permit (Pre-construction); Field inspection sign-off prior to issuance of Certificate of Occupancy for the Event Center (Construction)

**MM-46 (Project Design Feature B.2-3):** The Event Center Applicant shall not schedule a ticketed event at the Event Center at the same time as a ticketed event at STAPLES Center where the combined attendance at both venues would exceed 72,000 spectators.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Periodic
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual written compliance certification from the Event Center Applicant

**MM-47 (Mitigation Measure B.2-1):** During operation of the Proposed Project, the Event Center Applicant shall implement parking strategies as part of the Transportation Management Plan designed such that patrons park in the targeted parking areas generally within the 20-minute walk contour in the most efficient manner, in order to minimize overall travel time and circulating traffic and to spread traffic across a multiplicity of arrival and departure routes. This plan may consist of, but not be limited to:

the publishing and distribution of promotional materials advising patrons of available parking areas and preferred access/egress routes; pre-selling parking tickets with event tickets, based on zip code origin; and directing patrons to the various appropriate access/egress routes through freeway and street signage, published materials, and real time media such as web sites, smart phones, and Southern California's 511 information system.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-operation for TMP Plan approval; Operation for TMP Plan implementation
- **Monitoring Frequency:** Once, for TMP Plan approval; Annually during operation
- **Action(s) Indicating Compliance with Mitigation Measure(s):** LADOT approval of TMP Plan prior to issuance of Certificate of Occupancy for Event Center (Pre-operation); Annual compliance report submitted by Event Center Applicant (Operation)

**MM-48 (Mitigation Measure B.2-2):** During operation of the Proposed Project, the Proposed Project shall coordinate with LADOT's Downtown ExpressPark Program to facilitate the efficient use of the parking supply. This shall involve including the on-site parking garages in the City's Program (for monitoring of occupancy and utilization), and coordinating information sources, types, and distribution methods for off-site parking locations and access/egress routes during events.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually during operation of the *Express*Park Program
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Annual compliance certification report submitted by the Event Center Applicant

**MM-49 (Mitigation Measure B.2-3):** During development of the TMP and during operation of the Proposed Project, the Event Center Applicant shall encourage the participation of other parking garages in the downtown in the ExpressPark Program. The Event Center Applicant shall also fund a study (up to a total of $200,000) for the City of Los Angeles to explore ways of extending parking garage participation in the ExpressPark Program.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-operation; Operation
- **Monitoring Frequency:** Once
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification from LADOT of Event Center Applicant funding prior to issuance of Certificate of

Occupancy for the Event Center (Pre-operation); Annual compliance certification report submitted by the Event Center Applicant (Operation)

**MM-50 (Mitigation Measure B.2-4):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall make a one-time fixed contribution of $1,000,000 to the Downtown ExpressPark Program.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification from LADOT of Event Center Applicant contribution prior to issuance of Certificate of Occupancy for the Event Center

**MM-51 (Mitigation Measure B.2-5):** The Event Center Applicant shall make a total 3-year annual contribution to the Downtown ExpressPark Program of $100,000 per year for three years to be used by LADOT for system maintenance of the ExpressPark Program. Payments shall begin one year after opening of the Event Center.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually for three years
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification from LADOT of Event Center Applicant annual contribution

**MM-52 (Mitigation Measure B.2-6):** During operation of the Event Center, the Event Center Applicant shall provide off-site parking for employees who drive and shall provide shuttle bus service from the remote parking locations to the Project site, similar to the programs successfully deployed for STAPLES Center and L.A. LIVE.

- **Enforcement Agency:** Los Angeles Department of Transportation and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Annual compliance certification report submitted by the Event Center Applicant

**MM-53 (Mitigation Measure B.2-7):** Use of Remote Parking When Necessary. During operation of the Event Center, for the occasional times when determined to be necessary (as defined in the TMP), the Event Center Applicant shall arrange remote parking outside the Primary Parking Area (for example, on Bunker Hill, at Union Station,

east of Broadway, in Central City West (north of Olympic Boulevard), and south of the Project site in the general USC/Coliseum area including the Shrine Auditorium), and shall provide connecting shuttle bus service to the Project site as necessary (some remote parking locations would be connected to the Project site by rail transit lines such as the Red Line, and the Blue/Expo Lines). The Event Center Applicant shall coordinate with potential additional parking facilities based on availability and willingness to participate. Remote parking plans shall be included in the Transportation Management Plan.

- **Enforcement Agency:** Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-operation of the Event Center; Operation
- **Monitoring Frequency:** Once, prior to operation of the Event Center for plan approval; Annually, during operation
- **Action(s) Indicating Compliance with Mitigation Measure(s):** LADOT approval of the TMP (Pre-operation); Annual compliance certification report submitted by the Event Center Applicant (Operation)

**MM-54 (Project Design Feature B.3-1):** Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall construct wider crosswalks (up to 30 feet) with differential paving (as was done for certain intersections for L.A. LIVE) at the following 12 intersections:

- L.A. Live Way & Chick Hearn Court
- L.A. Live Way & 12th Street
- L.A. Live Way & Pico Boulevard
- Georgia Street & Olympic Boulevard
- Francisco Street & Olympic Boulevard
- Francisco Street & James Wood Boulevard
- Figueroa Street & Pico Boulevard
- Figueroa Street & 9th Street
- Flower Street & Pico Boulevard
- Flower Street & 12th Street
- Flower Street & 11th Street
- Flower Street & Olympic Boulevard
- **Enforcement Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, prior to issuance of Certificate of Occupancy for Event Center
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of B-Permit Plans (Pre-construction); Issuance of Certificate of Occupancy for Event Center (Construction)

**MM-55 (Project Design Feature B.3-2):** To further facilitate pedestrian safety in the immediate area of the Event Center, the east sidewalk of L.A. Live Way between Pico Boulevard and Chick Hearn Court shall be widened from 10 feet to 15 feet; the south sidewalk of Chick Hearn Court between L.A. Live Way and Georgia Street shall be widened from 10 feet to 20 feet; and the north and south sidewalks of Pico Boulevard between Figueroa Street and L.A. Live Way shall be widened from 10 feet to 20 feet. These widenings shall be implemented in conjunction with Project Design Features B.1-1, B.1-2, and B.1-3.

- **Enforcement Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to issuance of Certificate of Occupancy for Event Center
- **Action(s) Indicating Compliance with Project Design Feature(s):** Field inspection sign-off and issuance of Certificate of Occupancy for Event Center

**MM-56 (Project Design Feature B.3-3):** As part of the Proposed Project, it is expected that the following streets would be closed to thru traffic (local access and transit vehicles allowed) before, during, and after events, in order to minimize the conflicts between vehicles and pedestrians:

- L.A. Live Way, between Pico Boulevard and Chick Hearn Court
- Chick Hearn Court between L.A. Live Way and Georgia Street
- Georgia Street, between Chick Hearn Court and West Road
- 12th Street, between Figueroa Street and Flower Street
- Chick Hearn Court, between Figueroa Street and Georgia Street (closed to all traffic)

Final configuration of the traffic closures on Event Days shall be determined upon completion of the Transportation Management Plan.

- **Enforcement Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Project Design Feature(s):** LADOT approval of traffic lane closures; Annual compliance certification report submitted by the Event Center Applicant

**MM-57 (Mitigation Measure B.3-1):** During operation of the Proposed Project, the Event Center Applicant in conjunction with LADOT shall effect the temporary closure of certain street segments after major events, as defined in the TMP. These could include the following:

- Figueroa Street: both directions, between Olympic Boulevard and Pico Boulevard

- Flower Street: both directions, between Olympic Boulevard and Pico Boulevard
- 11th Street: both directions, between Figueroa Street and Hope Street
- 12th Street: both directions, between Figueroa Street and Hope Street
- Pico Boulevard: westbound direction only, between Flower Street and L.A. Live Way

The actual street closure program shall be determined in the Transportation Management Plan. Where streets shall be closed, they shall be closed to all traffic, including transit vehicles, except for local access to adjacent properties. It is expected that these street closures would not need to occur for more than approximately one hour after a major event and may only be closed for a shorter period of time. The exact location, duration and details of closure shall be determined in the Transportation Management Plan.

- **Enforcement Agency:** Los Angeles Department of Transportation; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of Transportation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Mitigation Measure(s):** LADOT approval of Transportation Management Plan; Annual compliance certification report submitted by Event Center Applicant

**MM-58 (Project Design Feature C-1):** Temporary construction fencing shall be placed along the periphery of active construction areas to screen much of the construction activity from view at the street level.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Project Design Feature(s):** Field inspection sign-off

**MM-59 (Project Design Feature C-2):** The Project Applicant shall monitor the Project site for graffiti and contract with a graffiti removal company, as needed.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Project Design Feature(s):** Field inspection sign-off

**MM-60 (Mitigation Measure C-1):** The Applicant shall provide through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance report by Project contractor

**MM-61 (Mitigation Measure C-2):** The proposed streetscape improvements shall be reviewed and approved by the City's Department of Public Works Street Tree Division prior to issuance of the first grading permit.

- **Enforcement Agency:** Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of Public Works
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, at plan check
- **Action(s) Indicating Compliance with Mitigation Measure(s)**: Plan approval and issuance of first grading permit for Project

**MM-62 (Mitigation Measure C-3):** All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of Planning during the building permit process.

- **Enforcement Agency:** Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation)
- **Monitoring Agency:** Los Angeles Department of City Planning (plan review); Los Angeles Department of Building and Safety (operation and maintenance)
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check for Project; Once, prior to issuance of Certificate of Occupancy for Event Center and New Hall
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of applicable building permit (Pre-construction); Issuance of Certificate of Occupancy (Construction)

**MM-63 (Mitigation Measure C-4):** All new sidewalks along the Project site's street frontages shall be paved with concrete, pavers, or other safe, non-slip material to create an environment accommodating to pedestrians.

- **Enforcement Agency:** Los Angeles Department of Public Works (Bureau of Engineering)
- **Monitoring Agency:** Los Angeles Department of Public Works (Bureau of Engineering)
- **Monitoring Phase:** Pre-construction, Construction
- **Monitoring Frequency:** Once, prior to approval of improvement plans; Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Field inspection sign-off and issuance of Certificate of Occupancy for Event Center and New Hall, as applicable (Construction)

**MM-64 (Project Design Feature D.1-1):** Project building heights and massing shall substantially conform to the design guidelines and standards set forth in the proposed Convention and Event Center Specific Plan.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval (Pre-construction); Issuance of Certificate of Occupancy for Event Center and New Hall, as applicable (Construction)

**MM-65 (Project Design Feature D.2-1):** Event Center Architecture: The Event Center architectural design includes the structure, façade, and the upper portion of the stadium structure supporting the deployable roof in the open position. The architectural design shall provide equivalent or reduced light transmissions when compared to the configurations of material properties shown in Figure 6.1.5.1 and Figure 6.1.5.2 of the Lighting Report included as Appendix K of the Draft EIR. These transmission limits shall reduce emissions from some field event lighting (located within the bowl) and other bowl light sources.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction); Written compliance certification from approved lighting

consultant/expert prior to Issuance of Certificate of Occupancy for the Event Center (Construction)

**MM-66 (Project Design Feature D.2-2):** Screening on Parking Garages: Exterior screening shall be installed to minimize the spill light from luminaires within open structure buildings from reaching beyond the Project site. The screening shall also be installed so as to minimize the views and potential glare of headlights of motor vehicles within the garage from beyond the Project site boundary. Screening measures may include, but are not limited to, shielding attached to the luminaire, building, or site structures.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction, Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction); Written compliance certification from approved lighting consultant/expert prior to issuance of applicable Certificate of Occupancy (Construction)

**MM-67 (Project Design Feature D.2-3):** Building Façades: The maximum measurable luminance of the illuminated building façade shall not exceed 40 cd/m2. Additionally, an area weighted average of field measurements shall not exceed 10 cd/m2 for any single contiguous façade area greater than 7,500 square feet in area.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction, Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction); Written compliance certification from approved lighting consultant/expert prior to issuance of applicable Certificate of Occupancy (Construction)

**MM-68 (Project Design Feature D.2-4):** Glass used in building façades shall be anti-reflective or treated with an anti-reflective coating in order to minimize glare.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction (during plan check); Construction

- **Monitoring Frequency:** Once, at plan check; Once, at field inspection
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval and issuance of applicable building permit for the Event Center and New Hall (Pre-construction); Issuance of Certificate of Occupancy for the Event Center and New Hall, as applicable (Construction)

**MM-69 (Project Design Feature D.2-5):** Light levels from permanent light fixtures shall not exceed 10 fc (average, horizontal at the ground) within Gilbert Lindsey Plaza.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Pre-operation
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to operation
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction); Written compliance certification from approved lighting consultant/expert within 10 days of first event within Gilbert Lindsey Plaza (Pre-operation)

**MM-70 (Project Design Feature D.2-6):** Illuminance from specified light sources shall not exceed 21.5 lux (2.0 fc) at the property line of the nearest residential property or light sensitive receptor.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction, Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction); Written compliance certification from approved lighting consultant/expert prior to Issuance of applicable Certificate of Occupancy (Construction)

**MM-71 (Project Design Feature D.2-7):** Luminaires illuminating the building façade with intensities greater than 10,000 candelas shall be shielded from view beyond the Project site boundary.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction

- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction); Written compliance certification from approved lighting consultant/expert prior to issuance of applicable Certificate of Occupancy (Construction)

**MM-72 (Project Design Feature D.2-8):** Luminaires not illuminating the building façade with intensities greater than 10,000 candelas shall be shielded or rated as cut-off per the Illuminating Engineering Society of North America.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit for the Event Center (Pre-construction); Written compliance certification from approved lighting consultant/expert prior to Issuance of Certificate of Occupancy for the Event Center (Construction)

**MM-73 (Project Design Feature D.2-9):** Luminaires within the Bond Street and L.A. Live Way Garages shall be equipped with screening measures that limit light spill beyond the north and west sides of the garage toward to Project site's northern and western boundaries, which are adjacent to sensitive receptors.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction, Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit for the garages (Pre-construction); Written compliance certification from approved lighting consultant/expert prior to Issuance of Certificate of Occupancy for the garages (Construction)

**MM-74 (Project Design Feature D.2-10):** Luminaires shall be shielded, reduced in intensity, or otherwise protected from view such that the brightness of a light source within 10 degrees from a driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except when minimum values are less than 10 fL. If minimum values are below 10 fL, the source brightness

shall not exceed 500 fL plus 100 times the angle, in degrees, between the driver's line of sight and the light source.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction); Written compliance certification from approved lighting consultant/expert prior to issuance of applicable Certificate of Occupancy (Construction)

**MM-75 (Project Design Feature D.2-11):** Luminaires used for field lighting within the Event Center shall be aimed, shielded, or screened from view so that the Glare Rating does not exceed 45 for motorists and vehicles operated on roadways. Prior to the issuance of the first building permit for the Event Center structure, the Event Center Applicant shall prepare a study of the Glare Ratings at all roadways that have a direct line of sight to the Event Center's Spectator Event luminaires located within a 1-mile radius of the Project site. The lighting study shall demonstrate to the satisfaction of the City of Los Angeles Department of Building and Safety that the Event Center's design does not result in a Glare Rating above 45 at any roadway location within a 1-mile radius of the Project site.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit for the Event Center (Pre-construction); Written compliance certification from approved lighting consultant/expert prior to Issuance of Certificate of Occupancy for the Event Center (Construction)

**MM-76 (Project Design Feature D.2-12):** The aiming of Sky-Tracker luminaires shall be regulated to prevent the high intensity beam from striking any building façades. Sky-Tracker luminaires shall not project light more than 25 degrees from zenith. Use of Sky-Tracker luminaires shall adhere to the aiming constraints shown diagrammatically in Figure IV.D.2-2 on page IV.D.2-22.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of City Planning; Los Angeles Department of Public Works

- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual compliance certification report from approved lighting consultant/expert

**MM-77 (Project Design Feature D.2-13):** The measured illuminance from Proposed Project signage shall not exceed 32.3 lux (3.0 fc) at the property line of the nearest residential property or light sensitive receptor.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction); Written compliance certification from approved lighting consultant/expert prior to issuance of applicable Certificate of Occupancy (Construction)
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**MM-78 (Project Design Feature D.2-14):** The measured luminance from Proposed Project signage shall not exceed 800 cd/m2 after sunset or before sunrise.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction); Written compliance certification from approved lighting consultant/expert prior to issuance of applicable Certificate of Occupancy (Construction)

**MM-79 (Project Design Feature D.2-15):** Self-illuminated signs and/or luminaires intended to illuminate signs shall be shielded, or reduced in intensity, or otherwise protected from view such that the brightness of a light source within 10 degrees from a driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except when minimum values are less than 10 fL. If minimum values are below 10 fL, the source brightness would not exceed 500 fL plus 100 times the angle, in degrees, between the driver's line of sight and the light source.

- **Enforcement Agency:** Los Angeles Department of Building and Safety and Los Angeles Department of City Planning

- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction); Written compliance certification from approved lighting consultant/expert prior to issuance of applicable Certificate of Occupancy (Construction)

**MM-80 (Project Design Feature D.2-16):** The intensity of illuminated signage shall be controlled with a photocell with an adjustable set-point that measures available daylight. This set-point shall be used to control the intensity of the sign output to either the daytime or nighttime luminous intensity.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction);Written compliance certification from approved lighting consultant/expert prior to issuance of applicable Certificate of Occupancy (Construction)

**MM-81 (Project Design Feature D.2-17):** Light sources associated with Proposed Project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project site boundary. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Periodic field inspections during construction
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction); Field inspection sign-off (Construction); Annual compliance certification report submitted by Project contractor (Construction)

**MM-82 (Project Design Feature D.2-18):** Any Sky-tracker luminaire within the Event Center that is aimed out of the open roof structure shall be aimed within 25 degrees of zenith.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of City Planning; Los Angeles Department of Public Works
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual compliance certification report from approved lighting consultant/expert

**MM-83 (Project Design Feature D.2-19):** All luminaires installed on a temporary basis on the Project site shall be aimed so that the direct beam illuminance is directed on the event activity.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of City Planning; Los Angeles Department of Public Works
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual compliance certification report submitted by Event Center Applicant

**MM-84 (Project Design Feature D.2-20):** The number of fireworks displays at the Event Center shall be limited to 15 times per year. Each fireworks display shall not exceed 20 minutes in duration. Isolated use of firework devices during events would also be permitted.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of City Planning; Los Angeles Department of Public Works
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual compliance certification report submitted by Event Center Applicant

**MM-85 (Project Design Feature D.2-21):** The interior lighting for the Proposed Project and associated luminances or interior surfaces shall be designed, specified, and installed so that maximum candela direct beam illuminance (from luminaires) is not directed out of the building envelope.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature:** Approval of Lighting Plans prior to issuance of applicable building permit (Pre-construction); Written

compliance certification from approved lighting consultant/expert prior to issuance of applicable Certificate of Occupancy (Construction)

**MM-86 (Mitigation Measure D.2-1):** Luminaires used for field lighting within the Event Center shall be aimed, shielded, or screened from view in an effort to prevent the Glare Rating from exceeding 55 at all residences that have a direct line of sight to the Event Center's Spectator Event luminaires located within a one-mile radius of the Project site. Prior to the issuance of the first building permit for the Event Center structure, the Event Center Applicant shall prepare a study of the Glare Ratings at all such residences located as specified above to determine whether the Glare Rating at such residences from the Event Center's Spectator Event luminaires exceeds a Glare Rating of 55. For those residences located as specified above that exceed a Glare Rating of 55, the Event Center Applicant shall offer to install, at the Event Center Applicant's expense, window coverings that reduce the Glare Rating to a level of 55 or below.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of Glare Rating Study prior to issuance of building permit for Event Center (Pre-construction); Field inspection sign-off of installation of window coverings, as deemed necessary and appropriate (Construction)

**MM-87 (Mitigation Measure D.2-2):** As part of the building approval process, the Event Center Applicant shall submit a lighting plan to the satisfaction of the Director of Planning. The lighting plan shall include the following:

- the location(s) of Sky-tracker searchlights; and
- the locations of architectural lighting, as that type of lighting is defined in the Proposed Convention and Event Center Specific Plan.
- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Building and Safety; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, at plan check for Lighting Plan approval
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Director of Planning sign-off on Lighting Plan prior to issuance of applicable building permit

**MM-88 (Mitigation Measure D.2-3):** The Director of Planning shall have the authority to limit the refresh rate on any Animated Sign or Electronic Message Display Sign visible from the freeway to refresh no more frequently than once every four seconds, with an

interval between messages of not less than one second, and with an unchanged intensity of illumination.

- **Enforcement Agency:** Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Director of Planning authorization as determined necessary by the Director of Planning

**MM-89 (Mitigation Measure D.2-4):** The Applicants' lighting design expert shall implement the following protocol to confirm compliance with all City Code requirements and lighting regulations (including without limitation, LAMC Section 93.0117 and the requirements of the Signage Supplemental Use District) and the lighting mitigation measures (including Project Design Feature D.2-3, D.2-5 through D.2-8, D.2-10, D.2-13 through D.2-15). The results of the foregoing testing shall be provided to the Los Angeles Department of Building and Safety (and copied to the Department of City Planning) immediately prior to initial signage operation, and immediately prior to initial stadium operation, with a follow-up compliance test to be performed 12 months after certificate of occupancy.

- A representative testing site shall be established on or next to those light-sensitive receptors which have the greatest exposure to signage and stadium lighting on each of the façades of the Proposed Project.
- A light meter mounted to a tripod at eye level, facing the Proposed Project buildings, shall be calibrated and measurements shall be taken to determine ambient light levels with the signage on, and when the stadium is in operation
- An opaque object (e.g., a board) shall also be used to block out the view of the sign, and the stadium, from the light meter, at a distance of at least 4 feet away from the tripod and blocking the light meter's view of the building. A reading shall be taken to determine the ambient light levels with the sign-off
- The difference between the ambient light levels with the signage being illuminated, and with the signage being off, would be the amount of light the signage casts onto the sensitive receptor
- The difference between the ambient light levels when the stadium is in operation and when it is not in operation would be the amount of light the stadium casts onto the sensitive receptor
- An alternative method to measure light levels would be to use the same tripod and same light meter, but to turn on and off the signage, and to turn the stadium lighting on and off. This method takes more coordination, but is more accurate

In addition, if at any time, the Los Angeles Department of Building and Safety has good cause to believe the Proposed Project's

signage lighting is not in compliance with the Los Angeles Municipal Code, regulations or mitigation measures, the Los Angeles Department of Building and Safety may request the protocol be implemented to determine compliance, at the expense of the Applicants. If the testing determines that the signage, or the stadium lighting, is not in compliance with the Los Angeles Municipal Code, regulations, mitigation measures, or project design features, the Applicants shall adjust the signage and/or lighting to bring it into compliance immediately.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-operation; Operation
- **Monitoring Frequency:** Once, prior to signage operation; Once, prior to Event Center operation; Once, 12 months after issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Los Angeles Department of Building and Safety approval of lighting testing results

**MM-90 (Project Design Feature E-1):** Project construction shall utilize drilled piles during the late evening hours (between 9 p.m. and 12 a.m.), in order to reduce potential construction noise and vibration impacts.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Project Design Feature(s)**: Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-91 (Project Design Feature E-2):** Project contractor shall equip all construction equipment used at the Project site with properly operated and maintained, commercially available noise shielding and/or muffling devices that are consistent with the manufacturer's standards.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Project Design Feature(s)**: Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-92 (Project Design Feature E-3):** The Event Center in-house sound system would utilize a distributed speakers system capable of aiming the sound toward the seating areas, to minimize sound spillage to the exterior of the Event Center.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan approval; Once, prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s)**: Plan approval (Pre-construction); Compliance verification submitted by technical expert (Construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-93 (Project Design Feature E-4):** Building mechanical/electrical equipment shall be designed to meet the noise limit requirements of LAMC, Chapter XI, Section 112.02.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction (plan check); Construction
- **Monitoring Frequency:** Once, at plan approval; Once, prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s)**: Plan approval (Pre-construction); Compliance verification submitted by technical expert (Construction); Issuance of a Certificate of Occupancy for the applicable building (Construction)

**MM-94 (Project Design Feature E-5):** Loading dock and trash/recycling areas for the Event Center and STAPLES Center shall be located in the subterranean level, which shall preclude noise from this source at exterior locations.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction (plan check); Construction
- **Monitoring Frequency:** Once, at plan approval; Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s)**: Plan approval (Pre-construction); Field inspection sign-off and ; Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-95 (Project Design Feature E-6):** All rooftop mechanical equipment shall be enclosed or screened from view with appropriate screening walls.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction (plan check); Construction
- **Monitoring Frequency:** Once, at plan approval; Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s)**: Plan approval (Pre-construction); Field inspection sign-off and Issuance of a Certificate of Occupancy for the applicable building (Construction)

**MM-96 (Mitigation Measure E-1):** A temporary, continuous and impermeable noise barrier shall be provided as follows:

A) During the Event Center constriction, a noise barrier wall providing a minimum 5 dBA noise reduction at the first-floor level shall be erected along the Project northern boundary along the Project northern boundary between the Event Center construction area and Receptor R1 (Ritz Hotel and Residences and Marriott Hotel at L.A. LIVE).

B) During construction of the New Hall, a noise barrier wall providing a minimum 7 dBA noise reduction shall be erected between the New Hall construction area and off-site noise sensitive receptor R26 (southern boundary of New Hall construction area).

C) During construction of the Pico Station Second Platform, a noise barrier wall providing a minimum 11 dBA noise reduction shall be erected between the Pico Station Second Platform construction area and off-site noise sensitive receptors R2 and R3, along Pico Boulevard (southern construction area boundary) and a portion of Flower Street (extending approximately 100 feet from Pico Boulevard).

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report by the Project contractor and technical noise expert

**MM-97 (Mitigation Measure E-2):** Power construction equipment shall be equipped with noise shielding and muffling devices. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety

- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report by the Project contractor

**MM-98 (Mitigation Measure E-3):** Stationary source construction equipment that may have a flexible specific location on-site (e.g., generators and compressors) shall be located so as to maintain the greatest distance from sensitive land uses and unnecessary idling of equipment shall be prohibited.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report by the Project contractor

**MM-99 (Mitigation Measure E-4):** Engine idling from construction equipment such as bulldozers and haul trucks shall be limited. Idling of haul trucks shall be limited to five (5) minutes at any given location as established by the South Coast Air Quality Management District.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report by the Project contractor

**MM-100 (Mitigation Measure E-5):** The use of vibratory rollers within 150 feet, or impact pile driving within 320 feet, of the Nokia Theatre shall be limited to time periods that do not coincide with events occurring at the Nokia Theatre.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report by the Project contractor

**MM-101 (Mitigation Measure E-6):** The use of impact pile drivers within 320 feet of the Nokia Theater shall be coordinated with the Nokia Theatre to avoid conflicts.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report by the Project contractor

**MM-102 (Project Design Feature F.1-1):** The Project would comply with SCAQMD Rule 403 regarding fugitive dust control through implementation of the following measures:

- Use watering to control dust generation during the demolition of structures.
- Clean-up mud and dirt carried onto paved streets from the site.
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Include provisions in contracts with contractors to enforce requirement that trucks and equipment hauling material such as debris or any fill material operating at the Project site or traveling to or from the Project site must be fully covered, and post signs on-site regarding this requirement.
- Suspend earthmoving operations or implement additional watering to meet Rule 403 criteria if wind gusts exceed 25 mph.
- An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. A bilingual Spanish speaking construction relations officer shall be appointed to act as a community liaison concerning construction-related issues and on-site activity, including investigation and resolution of issues related to fugitive dust generation.
- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspection during construction
- **Action(s) Indicating Compliance with Project Design Feature(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-103 (Project Design Feature F.1-2):** The roof specification for the New Hall shall meet the standards of a "cool roof."

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan approval; Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s)**: Plan approval (Pre-construction); Field inspection sign-off and issuance of a Certificate of Occupancy for the New Hall (Construction)

**MM-104 (Project Design Feature F.1-3):** Outdoor lighting levels shall be reduced during non-event time periods to the extent that the reduced levels do not create an unsafe condition.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual written compliance certification submitted by Event Center Applicant and Convention Center Applicant

**MM-105 (Project Design Feature F.1-4):** The Applicants shall provide information to vendors as to the nearest locations of electronic charging and alternative fuel stations, which will be updated as additional stations come on-line in the vicinity.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual written compliance certification submitted by Event Center Applicant and Convention Center Applicant

**MM-106 (Project Design Feature F.1-5):** The Project Applicants shall only test one emergency back-up diesel generator for maintenance purposes on a given day and no emergency back-up diesel generator would be tested on days with events at the Event Center.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Operation

- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual written compliance certification submitted by Event Center Applicant and Convention Center Applicant

**MM-107 (Project Design Feature F.1-6):** The Project Applicants shall use alternative fueled steam cleaner heaters (e.g., propane) in lieu of diesel.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual written compliance certification submitted by Event Center Applicant and Convention Center Applicant

**MM-108 (Project Design Feature F.1-7):** The Pico Passage shall be equipped with carbon monoxide sensors which would trigger operation of ventilation fans when needed to ensure compliance with ambient air quality standards.

- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to issuance of Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s)**: Plan approval (Pre-construction); Field inspection sign-off and issuance of a Certificate of Occupancy (Construction)

**MM-109 (Project Design Feature F.1-8):** The Event Center Applicant shall evaluate low carbon footprint concrete and consider it for potential uses in the construction to the greatest extent practical.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once, prior to issuance of building permit for the Event Center
- **Action(s) Indicating Compliance with Project Design Feature(s):** Los Angeles Department of Building and Safety approval of evaluation results

**MM-110 (Project Design Feature F.1-9):** L.A. Live Way and Bond Street Garages shall both provide a minimum ground floor clearance of 8 feet 2 inches for van pool access.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check; Once, at field inspection prior to issuance of a Certificate of Occupancy
- **Action(s) Indicating Compliance with Project Design Feature(s)**: Plan approval (Pre-construction); Field inspection sign-off and issuance of a Certificate of Occupancy (Construction)

**MM-111 (Mitigation Measure F.1-1):** The Project representative shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of construction activities for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each such unit's certified tier specification, BACT documentation, and CARB or AQMD operating permit shall be provided onsite at the time of mobilization of each applicable unit of equipment. Off-road diesel-powered equipment that will be used an aggregate of 40 or more hours during any portion of the construction activities for the Project shall meet the Tier 3 standards and off-road equipment greater than 300 horsepower shall be equipped with diesel particulate filters. Beginning in January 2015, the requirement shall increase to Tier 4 equipment where commercially available. Construction contractors supplying heavy duty diesel equipment greater than 50 horsepower shall be encouraged to apply for AQMD SOON funds. Information including the AQMD website shall be provided to each contractor which uses heavy duty diesel for on-site construction activities.

- **Enforcement Agency:** SCAQMD; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction **Monitoring Frequency:** Once (initial submittal of inventory ); Periodic field inspections during construction (provision of unit specifications, documentation and permit onsite)
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Submittal of inventory to SCAQMD and Los Angeles Department of Building and Safety (Pre-construction); Field inspection sign-off and annual compliance certification report submitted by Project contractor (Construction)

**MM-112 (Mitigation Measure F.1-2):** All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction

- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-113 (Mitigation Measure F.1-3):** Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will have their engines turned off after 5 minutes when not in use, to reduce vehicle emissions. In addition, the Applicant shall also require contractors to limit idling of construction equipment, trucks, and vehicles to the extent practical.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-114 (Mitigation Measure F.1-4):** Emission generating construction activities shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-115 (Mitigation Measure F.1-5):** To the extent practical, electric powered construction equipment shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-116 (Mitigation Measure F.1-6):** Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; SCAQMD
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-117 (Mitigation Measure F.1-7):** Construction equipment shall incorporate, where commercially available, emissions-saving technology such as hybrid drives and specific fuel economy standards upon promulgation (e.g., CAFE Standards).

- **Enforcement Agency:** SCQAMD; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-118 (Mitigation Measure F.1-8):** Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-119 (Mitigation Measure F.1-8a):** During construction, the Project shall use contractors for soil import/export with haul trucks meeting EPA Model Year 2007 NOX emissions levels when such equipment is reasonably available to achieve a goal that at least 33 percent of the haul truck fleet meets this standard, provided that such usage is consistent with the Event Center Applicant's MBE/WBE goals.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety

- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-120 (Mitigation Measure F.1-8b):** Utilize low sulfur diesel fuel, bio-diesel, or LNG for any use of portable generators to power construction machinery.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-121 (Mitigation Measure F.1-8c):** Finish materials that include Triclosans in public areas shall not be used.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-122 (Mitigation Measure F.1-9):** The Applicant shall work with vendors and suppliers to schedule as many deliveries as practical during off-peak traffic periods to encourage the reduction of trips during the most congested periods.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Transportation
- **Monitoring Agency:** Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Annual compliance certification report submitted by Event Center Applicant

**MM-123 (Mitigation Measure F.1-10):** Lower emissions fireworks shall be used to the extent feasible for “proximate fireworks” where it would achieve a similar fireworks effect.

- **Enforcement Agency:** Los Angeles Department of City Planning, Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Fire Department

- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Annual compliance report submitted by Event Center Applicant

**MM-124 (Mitigation Measure F.1-11):** New proposed diesel-fueled emergency generators shall be equipped with diesel particulate filters.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Annual compliance report submitted by Event Center Applicant

**MM-125 (Mitigation Measure F-1-12):** Landscape maintenance lawn mower and leaf blower equipment shall be powered by electricity.

- **Enforcement Agency:** Los Angeles Police Department
- **Monitoring Agency:** Los Angeles Police Department
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Annual compliance certification report submitted by Event Center Applicant and Convention Center Applicant

**MM-126 (Mitigation Measure F-1.13):** New proposed sweepers shall be electric or alternatively fueled with HEPA filters, where commercially available.

- **Enforcement Agency:** Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of Public Works
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Annual compliance certification report submitted by Event Center Applicant and Convention Center Applicant

**MM-127 (Mitigation Measure F-1.14):** The Applicant shall utilize water-based or low VOC cleaning products where a suitable replacement product is commercially available.

- **Enforcement Agency:** Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually

- **Action(s) Indicating Compliance with Mitigation Measure(s):** Annual compliance certification report submitted by Event Center Applicant and Convention Center Applicant

**MM-128 (Project Design Feature F.2-1):** The Applicants shall implement a Sustainability Program as set forth in Appendix E of this Draft EIR.

- **Enforcement Agency:** Los Angeles Department of City Planning (Program approval); Los Angeles Department of Building and Safety (Operation)
- **Monitoring Agency:** Los Angeles Department of City Planning (Program approval); Los Angeles Department of Building and Safety (Operation)
- **Monitoring Phase:** Pre-construction; Operation
- **Monitoring Frequency:** Once, at plan check prior to issuance of grading permit; Annually, during operation
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval and issuance of a building permit (Pre-construction); Annual compliance report submitted by Event Center Applicant (Operation)

**MM-129 (Project Design Feature G-1):** All Project construction shall conform to the requirements of the LAMC, which incorporates the requirements of the CBC, including all provisions related to seismic safety.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, at plan check prior to issuance of grading permit; Periodic field inspections during construction
- **Action(s) Indicating Compliance with Project Design Feature(s):** Issuance of grading permit; Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-130 (Mitigation Measure G-1):** Prior to issuance of the building permit for the New Hall, Event Center, and new garages, a site-specific geotechnical report shall be prepared in accordance with the City of Los Angeles requirements, including those set forth in the LAMC, which incorporates the CBC. The recommendations contained within the site-specific geotechnical report, including those pertaining to site preparation, fill placement, and compaction, seismically induced ground acceleration, liquefaction; foundations; pavement design; footings; and foundations shall be implemented. The site-specific geotechnical reports shall include all applicable recommendations included in the Report of Geotechnical Investigation prepared by AMEC E&I, Inc. included as Appendix N to this Draft EIR.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction

- **Monitoring Frequency:** Once, at plan check prior to issuance of applicable building permit for report approval; Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Issuance of applicable building permit (Pre-construction); Field inspection sign-off (Construction); Annual compliance certification report submitted by Project contractor (Construction)

**MM-131 (Mitigation Measure G-2):** Pursuant to the geotechnical report prepared in accordance with LADBS requirements, a temporary shoring system shall be implemented during Proposed Project construction to ensure slope stability during excavation activities. If the necessary space is available, temporary excavations up to 25 feet in depth may be sloped back at a 1:1 (horizontal to vertical), in lieu of shoring. Deeper excavations shall be sloped at an inclination of 1.25:1. Where there is not sufficient space for sloped embankments, temporary shoring shall be erected, to a reasonable satisfaction of the LADBS. This may include, but is not limited to, installing steel soldier piers in drilled holes that would be backfilled with concrete and restrained with tie-in anchors. The shoring shall be designed by a professional geotechnical engineer with experience in the design of excavation shoring. The excavation shoring design shall be approved by LADBS prior to its installation.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, at plan check for the applicable building; Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of a grading permit for the applicable building (Pre-construction); Field inspection sign-off (Construction)

**MM-132 (Mitigation Measure G-3):** Testing of Project site soils by a certified engineering geologist and/or geotechnical engineer shall be performed as part of the site-specific geotechnical report, and structure and site improvements shall be designed to resist the effects of expansive and corrosive soils.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, at plan check prior to issuance of building permit; Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Issuance of applicable building permit (Pre-construction); Field inspection sign-off and annual compliance certification report submitted by Project contractor (Construction)

**MM-133 (Project Design Feature H.1-1):** Prior to the issuance of a grading permit, the Project Applicants shall provide evidence to the City of Los Angeles Department of Public Works, as appropriate, that a Notice of Intent has been filed with the State Water Resources Control Board for coverage under the General Construction Permit and a certification that a Storm Water Pollution Prevention Plan has been prepared. Such evidence shall consist of a copy of the Notice of Intent stamped by the State Water Resources Control Board or Regional Board, or a letter from either agency stating that the Notice of Intent has been filed. The Stormwater Pollution Prevention Plan shall include a menu of Best Management Practices to be selected and implemented based on the phase of construction and the weather conditions to effectively control erosion.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Regional Water Quality Control Board; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of Public Works
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, at plan check prior to issuance of a grading permit for the Project
- **Action(s) Indicating Compliance with Project Design Feature(s):** Notice of Intent and Approval of a Stormwater Pollution Prevention Plan; Issuance of grading permit

**MM-134 (Project Design Feature H.1-2):** Prior to approval of B-Permit Plans or issuance of building permit, the Project Applicants shall prepare and submit for review and approval a Standard Urban Stormwater Mitigation Plan that shall include Best Management Practices (e.g., infiltration systems, bio-filtration, structural treatment systems) and demonstrate compliance with Low Impact Development Ordinance requirements to the City of Los Angeles Department of Public Works or Department of Building and Safety, as applicable.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of Public Works
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, at plan check prior to approval of B-permit Plans or issuance of applicable building permit
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of a Standard Urban Stormwater Mitigation Plan; Approval of B-Permit Plans or issuance of applicable building permit

**MM-135 (Project Design Feature H.1-3):** The Project Applicants shall control nitrates through the selection of native plants and minimal use of nitrogen-based fertilizers in on-going landscape maintenance.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of Public Works

- **Monitoring Phase:** Pre-construction; Construction; Operation
- **Monitoring Frequency:** Once, with approval of landscape plans at plan check; Once, at field inspection sign-off prior to issuance of Certificate of Occupancy for the Event Center and New Hall; Annually, during operation
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval and issuance of building permit (Pre-construction); Issuance of a Certificate of Occupancy (Construction); Annual compliance report by Project Applicants (Operation)

**MM-136 (Mitigation Measure I.1-1):** Prior to the issuance of a demolition permit for the West Hall, photographic documentation noting the exterior elevations and interior features of the West Hall shall be conducted. Photographs shall be 35 mm, black and white taken by a professional photographer familiar with the recordation of historical buildings. Archival copies of the photographs along with existing drawings of the West Hall should be submitted to the Los Angeles Public Library, Central Library.

- **Enforcement Agency:** Los Angeles Department of City Planning, Office of Historic Preservation
- **Monitoring Agency:** Los Angeles Department of City Planning, Office of Historic Preservation
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency:** Once, prior to issuance of a demolition permit
- Action(s) Indicating Compliance with Mitigation Measure(s): Issuance of a demolition permit

**MM-137 (Mitigation Measure I.2-1):** Prior to starting ground-disturbing activities, such as construction work on the Project site in the areas identified as archaeologically sensitive in Figure IV.I.2-1, the Project shall retain a Project archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards and is eligible for or listed in the Register of Professional Archaeologists.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with archaeologist
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written verification by qualified archaeologist prior to ground-disturbing activities

**MM-138 (Mitigation Measure I.2-1a):** The Event Center Applicant shall retain a Native American Heritage Commission recognized representative of the Gabrieleño Band of Mission Indians to monitor excavation activities for the Event Center. A monitoring schedule with a maximum of eight man-hours per week during excavation of the Event Center and an "on-call" program shall be established by the Event Center Applicant in coordination with the City of Los Angeles to ensure adequate oversight of earth disturbance activities.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to issuance of grading permit for the Event Center; Eight hours per week during excavation of the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Issuance of grading permit (Pre-construction); Annual compliance certification report by the Project contractor (Construction)

**MM-139 (Mitigation Measure I.2-2):** If potential archaeological resources are identified during monitoring of ground-disturbing activity, the archaeologist shall order the temporary diversion of work outside a 200-foot radius around the discovery until the archaeologist has evaluated whether they are eligible for the listing in the California Register of Historical Resources or National Register of Historic Places. After the archaeologist determines that the resources are not significant, or if significant, have been successfully recovered (per Mitigation Measure 1.2-3), work may resume in the area where the archaeological resources were encountered.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with archaeologist if resource(s) are discovered.
- **Action(s) Indicating Compliance with Mitigation Measure(s):** If unanticipated discoveries are found, submittal of compliance certification report by a qualified archaeologist.

**MM-140 (Mitigation Measure I.2-3):** If archaeological resources are found to be eligible and thus are significant historical resources under CEQA, a data recovery plan shall be developed and implemented. This data recovery plan shall include methods for hand-excavation, analysis, and report writing and shall also provide procedures for the curation of any collected material and associated Project material at a facility meeting federal standards. The historical resource shall be recorded in accordance with requirements of the Office of Historic Preservation (i.e., using Department of Parks and Recreation 523 Series forms).

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with archaeologist if resource(s) are discovered
- **Action(s) Indicating Compliance with Mitigation Measure(s):** If unanticipated discoveries are found, submittal of compliance certification report and data recovery plan by a qualified archaeologist.

**MM-141 (Mitigation Measure I.2-4):** If potential human remains are encountered during ground-disturbing activities, all work shall halt, and the Los Angeles County Coroner's Office and the Los Angeles Police Department shall be notified, as prescribed in Public Resources Code §5097.98 and Health and Safety Code §7050.5. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in §15064.5(e) of the State CEQA Guidelines. The Proposed Project shall follow the guidelines set forth in Public Resources Code §§5097.98 and 5097.94(k).

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with Native American Heritage Commission upon discovery of resource(s)
- **Action(s) Indicating Compliance with Mitigation Measure(s):** If unanticipated discoveries are found, submittal of written evidence by the Los Angeles Department of City Planning of compliance with Public Resources Code § 5097.98 and Health and Safety Code § 7050.5

**MM-142 (Mitigation Measure I.2-5):** If significant archaeological resources are found, draft reports on archaeological findings shall be prepared by the project archaeologist for submission to the City of Los Angeles for review. Final versions of these reports shall be submitted to the City of Los Angeles and the South Central Coastal Information Center at California State University, Fullerton.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Building and Safety;
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of City Planning
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with archaeologist upon discovery of resource(s)
- **Action(s) Indicating Compliance with Mitigation Measure(s):** If unanticipated discoveries are found, submittal of compliance certification report and report(s) on archaeological findings by a qualified archaeologist.

**MM-143 (Project Design Feature J.1-1):** Comprehensive Security Plan. The Applicants, in conjunction with the LAPD, shall finalize the preliminary Comprehensive Security Plan (CSP) through further consultation with the California Department of Transportation (Caltrans), Los Angeles Fire Department (LAFD), California Highway Patrol (CHP), Los Angeles County Sheriff's Department (LASD), and Metropolitan Transit Authority (Metro) as the Proposed Project proceeds through its final design phases and prior to operation. The Applicants shall implement the final CSP during operation of the Proposed Project.

The Comprehensive Security Plan shall include provisions for closure of streets and other security measures as may be appropriate for protection of Pico Passage depending on the size and nature of events. Further, in the course of finalizing the Comprehensive Security Plan and the design of the New Hall over Pico Blvd, the

Applicant shall engage a qualified consultant to evaluate security risks, and in particular how to address the potential for blast related events both in design and operations, and make recommendations that may be appropriate based on the provisions of the Comprehensive Security Plan. The Applicant shall submit the consultant's report and recommendations to, and consult with LADBS, LACC, LAPD, the New Hall design team and BOE, regarding appropriate operational and design measures in consideration of the report and recommendations.

- **Enforcement Agency:** Los Angeles Police Department, Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Police Department
- **Monitoring Phase:** Construction; Operation
- **Monitoring Frequency:** Once, prior to issuance of the applicable Certificate of Occupancy (for plan approval); Annually, during operation (for implementation)
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval by LAPD and issuance of applicable Certificate of Occupancy (Construction); Annual compliance report by Project Applicants (Operation)

**MM-144 (Project Design Feature J.1-2):** Security Features during Construction. During construction of the Proposed Project, both Applicants shall implement private security measures including security fencing, lighting, locked entry, and security patrol on the Project site.

- **Enforcement Agency:** Los Angeles Police Department
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Annually throughout construction; during field inspection
- **Action(s) Indicating Compliance with Project Design Feature(s):** Field inspection sign-off and annual compliance certification report by the Project contractor.

**MM-145 (Mitigation Measure J.1-1):** The Los Angeles Police Department (LAPD) and the Event Center Applicant shall agree to a Memorandum of Agreement (MOA) prior to the opening of the Event Center. This MOA shall ensure appropriate public safety and security deployment by the Applicant's layered security resources (plain-clothed and uniform security officers) such that there would not be an impact on service levels provided by the LAPD, including response times or other delays in service.

The MOA shall ensure scaled levels of police and security staffing based upon identified, objective standards, including, but not limited to: anticipated crowd size, historical data associated with crowd or fan behavior, event type, etc.

The MOA should include provisions for:

- Standard supervision/management-to-officer ratios;
- A minimum of one full-time Police Manager (Police Captain);
- A minimum of two support staff members; and
- Applicant's use of uniformed, off-duty LAPD officers and the LAPD deployment of on-duty uniformed resources.

In addition, the MOA shall:

- Identify the secure staging location, within the Project site, for first responders (such as Bomb Squad, Hazmat, and other appropriate LAPD units); and
- Identify a mutually agreed upon dedicated location for explosives detection equipment storage and additional first responder equipment.

The MOA shall ensure that any measures to mitigate or avoid significant adverse changes are fully enforceable. Full implementation of the MOA's stipulations shall also be required.

- **Enforcement Agency:** Los Angeles Police Department, Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Police Department
- **Monitoring Phase:** Construction; Operation
- **Monitoring Frequency:** Once, prior to issuance of Certificate of Occupancy for Event Center (for plan approval) ; Annually, during operation (for implementation)
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written confirmation of receipt of MOA by Los Angeles Police Department prior to issuance of Certificate of Occupancy for Event Center (Construction); Annual compliance report by Event Center Applicant (Operation)

**MM-146 (Project Design Feature J.2-1):** Construction managers and personnel shall be trained in emergency response and fire safety operations.

- **Enforcement Agency:** Los Angeles Fire Department; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase**: Construction
- **Monitoring Frequency**: Annually during construction
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual compliance certification report submitted by Project contractor

**MM-147 (Project Design Feature J.2-2):** Fire suppression equipment specific to Project construction shall be maintained on the construction sites in accordance with OSHA and Fire Code requirements.

- **Enforcement Agency:** Los Angeles Fire Department; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase**: Construction
- **Monitoring Frequency**: Periodic field inspections during construction
- **Action(s) Indicating Compliance with Project Design Feature(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor

**MM-148 (Project Design Feature J.2-3):** Develop a response/access plan for both construction and operations in consultation with the LAFD. This plan shall be prepared in coordination with the Proposed Project's Transportation Management and Comprehensive Security Plans.

- **Enforcement Agency:** Los Angeles Fire Department; Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase**: Pre-Construction; Pre-operation
- **Monitoring Frequency**: Once, prior to issuance of first building permit of the applicable building (construction plan); Once, prior to operation of the applicable building (operation plan)
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of the response/access plan by the Los Angeles Fire Department for the applicable building

**MM-149 (Project Design Feature J.2-4):** Fire inspector(s) shall be assigned to the Project site as needed during relevant construction phases.

- **Enforcement Agency:** Los Angeles Fire Department; Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase**: Construction
- **Monitoring Frequency**: As determined necessary by the Los Angeles Fire Department
- **Action(s) Indicating Compliance with Project Design Feature(s):** Written verification from Los Angeles Fire Department

**MM-150 (Project Design Feature J.2-5):** A plot plan shall be submitted to the LAFD for approval prior to approval of the first building permit. The plot plan shall include the following minimum design features:

- Fire lanes, where required, shall be a minimum of 20 feet in width clear to sky, posted with a sign of no less than three square feet in area and/or painted with "Fire Lane No Parking," and have an adequate approved turning area. When a fire lane must accommodate the operation of LAFD aerial ladder apparatus or where fire hydrants are installed, those portions would not be less than 28 feet in width;
- Access for LAFD apparatus and personnel to and into all structures would be provided;
- Identify the locations and sizes of all fire hydrants; and
- All structures would be within 300 feet of an approved fire hydrant.
- **Enforcement Agency:** Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase**: Pre-Construction
- **Monitoring Frequency**: Once, prior to issuance of first building permit
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of the plot plan by the Los Angeles Fire Department

**MM-151 (Project Design Feature J.2-6):** The Convention Center Applicant and Event Center Applicant shall develop a first responder communications plan for their respective structures in consultation with, and approved by, the LAFD. The plan shall address the

need for communications equipment. The first responder communications plan shall be updated from time to time based on information that may be learned during operation of the Proposed Project, potential changes in LAFD's available resources, and possible competing demands on these resources due to cumulative development.

- **Enforcement Agency:** Los Angeles Fire Department; Los Angeles Department of City Planning
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase**: Construction (prior to issuance of a Certificate of Occupancy for Plan approval); Operation (for Plan implementation and updating)
- **Monitoring Frequency**: Once, prior to issuance of a Certificate of Occupancy for Plan approval; Annually (for Plan implementation and updating)
- **Action(s) Indicating Compliance with Project Design Feature(s)**: Annual compliance report submitted to LAFD by Event Center Applicant

**MM-152 (Project Design Feature J.2-7):** The operator of the Event Center shall provide or cause to be provided ambulance services such that one ambulance is on-site in accordance with the provisions of the Fire Life Safety Resources Management Plan.

- **Enforcement Agency:** Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase**: Operation
- **Monitoring Frequency**: Annually
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual compliance report submitted to LAFD by Event Center Applicant

**MM-153 (Project Design Feature J.2-8):** The operators of the Convention Center and Event Center shall provide an ambulance station with adequate resources for basic life support and advanced life support services at all Event Center events, per the provisions of the Fire Life Safety Resources Management Plan (see Project Design Feature J.2.6).

- **Enforcement Agency:** Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase**: Pre-operation; Operation
- **Monitoring Frequency**: Once, prior to issuance of Certificate of Occupancy for Event Center (Pre-operation); Annually. during operation
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval (Pre-operation); Annual compliance report submitted to LAFD by Event Center Applicant (Operation)

**MM-154 (Project Design Feature J.2-9):** A Fire Life Safety Resources Management Plan shall be developed in consultation with, and approved by, the LAFD, prior to issuance of a certificate of occupancy for the Event Center. In the development of the Fire Life Safety Resources Management Plan, the Applicant and LAFD shall consult regarding the need for personnel, equipment and facilities. As part of the Plan, the Applicant shall provide funding as needed for event-day deployment of personnel and equipment in a manner that is appropriate to the type and size of events at the Event Center and consistent with measures undertaken for other large attendance venues. The Fire Life Safety Resources Management Plan shall be updated from time to time based

on information that may be learned during operation of the Proposed Project, potential changes in LAFD's available resources, and possible competing demands on these resources due to cumulative development.

- **Enforcement Agency:** Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase**: Pre-operation (plan approval); Operation (implementation)
- **Monitoring Frequency**: Once prior to issuance of a Certificate of Occupancy for the Event Center (Pre-operation); Annually, during operation
- **Action(s) Indicating Compliance with Project Design Feature(s):** Written verification of Plan approval by the LAFD prior to issuance of Certificate of Occupancy for Event Center (Pre-operation); Annual compliance report submitted to LAFD by Event Center Applicant (Operation)

**MM-155 (Project Design Feature K.1-1):** As indicated in the Applicant's Sustainability Program (see Appendix E of the Draft EIR) the New Hall and the Event Center will achieve a water use reduction of 33 percent and 35 percent of the estimated baseline.[3] These water reduction requirements shall be met by specific measures which may include the following:

*Commercial/Public Facility Water Conservation Features*

- Install high-efficiency toilets that use a maximum of 1.28 gallons per flush.
- Install high-efficiency urinals (0.125 gallon/flush) for the Convention Center, and waterless urinals for the Event Center.
- Install low-flow faucets for public and most private locations with a maximum flow rate of 0.5 gallon per minute. Low-flow faucets will be of a self-closing design (i.e., that would automatically turn off when not in use).
- Install no more than one showerhead per shower stall, having a flow rate no greater than 2 gallons per minute.
- Install Prep and Service faucets with low-flow aerators that use 1.8 gallons per minute in lieu of the standard 2.2 gallons per minute.
- Install high efficiency dishwashers that are Energy Star rated or equivalent within kitchen/food preparation areas minimum per City ordinance requirements.
- Install high-efficiency clothes washers with a water factor of 6.0 or less that are Energy Star rated, when possible. Includes both large and small washers to accommodate variances in load sizes.
- Cooling Tower Conductivity Controllers or Cooling Tower pH Conductivity Controllers.
- For Cooling Towers: Install purple piping and associated connections (i.e., reclaimed water infrastructure) to the

[3] *Water Baseline calculated according to the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code as cited in 2010 Los Angeles Green Building Code.*

property line for potential future connection to LADWP reclaimed water supply, pending confirmation of water chemical profile for acceptable use.

*Landscaping Water Conservation Measures*

- Install high-efficiency irrigation systems, including weather-based irrigation controllers with rain shutoff technology.
- Install matched precipitation (flow) rates for sprinkler heads.
- Install drip/microspray/subsurface irrigation, where appropriate.
- Achieve minimum irrigation system distribution uniformity of 85 percent.
- Install a separate water meter (or submeter), flow sensor, and master valve shut-off for irrigated landscape areas totaling 5,000 square feet and greater.
- Use water efficient landscaping such as proper hydro-zoning.
- Use landscape contouring to minimize precipitation runoff.
- Use artificial turf for the proposed Event Center playing surface.
- For irrigation systems: Install purple piping and associated connections (i.e., reclaimed water infrastructure) to the property line for potential future connection to LADWP reclaimed water supply, pending confirmation of water chemical profile for acceptable use.
- Use best current landscaping practices that balance water use, shade, $CO_2$ removal, aesthetics and practical design concerns.

*Water Performance*

- Install, at minimum, whole building water meters that measure total potable water use for the entire building. Install submeters on cooling towers and irrigation subsystems per above.
- **Enforcement Agency:** Los Angeles Department of Building and Safety; City of Los Angeles Department of Water and Power
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction (at plan check); Operation
- **Monitoring Frequency:** Once, at plan check; Annually, during operation
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval for incorporation of water reduction features into plans prior to issuance of building permit for Event Center and New Hall as applicable (Pre-construction); Annual compliance certification report submitted by Applicants (Operation)

**MM-156 (Mitigation Measure K.1-1):** Prior to issuance of a certificate of occupancy, the Proposed Project shall coordinate with the City of Los Angeles Department of Water and Power for the anticipated upgrade of the existing 8-inch water main located on the south

side of Pico Boulevard between L.A. Live Way and Figueroa Street to a 12-inch water main in accordance with all applicable City standards.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; City of Los Angeles Department of Water and Power
- **Monitoring Agency:** City of Los Angeles Department of Water and Power
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to approval of the plans for the improvement (plan approval) ; Once prior to issuance of a Certificate of Occupancy for the Event Center (to verify installation)
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval (Pre-construction); Written verification from LADWP and issuance of Certificate of Occupancy for the Event Center (Construction)

**MM-157 (Mitigation Measure IV.K.2-1):** Sewer connections between the Proposed Project and the existing municipal sewer systems would be designed to conform to the standards of the Department of Public Works.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of Public Works
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to approval of the plans for the improvement (plan approval) ; Once prior to issuance of a Certificate of Occupancy for the Event Center (to verify installation)
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval (Pre-construction) Written verification from LADWP and issuance

**MM-158 (Mitigation Measure IV.K.2-2):** The Event Center Applicant shall construct a local sewer line that connects into System 2's 66-inch line.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of Public Works
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of Public Works
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to approval of the plans for the improvement (plan approval) ; Once prior to issuance of a Certificate of Occupancy for the Event Center (to verify installation)
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval (Pre-construction) Written verification from LADWP and issuance

**MM-159 (Project Design Feature K.3-1):** The Applicants will extend the existing on-site solid waste recycling programs to include both the Event Center and the New Hall.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Public Works Bureau of Sanitation Division
- **Monitoring Agency:** Los Angeles Department of City Planning; Los Angeles Department of Public Works Bureau of Sanitation Division
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action(s) Indicating Compliance with Project Design Feature(s):** Annual compliance report submitted by Applicants

**MM-160 (Project Design Feature K.3-2):** A minimum of 20 percent of all building materials and products for development will consist of recycled content or be manufactured regionally or use rapidly renewable resources.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, at plan check; Annually, during construction
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval (Pre-construction); Annual compliance certification report submitted by Project contractor (Construction)

**MM-161 (Project Design Feature K.3-3):** Divert a combined minimum of 75 percent of construction waste and/or debris from landfill storage for both the demolition and new construction phases.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of Public Works Bureau of Sanitation Division;
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Project Design Feature(s):** Field inspection sing-off; Annual compliance certification report submitted by Project contractor

**MM-162 (Project Design Feature K.3-4):** The New Hall would divert at least 50 percent of its solid waste during operation.

- **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Public Works Bureau of Sanitation Division
- **Monitoring Agency:** Los Angeles Department of Public Works Bureau of Sanitation Division
- **Monitoring Phase:** Pre-operation; Operation

- **Monitoring Frequency:** Once, prior to operation; Annually, during operation
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval (Pre-operation); Annual compliance report by Convention Center Applicant (Operation)

**MM-163 (Project Design Feature K.3-5):** Seventy-five percent of solid waste will be diverted during construction and operation of the Event Center. The Event Center will divert waste from landfill through robust recycling, the donation of durable goods, and implementing a front of house composting program that includes sourcing of biodegradable concessions packages.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of Public Works Bureau of Sanitation Division
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Department of Public Works Bureau of Sanitation Division
- **Monitoring Phase:** Pre-Construction; Construction; Operation
- **Monitoring Frequency**: Once, at plan check; Periodic field inspections during construction; Annually, during operation
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval (Pre-construction); Field inspection sign-off and annual compliance certification report submitted by Project contractor (Construction); Annual compliance report from Event Center Applicant (Operation)

**MM-164 (Project Design Feature K.4-1):** The New Hall would implement additional efficiency measures to achieve a 20 percent reduction in energy consumption relative to the California Energy Efficiency Standards and would also comply with the required measures of the 2010 Los Angeles Green Building Code.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency**: Once, at plan check for the New Hall
- **Action(s) Indicating Compliance with Project Design Feature(s):** Issuance of building permit for the New Hall

**MM-165 (Project Design Feature K.4-2):** The Event Center would implement additional efficiency measures to achieve a 14 percent reduction than the estimated baseline.[4]

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety

[4] *Energy Baseline calculated according to Title 24 2008 as cited in the City of Los Angeles Green Building Code.*

- **Monitoring Phase:** Pre-Construction
- **Monitoring Frequency**: Once, at plan check for the Event Center
- **Action(s) Indicating Compliance with Project Design Feature(s):** Issuance of building permit for the Event Center

**MM-166 (Project Design Feature K.4-3):** The L.A. Live Way Garage and the Bond Street Garage shall feature energy efficient lighting.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency**: Once, at plan check for the applicable garage; Once, prior to Certificate of Occupancy for the applicable garage
- **Action(s) Indicating Compliance with Project Design Feature(s):** Issuance of building permit for the applicable garages (Pre-construction); Issuance of Certificate of Occupancy for the applicable garage (Construction)

**MM-167 (Project Design Feature K.4-4):** A minimum total of 12 electric car charging stations shall be provided within the on-site parking garages.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency**: Once, at plan check for the applicable garages; Once, prior to Certificate of Occupancy for the applicable garage
- **Action(s) Indicating Compliance with Project Design Feature(s):** Issuance of building permit for the applicable garage (Pre-construction); Issuance of Certificate of Occupancy for the applicable garage (Construction)

**MM-168 (Project Design Feature K.4-5):** Install solar panels which, at a minimum, will replace the output of the solar panels that currently exist at LACC.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency**: Once, at plan check for the applicable garage(s); Once, prior to issuance of Certificate of Occupancy for the applicable garage(s)
- **Action(s) Indicating Compliance with Project Design Feature(s):** Issuance of building permit for the applicable garage(s) (Pre-construction); Issuance of Certificate of Occupancy for the applicable garage(s) (Construction)

**MM-169 (Mitigation Measure K.4-1):** Construct, if determined to be required by the LADWP, an additional redundant 35 kV underground electrical feeder in Pico Boulevard paralleling the existing feeders, or other improvements determined by the LADWP.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; City of Los Angeles Department of Water and Power
- **Monitoring Agency:** City of Los Angeles Department of Water and Power
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency**: Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-170 (Mitigation Measure K.4-2):** Construct additional LADWP transformation and switching equipment to the existing below grade vault south of Pico Boulevard and East of Convention Center Way.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; City of Los Angeles Department of Water and Power
- **Monitoring Agency:** City of Los Angeles Department of Water and Power
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency**: Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-171 (Mitigation Measure K.4-3):** Construct new LADWP transformation and switching equipment in the lot between Convention Center Way and L.A. Live Way, in an above ground screened location. The exact location of the electrical feeder and LADWP vault, and transformation and switching equipment would be determined as plans for the Project are further refined.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; City of Los Angeles Department of Water and Power
- **Monitoring Agency:** City of Los Angeles Department of Water and Power
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency**: Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-

construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-172 (Mitigation Measure K.4-4):** Construct two (2) 34.5 kV circuits from the intersection of Figueroa Street and Chick Hearn Court or from the intersection of Figueroa Street and Pico Boulevard. The circuits shall be extended in concrete encased conduits with manholes located approximately 300 feet on center to a new LADWP vault at the Event Center. The conduits, manholes and vault shall be installed per LADWP requirements.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; City of Los Angeles Department of Water and Power
- **Monitoring Agency:** City of Los Angeles Department of Water and Power
- **Monitoring Phase**: Pre-construction**;** Construction
- **Monitoring Frequency**: Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-173 (Mitigation Measure K.5-1):** In the event that the Event Center final building design requires connection to the existing natural gas line in Chick Hearn Court, then the Event Center Applicant shall upgrade or cause to be upgraded the existing 4-inch natural gas line located in Chick Hearn Court between L.A. Live Way and Georgia Street to a 6-inch line prior to the completion of construction of the Event Center.

- **Enforcement Agency:** Los Angeles Department of Building and Safety, SoCalGas
- **Monitoring Agency:** Los Angeles Department of Building and Safety, SoCalGas
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency**: Once, prior to approval of improvement plans; Once, prior to issuance of a Certificate of Occupancy for the Event Center
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of B-Permit Plans (Pre-construction); Issuance of a Certificate of Occupancy for the Event Center (Construction)

**MM-174 (Project Design Feature L-1):** The Applicants shall prepare and implement a Soil Management Plan approved by the Department of Toxic Substances Control, pursuant to Department of Toxic Substances Control's Voluntary Cleanup Program, or other applicable state or local regulatory agency providing oversight, to address potential contamination in soil within the Project site. The approved Soil Management Plan shall include procedures for soil sampling and remedial options that may include removal (excavation), treatment (in-situ or ex-situ), or other measures, as appropriate. If soil contamination is suspected to be present, prior to excavation and grading, the South Coast Air Quality Management District's (SCAQMD) Rule 1166 shall be implemented, as appropriate. If soil contamination is not suspected, but is observed (i.e., by sight, smell, visual, etc.) during excavation and grading activities, excavation and grading shall be

temporarily halted and redirected around the observed area(s) until the appropriate evaluation and follow-up measures are implemented, as contained in SCAQMD's Rule 1166. The contaminated soil discovered shall then be evaluated and managed in accordance with the approved Soil Management Plan in order for grading activities to resume.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Department of Toxic Substances Control; Los Angeles Fire Department. SCAQMD if soil contamination is suspected.
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Fire Department
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, prior to issuance of grading permits for Plan approval; Ongoing with periodic field inspections during construction for plan implementation
- **Action(s) Indicating Compliance with Project Design Feature(s):** Approval of soil management plan by regulatory agency (Pre-construction); Written compliance report by a qualified environmental consultant (Construction).

**MM-175 (Project Design Feature L-2):** A comprehensive asbestos-containing materials survey shall be conducted on all structures prior to renovation or demolition. If any Regulated Asbestos-Containing Materials (RACM), Category I/Class I Non-Friable and Category I/Class II Non-Friable ACMs that may become friable are determined to be present, they shall be removed prior to renovation or demolition activities taking into account the following: EPA's National Emission Standards for Hazardous Air Pollutants (NESHAPs) and South Coast Air Quality Management District's Rule EPA's NESHAPs 1403. EPA Guidance Document 340/1-92-013 "A Guide to Normal Demolition Practices under the Asbestos NESHAPs" shall be referred to prior to initiation of a proposed demolition project. In addition to asbestos regulations that control the release of asbestos to the ambient environment, federal and State OSHA regulations outlining specific work practices for handling ACMs shall be followed.

All asbestos removal shall be performed by an experienced, state-licensed, Cal/OSHA- and SCAQMD-registered asbestos contractor. All work shall take place under the guidance of an independent, California Certified Asbestos Consultant. The Consultant shall be responsible for reviewing the redevelopment drawings, designing engineering controls used to control airborne asbestos contamination, visual inspections of engineering controls, and ambient air monitoring to determine airborne fiber levels.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; SCAQMD, Cal/OSHA
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction, if ABCM is found
- **Monitoring Frequency:** Once, for survey prior to issuance of demolition or renovation permit ; Periodic field inspections during Asbestos Containing Materials (ACM) removal if ACMs are found
- **Action(s) Indicating Compliance with Project Design Feature(s):** Submittal of survey and issuance of demolition or renovation permit (Pre-construction); Compliance report

signoff by a California Certified Asbestos Consultant to LADBS if ACMs are found; Issuance of demolition or renovation permit (Construction).

**MM-176 (Project Design Feature L-3):** A comprehensive lead-based paint survey shall be conducted on all structures prior to renovation or demolition. In the event that lead-based paint is present, all removal activities shall conform to federal and California OSHAs regulations (e.g., Interim Final Rule found in 29 CFR Part 1926.62).

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Cal/EPA
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction, if lead-based paint (LBP) is found
- **Monitoring Frequency:** Once, prior to issuance of demolition or renovation permits; Ongoing during construction if LBP is found
- **Action(s) Indicating Compliance with Project Design Feature(s):** Submittal of LBP survey and issuance of demolition or renovation permit (Pre-construction); if LBP is found, compliance report signoff by a qualified environmental consultant (Construction)

**MM-177 (Project Design Feature L-4):** The Applicants shall submit to the City Fire Department and City Department of Building and Safety, as applicable, an updated emergency response and/or evacuation plan, as appropriate, to include operation of the Proposed Project. The emergency response plan shall include but not be limited to the following: mapping of evacuation routes for vehicles and pedestrians, and the location of the nearest hospital and fire departments. The update to this plan shall be coordinated with the Proposed Project's Construction Traffic and Parking Management Control Plan (see Mitigation Measure B.1-30, Section IV.B.1, Transportation).

- **Enforcement Agency:** Los Angeles Fire Department; Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Fire Department; Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-operation; Operation
- **Monitoring Frequency:** Once, for Plan approval prior to operation; Annually, during operation
- **Action(s) Indicating Compliance with Project Design Feature(s):** Plan approval prior to operation (Pre-operation); Annual compliance certification report submitted by Event Center Applicant (Operation)

(2) Mitigation Measures

**MM-178 (Mitigation Measure L-1):** A Geophysical Survey of the West Hall, Cherry Street Garage, and the surface parking lot located south of Pico Boulevard, between L.A. Live Way and Bond Street shall be conducted to assess the presence of undocumented USTs, or other subsurface impoundments, in these locations. A subsurface soil investigation and soil gas survey shall also be conducted in order to investigate the presence of residual contaminants in the soil in these areas. The data from the investigation shall be included in a Soil Management Plan for the Project site, which shall indicate the proper characterization, removal, and disposal requirements for

contaminated soils identified, and shall be submitted to the Department of Toxic Substances Control for approval prior to the redevelopment of the Project site.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Department of Toxic Substances Control; Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Fire Department
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to issuance of grading permit; Once, during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of soil management plan by regulatory agency prior to issuance of grading permit (Pre-construction); Written compliance report by a qualified environmental consultant (Construction)

**MM-179 (Mitigation Measure L-2):** In the event that USTs, fill materials or undocumented areas of contamination are encountered during construction or redevelopment activities, work in the affected areas shall be discontinued until appropriate health and safety procedures are implemented. The LAFD shall be notified regarding the contamination. The appropriate program shall be selected based on the nature of the contamination identified. The contamination remediation activities shall be conducted in accordance with pertinent regulatory guidelines, under the oversight of the appropriate regulatory agency. If contaminated soil is to remain in place, it shall be evaluated for vapor intrusion concerns and if vapor intrusion issues are present, all overlying structures shall be designed to mitigate the vapor intrusion risk.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Fire Department
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during excavation
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report submitted by Project contractor; Approval by regulatory agency to resume construction activity in the event that contamination is encountered.

**MM-180 (Mitigation Measure L-3):** All USTs and ASTs shall be removed following all applicable local, state and federal regulations. Applicable permits shall be obtained from local oversight agencies including the City of Los Angeles Fire Department and South Coast Air Quality Management District, as applicable. An experienced environmental professional, along with LAFD representatives, shall provide oversight and monitoring of the removal and soil collection process during the tank removal. Laboratory testing of the soil shall be performed to evaluate the presence of contamination. Once a site has been initially evaluated via soil and/or groundwater collection and analysis, further site investigation and remediation activities may be warranted. Where indicated as required by this further investigation, clean-up measures to mitigate the soil contamination, vapor intrusion risk, and/or groundwater contamination shall be undertaken. Local oversight by the City of Los Angeles Fire Department and/or Regional Water Quality Control Board is required. An environmental professional (i.e., Professional Geologist) is required to

provide oversight and project monitoring to ensure the health and safety of all workers. A remedial plan shall be developed by a Professional Geologist and submitted to local agencies, as required. Once approved, the remedial plan shall be implemented. Environmental closure shall be granted prior to construction, if practical. If environmental closure is not granted prior to commencement of construction of structures, then appropriate steps shall be implemented that allow for later assessment, remediation, and prevention of vapor intrusion. The environmental regulatory oversight agency shall approve the appropriate steps that are being proposed to allow for the later assessment, remediation, and prevention of vapor intrusion.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Fire Department; SCAQMD; Regional Water Quality Control Board
- **Monitoring Agency:** Los Angeles Fire Department
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, prior to issuance of demolition or grading permit to verify applicable permits obtained; ongoing during removal of USTs/ASTs
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Approval of permit(s) by regulatory agenc(ies) and issuance of demolition permit (Pre-construction); Written compliance report by environmental professional (Construction)

**MM-181 (Mitigation Measure L-4):** Prior to any construction activities beneath the West Hall, the California Division of Oil, Gas and Geothermal Resources and the City of Los Angeles shall be contacted regarding construction requirements associated with the former on-site oil well. If demolition or construction activities encounter remnants of, or materials associated with the former oil well, evaluation by the DOGGR and the City of Los Angeles, including possible re-abandonment in accordance with all applicable regulations shall occur.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; DOGGR; Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Fire Department
- **Monitoring Phase:** Pre-Construction; Construction (if remnants of or materials associated with former wells are encountered)
- **Monitoring Frequency:** Once, prior to issuance of grading permits; Once, at field inspection during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Written compliance report by environmental professional and issuance of grading permits (Pre-construction); Written approval by DOGGR or Los Angeles Fire Department in the event that construction activities encounter remnants or materials associated with former oil wells (Construction)

**MM-182 (Mitigation Measure L-5):** Soil sampling at the northwestern corner of L.A. Live Way and Pico Boulevard and verification of the former 2,000-gallon gasoline UST closure/remediation status with the Convention Center and LAFD shall be conducted prior to any soil disturbance in this area. This former UST shall be closed to current regulatory standards, in accordance with all LAFD regulations.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; DTSC; Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Fire Department
- **Monitoring Phase:** Pre-construction; Construction
- **Monitoring Frequency:** Once, prior to issuance of grading permit; Once, upon closure of the former UST
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Survey approval and grading permit issuance (Pre-construction); Written verification and approval by LAFD (Construction)

**MM-183 (Mitigation Measure L-6):** Regularly scheduled pumping and maintenance of all on-site clarifiers and interceptors shall continue as long as they remain in use on-site. Interceptors/clarifiers to be removed shall comply with local sanitation district and/or environmental health permitting, which may include inspection and/or sample collection. Applicable permits shall be obtained from local oversight agencies including the City of Los Angeles Sanitation District and City of Los Angeles Building and Safety Department, as applicable. An experienced environmental professional shall provide oversight and monitoring of the removal and soil collection process during the removal. Laboratory testing of the soil shall be performed to evaluate the presence of contamination. Where indicated as required by this further investigation, clean-up measures to mitigate the soil contamination shall be undertaken. An environmental professional (i.e., Professional Geologist) shall be required to provide oversight and monitoring to ensure the health and safety of all workers. A remedial plan shall be developed by a Professional Geologist and submitted to local agencies, as required.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction; Operation
- **Monitoring Frequency:** Periodic field inspections during excavation; Annually, during operation
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Issuance of applicable permits from local oversight agencies; Written compliance report by a qualified environmental consultant (Construction); Annual compliance report by the Applicants (Operation)

**MM-184 (Mitigation Measure L-7):** Universal, electronic, and radioactive wastes shall be removed prior to demolition activities and set aside for re-use or disposal/recycling by a licensed recycler or specific licensee. Light tubes, lamps, or monitors shall be re-used on-site or recycled at a licensed universal/electronic/radioactive waste facility. Recycling facilities shall be authorized by the Cal-EPA—Department of Toxic Substances Control or the state in which they are located. Bill(s) of lading shall accompany each load of universal, electronic, or radioactive, waste that leaves the site, including the name and address of the generator, contractor, pick-up site, disposal site, and quantity of universal waste disposed. The recycler shall provide a statement certifying recycling/disposal/destruction of the identified wastes, including the date(s) of recycling/disposal/destruction, and identifying the disposal/destruction process used.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Cal/EPA

- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction (prior to demolition); Construction, if universal/electronic/radioactive wastes are found
- **Monitoring Frequency:** Once, prior to issuance of demolition permits; Ongoing during construction if universal/electronic/ radioactive wastes are found
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Issuance of demolition permit (Pre-construction); if universal/electronic/radioactive wastes are found, certified compliance statement signoff by a qualified environmental consultant (Construction)

**MM-185 (Mitigation Measure L-8):** Electrical transformers, hydraulic elevator equipment, light ballasts, and other equipment suspected to contain PCBs shall be inspected for the presence of PCBs prior to any disturbance or removal. All equipment found to contain PCBs shall be removed and disposed in accordance with all applicable local, state and federal regulations including, but not limited to CCR Title 22 and EPA 40 CFR. In addition, a thorough assessment of any stained areas for the potential impact of PCBs and/or hydraulic oil are recommended. If impacted soil is identified, it should be properly characterized, removed and disposed of by a licensed hazardous materials contractor.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Cal/EPA
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction (prior to demolition); Construction, if potential PCBs are found
- **Monitoring Frequency:** Once, prior to issuance of demolition permit; Ongoing during construction if potential PCBs are found
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Submittal of PCB survey and issuance of demolition permit (Pre-construction); if PCBs are found, compliance report signoff by a qualified environmental consultant (Construction)

**MM-186 (Mitigation Measure L-9):** During subsurface excavation activities, including borings, trenching, and grading, Cal-OSHA worker safety measures shall be implemented as required to preclude an exposure to unsafe levels of soil gases, including but not limited to methane.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Field inspection sign-off; Annual compliance certification report by Project contractor

**MM-187 (Mitigation Measure L-10):** Site testing of subsurface geological formations shall be conducted in accordance with the City's Methane Mitigation Standards. The site testing shall be conducted under the supervision of a licensed Architect or registered Engineer or Geologist, and shall be performed by a testing agency approved by the Los Angeles Department of Building and Safety. The licensed Architect, registered Engineer or Geologist, shall indicate in a report to the Los Angeles Department of Building and Safety the testing procedure, the testing instruments used to measure the concentration and pressure of the methane gas. The measurements of the concentration and pressure of the methane gas shall be used to determine the Design Methane Concentration (i.e., the highest concentration of methane gas found during site testing) and the Design Methane Pressure (i.e., the highest pressure of methane gas found during site testing). The Design Methane Concentration and the Design Methane Pressure shall determine the Site Design Level which shall be required within the proposed site buildings.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, prior to issuance of grading permits; Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Issuance of grading permit (Pre-construction); Written compliance report by a qualified environmental consultant; Field inspection sign-off (Construction)

**MM-188 (Mitigation Measure L-11):** Projects that disturb more than one acre shall adhere to the requirements of the General Construction Permit issued by the Regional Water Quality Control Board. One of the requirements of the permit is the implementation of a storm water pollution prevention plan, which includes measures to prevent the accidental release of hazardous materials used during construction. Any storage or use of hazardous materials related to the fueling and maintenance of construction equipment would require a Hazardous Materials Business Plan with the LAFD, and compliance with local, state and federal regulations regarding the handling of hazardous materials. All development and redevelopment shall require the use of construction Best Management Practices to control handling of hazardous materials during construction to minimize the potential negative effects from accidental release to groundwater, stormwater runoff, and soils.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Fire Department
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, at plan check prior to issuance of grading permits; Periodic field inspections during construction
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Plan approval and issuance of grading permits (Pre-construction); Field inspection sign-off and annual compliance certification report submitted by Project contractor (Construction)

**MM-189 (Mitigation Measure L-12):** Prior to the start of construction, a hazardous materials expert shall train designated construction personnel in the visual identification of hazardous materials that may be uncovered during excavation activities at the Project site. In the event that hazardous materials are identified during the course of site excavation, all excavation activities shall cease in the immediate area of the potential contamination and a hazardous materials expert shall be called to the site to properly assess and develop recommendations, in accordance with all applicable regulatory requirements, regarding the proper handling and disposal of any hazardous materials that may be uncovered. Once the hazardous materials are appropriately handled, the hazardous materials expert shall determine when construction in the affected area can resume.

- **Enforcement Agency:** Los Angeles Department of Building and Safety; Los Angeles Fire Department
- **Monitoring Agency:** Los Angeles Department of Building and Safety; Los Angeles Fire Department
- **Monitoring Phase:** Pre-Construction; Construction
- **Monitoring Frequency:** Once, prior to issuance of grading permits; Periodic field inspections during construction, if hazardous materials are found
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Issuance of grading permits (Pre-construction); Annual compliance certification report submitted by Project contractor (Construction)

**MM-190 (Mitigation Measure L-13):** Mercury thermostats shall be removed and properly disposed of prior to the demolition of the West Hall.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction (prior to demolition);
- **Monitoring Frequency:** Once, prior to issuance of demolition permit
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Issuance of demolition permit

**MM-191 (Mitigation Measure Bio-1):** To avoid impacting nesting birds, including migratory birds and raptors, one of the following shall be implemented:

- Conduct vegetation removal associated with building demolition and construction from September 1st through January 31st, when birds are not nesting. Initiate grading activities prior to the breeding season (which is generally February 1st through August 31st) and keep disturbance activities constant throughout the breeding season to prevent birds from establishing nests in surrounding habitat (in order to avoid possible nest abandonment); if there is a lapse in activities of more than five days, pre-construction surveys shall be necessary as described in the bullet below.

*OR*

- Conduct pre-construction surveys for nesting birds if vegetation removal, building demolition or grading is initiated during the nesting season. A qualified wildlife biologist shall conduct a weekly pre-

construction bird survey no more than 30 days prior to initiation of grading to provide confirmation on the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual construction site, as access allows). The last survey should be conducted no more than three days prior to the initiation of clearance/construction work. If active nests are encountered, clearing and construction in the vicinity of the nest shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum exclusion buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist, shall be maintained during construction depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area. A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable state and federal regulations protecting birds shall be submitted to the City and County Department of Planning in charge of Mitigation Monitoring, depending on within which jurisdiction the construction activity is occurring. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once, prior to issuance of grading permits for the Event Center; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist.
- **Action(s) Indicating Compliance with Mitigation Measure(s):** Annual compliance certification report submitted by Project contractor; or, if vegetation removal, building demolition or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

**MM-192 (Mitigation Measure Paleo-1):** To avoid impacting unique paleontological resources or geologic features, the following shall be implemented:

- If any paleontological materials are encountered during the course of the Project development, the Project shall be halted until the services of a qualified paleontologist are secured and a curation agreement with an appropriate paleontological curation facility is secured.
- The services of a qualified paleontologist shall be secured by contacting the Los Angeles County Natural History Museum to assess the resources and evaluate the impact.
- A report on the paleontological findings shall be prepared by a qualified paleontologist. A copy of the paleontological report shall be submitted to the Los Angeles County Natural History Museum.

- A letter of retainer from a qualified paleontologist shall be secured prior to obtaining a grading permit.
    - **Enforcement Agency:** Los Angeles Department of City Planning; Los Angeles Department of Building and Safety
    - **Monitoring Agency:** Los Angeles Department of Building and Safety
    - **Monitoring Phase:** Construction
    - **Monitoring Frequency:** To be determined by consultation with paleontologist if resource(s) are discovered.
    - **Action(s) Indicating Compliance with Mitigation Measure(s):** If unanticipated discoveries are found, submittal of compliance certification report by a qualified paleontologist.

## C. ADMINISTRATIVE CONDITIONS OF APPROVAL

1. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

2. **Code Compliance.** Area, height, and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.

3. **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 assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

4. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials or legislation or their successors, designees or amendment to any legislation.

5. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

6. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the buildings submitted to the Department of City Planning and the Department of Building and Safety.

7. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character if the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

8. **Mitigation Monitoring.** The applicant shall identify mitigation monitors who shall provide periodic status reports on the implementation of the Environmental Conditions specified

herein, as to area of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the Environmental Conditions.

9. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

# FINDINGS

**General Plan/Charter Findings**

**1. General Plan Land Use Designation.** The subject property is located within the area covered by the Central City Community Plan, which designates the subject property for Public Facilities and Regional Center Commercial land uses with the corresponding zones of PF and C4, respectively. The property contains approximately 68 acres and is presently zoned PF-4D-O and C2-4D-O. The applicant has requested a General Plan Amendment and a Vesting Zone Change where findings would be required to make the project consistent with the Land Use designation for the Central City Community Plan.

**2. General Plan Text.** The Central City Community Plan text includes the following relevant land use objectives, policies and programs:

> Objective 2-1: To improve Central City's competitiveness as a location for offices, business, retail, and industry.
>
> 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.
>
> Objective 2-4: To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism.

The project proposes the renovation of approximately 47,000 square feet of floor area within the existing Concourse Building and the South Hall and the demolition of approximately 12,000 square feet within the South Hall as needed to accommodate the construction of the New Hall. The New Hall will replace the West Hall and would connect the Concourse Building together with the South Hall, traversing over, and extending the length of, the existing Pico Boulevard underpass from 210 feet to approximately 960 feet in length. The underpass will be designed to accommodate pedestrian traffic, loading and unloading of convention center visitors, and service the main lobby of the modernized Convention Center. Consisting of three levels, the New Hall would reach a maximum height of 90 feet and will consist of a total of 500,000 square feet, of which 279,000 square feet is dedicated for exhibition and meeting space. In addition, 245,650 square feet of exhibition and meeting space will be made available within the proposed Event Center space when the Event Center is available for use.

Gilbert Lindsey Plaza, fronting on Figueroa Street between Pico Boulevard to the south and 12$^{th}$ Street to the north, would be completely redesigned. The redesign allows the plaza to be combination of hardscaped plaza and landscaped open space to accommodate the year-round activity needs of both the Convention and Event Centers. The northern portion of the plaza, would consist predominantly of hardscape to allow for pedestrian activity associated with STAPLES and the Event Center, while the southern portion would be transformed into green space with turf and plantings.

The Event Center will serve as the home venue for one or possibly two National Football League teams, and host a variety of other events, including convention activity (trade shows, exhibitions), concerts, and other sporting events. At a maximum height of 220 feet, the Event Center will have approximately 72,000 permanent seats that could be expanded to 76,250 seats for occasional special events. The playing field area could also be used for Convention Center events or standalone exhibition events, and the various clubs and suites within the Event Center could be used for exhibit space or as meeting rooms, as well as pre-function and hospitality

spaces, to supplement that which is available at the Convention Center. The venue will also include offices, food and merchandise sales, restaurants, bars and clubs, and similar uses.

Framework Element. The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the Project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services.

The Project site is currently developed with the Los Angeles Convention Center, which includes the South Hall, West Hall, the Concourse Building, the Venice Garage, the Bond Street Parking Lot, and the Cherry Street Garage, and STAPLES Center. Development of this site is an infill of an established convention center and entertainment-related site. By enabling the renovation of the Convention Center and the construction of the Event Center project, the proposed General Plan Amendment, Zone Change, Specific Plan, and Sign District would be consistent with the character of land uses in the area and would further several goals and policies of the Framework Element.

The Land Use chapter of the Framework Element identifies objectives and supporting policies relevant to the Project site. Those objectives and policies seek, in part, to provide for the stability and enhancement of uses which promote the development of Downtown as a destination with "major cultural and entertainment facilities, hotels, high-rise residential towers, regional transportation facilities and the Convention Center."

Land Use Element. The Project would meet the objectives and policies contained in the Land Use Element of the Los Angeles General Plan for Downtown and Regional Centers as follows:

> *Regional Center*
> 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.
>
> > *Policies:*
> >
> > 3.10.1: Accommodate land uses that serve a regional market in areas designated as "Regional Center"…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.
> >
> > 3.10.2: Accommodate and encourage the development of multi-modal transportation centers
> >
> > 3.10.3: Promote the development of high-activity areas in appropriate locations that are designed to induce pedestrian activity, and provide adequate transitions with adjacent residential uses at the edges of the centers
> >
> > 3.10.4: Provide for the development of public streetscape improvements
> >
> > 3.10.5: Support the development of small parks incorporating pedestrian-oriented plazas, benches, other streetscape amenities, and landscaped play areas
> >
> > 3.10.6: Require that Regional Centers be lighted to standards appropriate for nighttime access and use

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

*Policies:*

3.11.1: Encourage the development of land uses and implement urban design improvements guided by the Downtown Strategic Plan.

The Project will not only renovate the Los Angeles Convention Center, but it will contribute to the ongoing transformation of the Downtown area as a destination for residents, tourists, and visitors seeking restaurant, retail, and entertainment options in a high-quality development that contributes to the existing character of development. The Project offers streetscape enhancements that promote the safety of pedestrian activity and provides for additional job and economic development opportunities. Furthermore, the site is located near several Metro and DOT Dash transit lines, and is within walking distance to the Pico Station serving the Blue and Exposition Lines, and the 7th Street Station serving the Red and Purple Lines. By investing in the development of sports, exhibition, and entertainment-related venues, the project and its location will not only increase the City's employment opportunities, but it will also help reduce congestion, vehicle dependency, and commute times for residents and visitors alike.

Transportation Element. The Transportation Element of the General Plan will be affected by the recommended action herein. The applicant proposes that a portion of 12th Street, between LA Live Way and the SR-110 Freeway (a distance of 215 feet), be changed from a Collector Street to a Local Street. In addition, any necessary dedication and/or improvement of the abutting streets, including Figueroa Street, 11th Street, 12th Street, Pico Boulevard, LA Live Way, and Chick Hearn Court, be subject to the recommendations of the Bureau of Engineering and the Department of Transportation. These improvements will assure compliance with this Element of the General Plan and with the City's street improvement standards pursuant to Municipal Code Section 17.05.

Sewerage Facilities Element. Sewerage Facilities within the General Plan will be affected by the recommended action. However, requirements for construction of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants will assure compliance with the goals of this General Plan Element.

Street Lights. Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the streets which adjoin the subject property.

**3. Charter Findings** - **City Charter Sections 556 and 558 (General Plan Amendment).** The proposed General Plan Amendment complies with Sections 556 and 558 in that the plan amendment promotes an intensity and pattern of development that is consistent with the area's General Plan Framework designation and that encourages transit use; reduces automobile dependency; improves air quality; encourages the development of regionally-serving commercial uses; and enhances the pedestrian environment. The General Plan Amendment would change the land use designation of the site from Regional Center Commercial (STAPLES Center) to Public Facilities, and further many of the City's land use policies and address the need for economic development and the promotion of high-activity uses, including government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, and other supporting uses. It will also create consistency between the current land uses of the area with the General Plan. The requested amendment will help promote the general welfare and good

zoning practices by supporting many of the land use planning goals, objectives, policies and programs specified in the Central City Community Plan, including locating jobs near housing, creating density near transit, promoting sustainable building, providing landscaping and public open spaces, and providing retail and entertainment venues.

The project will be an in-fill development, which is compatible with other development in the immediate vicinity. The General Plan Amendment would allow for the project to renovate the Convention Center, while simultaneously intensify the uses on the site, and reflect the existing and proposed scale of development in the surrounding area, while providing a mix of retail and commercial uses in the Downtown area that would accommodate the growing population and compliment the growing investment in the community.

The project will involve the modernization of approximately 47,000 square feet within the existing South Hall and the Concourse Buildings of the Los Angeles Convention Center and the construction of the New Hall with approximately 500,000 square feet of exhibit, meeting, and office space. The existing Gilbert Lindsay Plaza will be renovated extensively, with the removal of a majority of the concrete hardscape and the addition of landscaping, street trees, new outdoor furniture and a space conducive to pedestrian activity and outdoor events in support of Convention and Event Center activities. The proposed project would recognize and enhance the site as a destination catering to visitors and tourists seeking entertainment and retail amenities. Moreover, the renovated space would contain new restaurants and retail stores that would further activate Figueroa and enhance the pedestrian experience along the adjacent streets of Pico Boulevard, 11$^{th}$ Street, 12$^{th}$ Street, and Chick Hearn Court. Overall, the Project site and proposed buildings have been designed to be compatible with current and future adjacent uses.

Surrounding properties are generally developed with convention center, commercial, retail (including bars, restaurants, and theaters), office, surface parking, and hotel uses within the PF, LASED, CM, and C2 Zones, and are in Height District Nos. 2 and 4D. The properties are designated for Public Facilities, Los Angeles Sports and Entertainment District, Regional Center Commercial, High Density Residential, and Commercial Manufacturing uses. The addition of the Convention and Event Center land use designation and the CEC Zone, would reflect the pattern of development that characterizes the Project site and abutting uses.

The General Plan, which includes the Land Use Element (i.e., the Central City Community Plan), encourages mixed-use projects which promote pedestrian activity, commercial and retail uses, and encourages a 24-hour nightlife to the area. As a result, the proposed project is consistent with the intent of the General Plan because it not only enhances the area's identity as a regionally serving destination, but modernizes the Convention Center for the benefit of future investment. The Project site and the surrounding area are located in an area of Downtown that has seen a significant increase in high density multi-family housing, commercial and retail activity, and continues to see an increase in public transit opportunities.

The proposed project would provide a needed renovation of the Los Angeles Convention Center as well as additional entertainment, restaurant, and retail venues in an area located along a major transit corridor and within walking distance to high-capacity transit lines including Metro Rapid Bus lines, as well as the Metro Red, Blue, and Exposition Lines. According to the City's Land Use Element, development in the Downtown Region should reflect the area as "the location for major cultural and entertainment facilities, hotels, high-rise residential towers, regional transportation facilities and the Convention Center." The Project site is located along the SR-110 Harbor Freeway and Figueroa Street, both serving as major transit corridors that serve significant vehicular traffic and which is served extensively by public transit opportunities operated by the MTA and the LADOT.

## Entitlement Findings

**GENERAL PLAN AMENDMENT FINDINGS**

The proposed General Plan Amendments will further the purposes, intent and provisions of the General Plan in that they will further the goals, objectives and policies of the Central City Community Plan, General Plan Framework, General Plan Transportation Element, General Plan Air Quality Element and General Plan Noise Element, as discussed below.

**1. The General Plan Amendments Will Further the Purposes, Intent and Provisions of the Central City Community Plan.**

The Central City Community Plan ("Community Plan") is the official guide to future development within Downtown Los Angeles. It is intended to promote an arrangement of land uses, streets and services that will encourage and contribute to the health, safety, welfare and convenience of the people who live and work in the community. The Community Plan is also intended to guide development in order to create a healthful and pleasant environment.

The General Plan Amendments will be consistent with the following objectives and policies of the Community Plan:

> 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.*

The Community Plan recognizes the critical role that tourism and entertainment play in the commercial activity of Los Angeles and the Central City area in particular. The Convention Center and STAPLES Center are specifically cited as adding significantly to the draw of Downtown for visitors. By unifying the land use designation for the Project site as Public Facilities, adding the Convention and Event Center Specific Plan Zone ("CEC Zone") as a corresponding zone with respect to the Public Facilities land use designation, and adding the Convention and Event Center Specific Plan as the regulatory document for development at the Project site, the proposed General Plan Amendments will promote land uses that will address the needs of visitors to Downtown for business, conventions, trade shows, and tourism.

> Objective 4-1. *To encourage the expansion and addition of open spaces as opportunities arise.*
>
> > Policy 4-4.1. *Improve Downtown's pedestrian environment in recognition of its important role in the efficiency of Downtown's transportation and circulation systems and in the quality of life for its residents, workers, and visitors.*

The proposed General Plan Amendments allow the 68-acre Project site to be planned on a broader scale by making the land use designations consistent among its parcels. Broader planning will facilitate the revitalization and addition of open space at the Project site, thereby improving Downtown's pedestrian environment. Consistent with the aforementioned policies and objectives, the proposed Project will activate the adjacent streets, encourage public pedestrian access, promote the walkability of and around the Project site, and create strong pedestrian connections to the surrounding area, particularly nearby transit stops and stations. To this end, the proposed Project's design includes public plazas, street improvements and pedestrian-scaled elements that

connect the entire Project site and provide strong pedestrian linkages to the surrounding community.

> Policy 5-1.1: *Consult with the Police Department as part of the review of significant development projects and General Plan amendments affecting land use to determine the impact of law enforcement service demands.*

The Project has been conditioned to address impacts to public safety services by consulting with the LAPD and LAFD for the development of a Fields Operation Center, a security plan, event coordination, and enter into an MOU to minimize impacts to resources and personnel. Because the Project will result in various types and sizes of events within the Project site anticipated to require a varied demand for police resources throughout the year, the conditions imposed address the specific issues related to police protection through project design features and mitigation measures, which are incorporated as requirements of the Project. These include a Comprehensive Security Plan (CSP) requiring implementation for the Proposed Project of security measures currently utilized within the Project site as well as new measures to address tailgating, crime prevention, crowd management, traffic and pedestrian flow, event management/command and control/unified filed command center, and unified emergency response and documentation. With implementation of the following, which are requirements of the proposed Project, the Project will not have a significant impact on police service demands.

Comprehensive Security Plan

A preliminary CSP has been developed for the proposed Project in consultation with the LAPD and the City of Los Angeles Department of Building and Safety. The preliminary CSP incorporates a variety of long-term operational strategies and includes consideration of potential impacts resulting from concurrent multiple large scale events in the greater Downtown Los Angeles area, including events at Dodger Stadium, the Coliseum, STAPLES Center and other smaller venues. Specific design, operational, and programmatic measures have also been included in the preliminary CSP to enhance and expand security through the LAPD and private resources, enhance response to criminal incidents and emergencies of various kinds, provide for large crowd management, reduce potential conflicts between vehicles and pedestrians, and establish an effective and integrated means of command and control that benefits the entire Central City area.

As the proposed Project proceeds through its final design phases, the preliminary CSP shall be further refined and finalized through consultation with the California Department of Transportation (Caltrans), the Los Angeles Fire Department, Los Angeles Department of Transportation (LADOT), California Highway Patrol, Los Angeles County Sheriff's Department, and the Metropolitan Transit Authority (Metro).

During operation, the Applicant must also continue to implement the following security features that currently exist within the Project site:

- Provide a highly trained private security force that will handle security needs. Consistent with current practice, this security force will be supplemented with off-duty LAPD officers as necessary. The security force will patrol the Project site, including the parking structures, during events as needed.
- Based on current assessments, contribute financially to the Business Improvement District which funds security patrols in the Project area. These security patrols will consist of a team that patrols the sidewalks, parking structures, and parking lots.

- Fund the deployment of LADOT traffic control officers during events pursuant to an agreement to be entered into with LADOT.

Tailgating

The preliminary CSP expressly prohibits traditional tailgating activities within all parking facilities that are under the direct control of the Applicant. Rather, the Applicant proposes to provide pre-game festivities in a controlled community environment elsewhere within the Project site and the Los Angeles Sports and Entertainment District Specific Plan area. This will help support existing and future local businesses because visitors will patronize surrounding businesses rather than tailgate. Surrounding businesses will also have the opportunity to sell food and other merchandise at these pre-game festivities. Specifically, the Applicant will host pre-game festivities within the public plazas at the Project site, as well as on the premises of adjacent and nearby existing and future businesses such as those found within L.A. LIVE, as well as along Figueroa Street and the other streets surrounding the Project site.

Crime Prevention

The proposed Project will be designed to incorporate the LAPD's Design Out Crime Guidelines, which are based on the following three key concepts: (1) natural surveillance—the placement of physical features, activities, and people in a way that maximizes visibility; (2) natural access control which restricts or encourages people to come into a space through the placement of entrances, exits, fencing, landscaping, and lighting; and (3) territorial reinforcement through the use of physical attributes to define ownership and separate public and private space.

Crowd Management

Crowd management features are required to be implemented as part of the CSP and Transportation Management Plan presented in Section IV.B.1, Transportation, of the Draft EIR to minimize the number of police personnel required to secure events, facilitate crowd management strategies as needed, and minimize conflicts between pedestrian crowds and traffic. Crowd management features are modeled after those in operation for STAPLES Center and L.A. LIVE and are required to include: installation of temporary vehicle barrier systems, as necessary and applicable; securing driveways/access to loading areas; creation of exclusive and VIP parking areas, minimizing personnel requirements; installation of wayfinding and informational signage to direct individuals and communicate to large crowds of people; developing template strategic plans for high profile events; prohibiting traditional tailgating activities within any and all parking facilities that are under the direct control of the Applicant; providing ongoing training for vendors of alcoholic beverages to ensure compliance with current California Alcoholic Beverage Control requirements; and providing a holding facility/secure interview room in the Event Center.

Traffic and Pedestrian Flow

Traffic and pedestrian flow features are required to be implemented as part of the Proposed Project's Transportation Management Plan developed in partnership with LADOT, LAPD, Metro, Caltrans, California Highway Patrol, Los Angeles Emergency Management Department, and public safety stakeholders. The Transportation Management Plan, which is more particularly described in Section IV.B.1, Transportation, of the Draft EIR, will include measures to encourage the use of transit, directional and informational signage, a Neighborhood Traffic and Parking Management Program to reduce potential parking and traffic impacts in adjacent areas, and use of

traffic cameras to provide real-time traffic information to the Unified Field Command Center (discussed below).

Construction of wider crosswalks with distinct paving for 12 intersections surrounding the Project site and widen certain sidewalks within the immediate area as described in Section IV.B.3, Pedestrian Safety, of the Draft EIR. Also, the Applicant will implement temporary street closures to thru traffic for certain streets before, during, and after events in order to minimize conflict between vehicles and pedestrians and allow management of large pedestrian flows and ensure pedestrian safety.

Event Management/Command and Control/Unified Field Command Center

The proposed Project includes an approximate 2,000 square-foot dedicated Unified Field Command Center for management and control of a unified command during large events. From this center, both the Applicant and affected agencies including LAPD, LADOT, Metro, LAFD, Caltrans, California Highway Patrol, the Los Angeles Emergency Management Department, and Federal Bureau of Investigation, will be able to monitor pedestrian, transit, and vehicle traffic and other events as they unfold, and make coordinated and united decisions. The establishment of an integrated command area will provide for an environment to facilitate successful collaboration of these entities. The Unified Command Center will supplement the existing camera center located within STAPLES Center, and the existing operations and management centers of each of the agencies.

Unified Emergency Response and Documentation

The Proposed Project includes a critical infrastructure and key resources protection program that will assist in mitigating the impact caused by a natural disaster or other event. It will be facilitated through initial early design planning, prior to the beginning of actual construction. Other strategies, technologies, systems and programs put into the development and construction of the Proposed Project will also assist in mitigating the impact caused by a natural disaster or other event. These include:

- Convening a fully integrated facility design team, partnering all stakeholders (i.e., law enforcement (local and state), fire service, LADOT, Los Angeles Emergency Management Department, public and private transportation operators, Caltrans, the Project coordinators, design architects and other entities identified during the process) for a full review of construction and landscape architecture master plans and proposed development.
- Completing a full infrastructure vulnerability assessment with the LAPD Major Crimes Division which will be entered into the Automated Critical Asset Management System (ACAMS) and provide data with regard to federal Protected Critical Infrastructure Information (PCII) status.
- Identifying a secure staging location for storage and prestaging of special operations first responders (i.e., Bomb Squad, Hazmat, Explosive Detection K-9, and Tactical Support Elements) in coordination with the LAPD. This staging location will serve as a holding area for these entities' response trucks and dedicated equipment at the Project site during an event.
- For spectator events, utilizing state of the art screening technology that includes protocols and procedures developed in consultation with the integrated facility design team described above. Similar to current procedures in place at STAPLES Center, the screening system will include appropriate and sufficient queuing areas allowing for smooth, timely and safe entry into the applicable venue.

- Providing additional ongoing training programs that will be developed with a specific focus on the California Large Stadium Initiative, emergency response, evacuation, hazardous devices, access and functional needs population, active terrorist attack response, and natural disaster and special event response.

By implementing the foregoing project design features and mitigation measures, the Applicant will facilitate an efficient LAPD operation onsite during large events and will monitor crime, manage crowds and control traffic and pedestrian flow, thereby reducing demand on LAPD resources.

> Policy 6-1.1: *Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.*

The General Plan Amendments will be consistent with the above policy to consult with the Los Angeles Fire Department (LAFD) as part of the planning process and to determine the impact of the project on service demands as further described in Section IV.J.2, Public Services – Fire Protection, of the Draft EIR.

The proposed Project will include the following project design features that will reduce the Project's demand on fire services:

- The Applicant will prepare a Fire Life Safety Resources Management Plan in consultation with and approved by the LAFD to establish the response procedures that will be invoked in the event of a major incident at the Event Center requiring LAFD resources.
- New buildings will incorporate building design features that comply with Los Angeles Municipal Code fire safety requirements. These include fire-resistant building materials, emergency and fire control elevator in each bank of elevators, a fire alarm system throughout the buildings, a standby emergency power system, smoke detection systems in all buildings, emergency exit signage on all floors of new buildings, a separate Fire Control Station in high-rise buildings, automatic sprinkler systems, and portable fire extinguishers in all buildings.
- The Applicant will develop a first responder communications plan for the proposed buildings in consultation with and approved by the LAFD. The communications plan will address the LAFD's need for communications equipment.
- The Applicant will submit a plot plan to the LAFD for approval prior to approval of a building permit that will include the following minimum design features: fire lanes, where required; access for LAFD apparatus and personnel to and into all structures; locations and sizes of all fire hydrants; and all structures will be within 300 feet of an approved fire hydrant.
- The Proposed Project will include the necessary water infrastructure (e.g. new water connections) to serve the fire water demands of the Project as well as an extension to connect the Project site to existing water lines in the area.
- The operator of the Event Center will provide or cause to be provided ambulance services such that one ambulance is on-site in accordance with the provisions of the Fire Life Safety Resources Management Plan. Further, the operators of the Convention and Event Center will provide an ambulance station with adequate resources for basic life support and advanced life support services at all Event Center events, per the provisions of the Fire Life Safety Resources Management Plan.

- LAFD staff will have access to the on-site Unified Field Command Center (discussed above under impact on police services) during large special events, as described in Section IV.J.1, Police Protection, of the Draft EIR.
- The Applicant will not schedule a ticketed event at the Event Center at the same time as a ticketed event at STAPLES Center where the combined attendance at both venues will exceed 72,000 spectators.

Through implementation of the foregoing project design features and compliance with Building Code and Fire Code safety requirements as described above, the Applicant will reduce the threat of fire/life safety issues at the Project site. The project design features will also facilitate an efficient response by LAFD staff to a potential fire/life safety issue at the Project site, should one occur. As a result, the Proposed Project will not have a significant impact on fire service demands.

**2. The General Plan Amendments Will Further the Purposes, Intent and Provisions of the General Plan Framework.**

The General Plan Framework, adopted in December 1996, establishes the City's long-range comprehensive growth strategy and provides guidance on Citywide land use and planning policies, objectives, and goals. The Framework defines Citywide policies for land use, housing, urban form and urban design, open space and conservation, transportation, infrastructure and public spaces. The General Plan Amendments will further the purposes, intent and provisions of the General Plan Framework.

Land Use

The following provisions of the Land Use chapter of the Framework Element are applicable to the General Plan Amendments:

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

The Project site is located within an area designated as Downtown Center in the General Plan Framework. Downtown Center is defined as "the principal government and business center in the region, with a worldwide market. It is intended to be the highest density center of the City and hub of regional transportation." It is also "the location for major cultural and entertainment facilities… and the Convention Center." Land uses encouraged within the Downtown Center include major visitor and convention facilities, corporate and professional offices, offices, telecommunications centers, hotels and major cultural and entertainment facilities. The proposed General Plan Amendments will be consistent with the Land Use Chapter of the Framework Element as they will unify planning for the Project site, providing for public facility as well as major cultural and entertainment facilities.

The Project will increase the height, density and mass of the structures on the Project site. The New Hall proposes varied rooflines, variations in façade treatment and building materials, pedestrian-scaled entrances, and building step-backs and/or overhangs. The Event Center will feature a deployable roof, which will add a new landmark to the Downtown skyline. The signage program will add a strong visual element to the Project site consistent with the existing signage at STAPLES Center and L.A. LIVE, reinforcing the area's sports and entertainment identity. Finally, the Project site will take on an active atmosphere characteristic of Downtown with new and enhanced outdoor plazas

networked by pedestrian pathways and improved streetscapes. Thus, the modernization of the Convention Center and construction of a state-of-the-art multi-purpose Event Center will provide for the continuation and expansion of government, cultural, entertainment and visitor-serving functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center, consistent with Objective 3.11 of the Framework Element.

> Policy 3.11.1: *Encourage the development of land uses and implement urban design improvements guided by the Downtown Strategic Plan.*

The General Plan Amendments will be consistent with the following goals of the Downtown Strategic Plan:

- *Maximize benefits to Downtown business and industry by supporting the development and linkage of public infrastructure investments such as Convention Center expansion projects.*

The proposed General Plan Amendments will be consistent with the goal of developing and linking public infrastructure investments by supporting the development and modernization of public facilities across the Project site. For example, the Project proposes the construction of the New Hall, a modern convention center facility contiguous to the existing South Hall, creating a more efficient and unified Los Angeles Convention Center. In addition, the proposed multi-purpose Event Center will be designed to function as a National Football League franchise football stadium or as convention and exhibition space. Through the use of broader planning tools, these two facilities will integrate with STAPLES Center activities through the development of enhanced pedestrian walkways and open space plazas throughout the site. Together, these improvements will aim to catalyze Convention Center business and tourism. Given its location in Downtown, a hub of the rail and bus transit system for the metropolitan Los Angeles area, the Project will further promote the use of the City's public transportation system. The nature of events at the Project site, including exhibitions, trade shows, sporting events and entertainment activities, are expected to attract visitors from across the region as well as from the immediate Downtown area, where the proximity of the Project site to a comprehensive transit system will encourage and facilitate transit use and a 24-hour Downtown. The proposed Project will include a network of walkable pathways and streetscapes throughout the Project site that would facilitate connections with nearby transit to encourage the use of alternative modes of transportation. The Proposed Project's streetscape and intersection improvements will serve to promote attractive, functional, safe and enjoyable streets and bike paths as well as pedestrian-friendly sidewalks that connect to and complement the Downtown area. Thus, the Project supports the development and investment of linkage of public infrastructure investments in the area.

<u>Urban Form and Neighborhood Design</u>

Within the Urban Form and Neighborhood Design chapter of the Framework Element, the following provisions will be applicable to the General Plan Amendments:

> Objective 5.2. *Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.*
>
> > Policy 5.2.1. *Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be provided.*

> Policy 5.2.2. *Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime.*

The General Plan Amendments will encourage future development at the Project site, which functions as the major economic center of Downtown and is located at the hub of the City's transit system. The General Plan Amendments will facilitate a modernization of the existing Los Angeles Convention Center and a multi-purpose Event Center at the Project site. The Community Plan specifically recognizes the Convention Center and STAPLES Center as adding significantly to the draw of Downtown for visitors. With the addition of new Convention Center uses and a multi-purpose Event Center, there will be more events at the Project site, adding to the draw of visitors to Downtown both in daytime and nighttime. Given the location of the Project site and the proposed parking program, which encourages parking in identified parking zones within a 20-minute walk of the Project site, those visitors are also anticipated to utilize nearby City resources throughout Downtown, including LA Live, retail uses, hotels, office buildings, shopping centers and public transit. These expanded uses will further serve to complement and benefit the tourism, hotel, and entertainment industries as well as public transit in the immediate Project vicinity both in daytime and nighttime.

Open Space and Conservation

Within the Open Space and Conservation chapter of the Framework Element, the following provisions are applicable to the General Plan Amendments:

> Policy 6.4.10(a): *Provide for the joint use of open space with existing and future public facilities, where feasible.*

The proposed General Plan Amendments will allow the 68-acre Project site to be planned on a broader scale by making the land use designations consistent among its parcels. Broader planning will facilitate the revitalization and addition of joint use open space with existing and future public facilities at the Project site.

Economic Development

The General Plan Amendments are consistent with the following Economic Development policies of the Framework Element:

> Policy 7.2.3: *Encourage new commercial development in proximity to rail and bus transit corridors and stations.*

Downtown Center is intended to be the highest density center of the City and the location of the hub of local and regional transportation, encouraging the use of rail and bus transit to those who live, work and visit Downtown. There is an extensive amount of rail and bus transit service to the Project site, where the area is currently served by a total of nine local and inter-city transit operators. Within a five to six block radius of the Project site, Metro (Los Angeles County Metropolitan Transportation Authority) operates three rail lines and 42 bus lines. Given the Project's location, the General Plan Amendments will promote the use of the public transportation system, consistent with Policy 7.2.3, by encouraging transit-oriented uses that will attract visitors from across the region as well as from the immediate Downtown area, many of whom will use existing and future public transit.

Policy 7.8.1: *Place the highest priority on attracting new development projects to Los Angeles which have the potential to generate a net fiscal surplus for the City.*

Policy 7.8.2: *Implement proactive policies to attract development that enhances the City's fiscal balance, such as providing financial incentives and permitting assistance.*

The General Plan Amendments will be consistent with Policies 7.8.1 and 7.8.2 in that they will proactively attract new development to the Project, enhancing the City's revenues and revitalizing the Los Angeles Convention Center, making it nationally competitive. The addition of a state-of-the-art Event Center to the Project site will also attract new visitors to the Project. Further, given the location of the Project and the proposed parking program, which encourages parking in identified parking zones within a 20-minute walk of the Project, visitors will also be able to experience and utilize nearby City resources throughout Downtown, including L.A. LIVE, retail uses, hotels, office buildings, shopping centers and public transit. Thus, the proposed General Plan Amendments will be consistent with the economic development policies of the General Plan.

**3. The General Plan Amendments Further the Purposes, Intent and Provisions of the Transportation Element of the General Plan.**

The General Plan Amendments will be consistent with the following provisions of the Transportation Element of the General Plan:

Objective 3. *Support development in regional centers, community centers, and major economic activity areas along mixed-use boulevards as designated in the Community Plans.*

By unifying the Project site under the Public Facilities land use designation, the General Plan Amendments will allow the Applicants to modernize the existing Los Angeles Convention Center and create a multi-purpose Event Center at the Project site, which is located at a hub of economic and transit activity of the City. The Community Plan recognizes the critical role that tourism and entertainment play in the commercial activity of Los Angeles and the Central City area in particular. The Convention Center and STAPLES Center are specifically cited in the Community Plan as adding significantly to the draw of Downtown for visitors. By increasing the frequency of events at the Convention Center, the revitalized Convention Center and Event Center will result in additional business, retail, and development in the areas adjacent to the proposed Project, and will also create jobs for residents of the area. Attracting the National Football League and expanding the sports, entertainment and convention events at the Project site will enhance tourism, hotel and entertainment industries in the immediate Project vicinity, as well as throughout Downtown and the City as a whole. The Project will also help sustain and grow the existing retail base along the Figueroa Street Corridor by attracting visitors and new businesses to the area. Given its location, visitors will also be able to walk to/from adjacent residential communities or the Los Angeles Sports and Entertainment District and/or travel by transit to the Project site. Thus, the proposed General Plan Amendments will support development in this major economic activity area in the Community Plan.

Policy 3.10. *Develop new and/or refined parking policy procedures for designated centers and districts.*

The General Plan Amendments will be consistent with this policy in that they will give the City more flexibility through use of the Convention and Event Center Specific Plan to develop and refine existing parking procedures at the Project site. The Convention and Event Center development comprehensively addresses parking and takes advantage of over 40y freeway off-ramps and on-ramps to utilize on- and off-site parking areas, thereby allowing traffic to be dispersed across many access/egress routes rather than being focused on only a few corridors. This distributed parking and access has worked successfully for STAPLES Center and L.A. LIVE and will be extended through the use of directional signage, and extensive information identifying parking zones and access routes, and bundling parking with ticket sales for the efficient management of distributed parking. Information will be distributed to the public by many sources including websites, media advertising, and smartphone applications. Use of this parking policy will further the transportation and economic goals of the General Plan Framework by distributing the population attending events over a broader area, which will spread out arrival and departure times and dissipate congestion at the Project site as well as encourage economic growth throughout the area.

**4. The General Plan Amendments Further the Purposes, Intent and Provisions of the Air Quality Element.**

The General Plan Air Quality Element includes the following relevant provisions:

> Objective 4.2. *Reduce vehicle trips and vehicle miles traveled associated with land use patterns.*

The Downtown area is intended to be the highest density center of the City, encouraging the use of transit for those who live, work and visit Downtown. There is an extensive amount of rail and bus transit service serving the vicinity of the Project, making it a prime location for development that will reduce vehicle trips and vehicle miles traveled. The Project area is currently served by a total of nine local and inter-city transit operators. Within a five to six block radius of the Project site, Metro operates three rail lines and 42 bus lines. The Project is also located adjacent to the Los Angeles Sports and Entertainment District and Downtown residential communities. The proposed General Plan Amendments will encourage the development of public facilities and related uses on the site, where visitors will walk to/from adjacent residential communities or the Los Angeles Sports and Entertainment District and/or travel by transit thereby reducing vehicle trips and vehicle miles traveled.

In addition, as part of SB 292, the Event Center operator must take steps to reduce traffic congestion and global climate change impacts that may result from private automobile trips to the Event Center. The proposed Project must achieve and maintain carbon neutrality by reducing to zero the net emissions of greenhouse gases from private automobile trips to the Event Center in the manner provided in Public Resources Section 21168.6.5(i)(1). Further, operation of the proposed Project must comply with Public Resources Section 21168.6.5(i)(2) regarding measures to ensure a trip ratio that is no more than 90% of the trip ratio of any other stadium serving a team in the NFL. Thus, the General Plan Amendments will be consistent with the Transportation Element of the General Plan.

**5. The General Plan Amendments Further the Purposes, Intent and Provisions of the Noise Element.**

The General Plan Noise Element text includes the following relevant objectives and policies:

Policy 2.2. *Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise-producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.*

The General Plan Amendments will be consistent with the Noise Element in that it will give the City more flexibility through use of the CEC Specific Plan to mitigate proposed noise-producing activities at the Project site. For example, as a Project Design Feature, the proposed Event Center will incorporate a sound system that will utilize a distributed speakers system capable of aiming the sound toward the seating areas to minimize sound spillage to the building's exterior. The Project proposes to locate loading dock and trash/recycling areas for the Event Center and STAPLES Center in the subterranean level so as to preclude noise from this source at exterior locations. In addition, building mechanical/electrical equipment is subject Los Angeles Municipal Code ("LAMC") noise limit requirements. Thus, the proposed General Plan Amendments would be consistent with the General Plan Noise Element.

**6. The Proposed General Plan Amendments Would Serve the Public Necessity, Convenience and General Welfare.**

The General Plan Amendments will serve the public necessity, convenience and general welfare of the City of Los Angeles by making the land use designation of the Project site consistent across its parcels. The Public Facilities land use designation will allow for broader planning of the Project site and would promote the fundamental concepts of the Community Plan for this area of Downtown such as economic development, job creation, enhanced use of existing public infrastructure, shared facilities, mix of uses, and pedestrian orientation. As demonstrated above, the General Plan Amendments will lead to development that would address the needs of visitors who come to Downtown for business, conventions, trade shows, and tourism; expand and add open spaces; maximize benefits to Downtown business and industry by supporting the development and linkage of public infrastructure investments; and encourage new commercial development in proximity to rail and bus transit corridors and stations, reducing vehicle trips and vehicle miles traveled in the City. All of the above will serve the public necessity, convenience and general welfare of the City of Los Angeles.

**VESTING ZONE CHANGE FINDINGS**

Los Angeles City Charter Section 556 and LAMC Section 12.32(C)(2) require that prior to adopting a land use ordinance, the Planning Commission make findings that the ordinance is in substantial conformance with the purposes, intent and provisions of the General Plan. The proposed Vesting Zone Change will be in conformance with the purposes, intent and provisions of the General Plan in that it will conform to the goals, objectives and policies of the General Plan Framework, Central City Community Plan, General Plan Transportation Element, General Plan Air Quality Element and General Plan Noise Element, as discussed below.

**7. The Vesting Zone Change Will Be in Conformance with the Central City Community Plan.**

The Central City Community Plan is the official guide to future development within Downtown. It is intended to promote an arrangement of land uses, streets and services that will encourage and contribute to the health, safety, welfare and convenience of the people who live and work in the Community. The Community Plan is also intended to guide development in order to create a healthful and pleasant environment.

The Vesting Zone Change will be consistent with the following objectives and policies of the Community Plan:

Objective 2-1. *To improve Central City's competitiveness as a location for offices, business, retail, and industry.*

Policy 2-2.1. *Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force, and businesses.*

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 that will 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 theatres, and other specialty uses to reinforce existing pockets of activity.*

Development within the Project site, including the Los Angeles Convention Center and STAPLES Center, and the adjoining Los Angeles Sports and Entertainment District, including L.A. LIVE, has been an important element in the redevelopment of Downtown with an identity defined in terms of a cultural, sports, and entertainment center complemented by an expanding residential community. The Los Angeles Convention Center, the City of Los Angeles, and the region will greatly benefit from the revitalization and modernization of the Convention Center as well as the addition of a multipurpose

event center capable of hosting a wide range of events including conventions, exhibitions, sporting and cultural events.

The Community Plan recognizes the critical role that tourism and entertainment play in the commercial activity of Los Angeles and the Central City area in particular. The Convention Center and STAPLES Center are specifically cited as adding significantly to the draw of Downtown for visitors. Moreover, the Community Plan recognizes the Convention Center/Arena area as a place with the potential to "evolve into an economically and physically prominent area based on the cumulative impact of existing assets such as the Convention Center and the Staples Arena" and further investments in the area such as the Los Angeles Sports and Entertainment District area.

Development of STAPLES Center is noted as having had a tremendous positive influence on hotel and entertainment uses Downtown. Similarly, the revitalized Convention Center and Event Center will encourage additional business, retail, and development in the areas adjacent to the Project, and will also assist in the creation of jobs for residents of the area. The expanded sports, entertainment, convention and other event activities would serve to further complement and benefit the tourism, hotel and entertainment industries in the immediate Project vicinity, as well as throughout Downtown and the City as a whole. This revitalization will create synergy between and among the modernized Convention Center and L.A. LIVE and STAPLES Center Arena, further enhancing an urban environment that will continue to provide opportunities to live, work, and play in Downtown in a 24-hour environment. The proposed Project will also help sustain and grow the existing retail base along the Figueroa Street Corridor and in adjoining businesses within a 20-minute walk from the site by attracting visitors and new businesses to the area through its events and the distributed parking program implemented by the Project. Specifically, given its location and the proposed parking program, which encourages parking in identified parking zones within a 20-minute walk of the site or taking public transportation, visitors to the Project will also be able to take advantage of nearby City resources throughout Downtown, including L.A. LIVE, retail uses, hotels, office buildings and shopping centers as they travel to and from their cars and/or transit stations. Thus, the proposed Vesting Zone Change will be consistent with the foregoing objectives and policies of the Community Plan.

Objective 4-1. *To encourage the expansion and additions of open spaces as opportunities arise.*

Policy 4-2.1. *To foster physical and visual links between a variety of open spaces and public spaces Downtown.*

Objective 4-4. *To encourage traditional and non-traditional sources of open space by recognizing and capitalizing on linkages with transit, parking, historic resources, cultural facilities, and social services programs.*

Policy 4-4.1. *Improve Downtown's pedestrian environment in recognition of its important role in the efficiency of Downtown's transportation and circulation systems and in the quality of life for its residents, workers, and visitors.*

Consistent with the above policies and objectives, the Project will activate the adjacent streets, encourage public pedestrian access, promote the walkability around the Project site, and create strong pedestrian connections to the surrounding area, particularly nearby transit stops and stations. The public plazas and street improvements of the Project will serve to accomplish this goal, as would pedestrian-scaled elements at all entrances to the new facilities. For specific details regarding the public plazas, see

Section II, Project Description, of the Draft EIR. Proposed improvements such as wayfinding signage, parking and vehicular and pedestrian circulation improvements will create and enhance connectivity of the new facilities with existing uses within the Project site, including STAPLES Center and the South Hall, as well as uses within L.A. LIVE, including Nokia Plaza. Finally, visitors will be able walk to/from adjacent residential communities, office buildings, the Los Angeles Sports and Entertainment District and/or travel by transit to the Project site. Thus, the Project as proposed promotes pedestrian-oriented activity and create an inviting, accessible public realm consistent with the foregoing objectives and policies of the Community Plan.

> Policy 5-1.1: *Consult with the Police Department as part of the review of significant development projects and General Plan amendments affecting land use to determine the impact of law enforcement service demands.*
>
> Policy 5-2.1: *Promote the safety and security of personal property through proper design and effective use of the built environment which can lead to a reduction in the incidence and fear of crime, reduction in calls for public service, and to an increase in the quality of life.*
>
> Policy 6-1.1: *Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.*

With respect to Police and Fire Services, the Project will be consistent with the above policies to consult with LAPD and LAFD as part of the project planning process, determine impacts on service needs, and maximize safety through appropriate design of the built environment. The Project proposes the addition of a Unified Field Command Center of approximately 2,000 square-feet for management and control of a unified command during large special events. The proposed Project will also include development of a Comprehensive Security Plan in coordination with LAPD as well as a Fire Life Safety Resources Management Plan in coordination with LAFD. With implementation of these and other measures set forth in Section I.A.1 of these findings, the Proposed Project will not significantly increase demands on police and fire services.

**8. The Vesting Zone Change Will Be in Conformance with the General Plan Framework.**

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

Land Use

Within the Land Use chapter of the Framework Element, the following goals, objectives and policies relevant to the Downtown Center are applicable to the Vesting Zone Change:

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

> Objective 3.11: *Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries,*

*transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.*

The Project is located within an area designated as Downtown Center on the General Plan Framework. Downtown Center is defined as "the principal government and business center in the region, with a worldwide market. It is intended to be the highest density center of the City and hub of regional transportation." It is also "the location for major cultural and entertainment facilities… and the Convention Center." Land uses encouraged within the Downtown Center include major visitor and convention facilities, corporate and professional offices, offices, telecommunications centers, hotels and major cultural and entertainment facilities.

The proposed Vesting Zone Change will be consistent with the goals for Downtown Center. Specifically, by enabling the Convention and Event Center Specific Plan to govern the Project, the Vesting Zone Change will facilitate an enhanced Convention Center by permitting the construction of the New Hall and the Event Center. Over 1.1 million square feet of existing and proposed meeting room rentable area will be available within the future Convention Center and the Event Center when both facilities are configured for exhibit and meeting use. This will represent a 27% increase in rentable area for exhibit and meeting room use over the existing Convention Center, making the Convention Center more competitive nationally.

The Project will increase the height, density and mass of the structures on the Project site. The New Hall will feature varied rooflines, variations in façade treatment and building materials, pedestrian-scaled entrances, and building step-backs and/or overhangs. The Event Center will feature a deployable roof, which will add a new landmark to the Downtown skyline. The signage program will add a strong visual element to the Project site consistent with the existing signage at STAPLES Center and L.A. LIVE, reinforcing the area's sports and entertainment identity. Finally, the Project site will take on an active atmosphere characteristic of Downtown with new and enhanced outdoor plazas networked by pedestrian pathways and improved streetscapes. Thus, the modernization of the Convention Center and construction of a state-of-the-art multi-purpose Event Center will provide for the continuation and expansion of government, cultural, entertainment and visitor-serving functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center, consistent with Goal 3G and Objective 3.11 of the Framework Element.

Policy 3.9.7: *Provide for the development of public streetscape and intersection improvements, where appropriate.*

Policy 3.9.8: *Support the development of public and private recreation and small parks by incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.*

The Project will provide a vibrant ground level for gathering and passive recreation where people feel safe and comfortable. Three public plazas would be incorporated into the Proposed Project's design, as described in more detail in Section II, Project Description, of the Draft EIR, and would connect the Project to surrounding areas through development of usable and accessible public space and pedestrian-friendly pathways. The public spaces that will be created will be intended to encourage people to spend more time before and after events at the Project site and adjoining off-site areas and to create pedestrian amenities that serve as attractive outdoor spaces for everyday use while providing a platform for a new urban fan experience.

Policy 3.11.1: *Encourage the development of land uses and implement urban design improvements guided by the Downtown Strategic Plan.*

The Downtown Strategic Plan recognizes the Los Angeles Convention Center as an important asset to the City and identifies the need to both expand the Convention Center and develop the area surrounding it with complementary uses, including entertainment uses, tourist attractions and outdoor activities. The Downtown Strategic Plan also cites the need to connect the Convention Center with nearby neighborhoods and districts by pedestrian linkages, transit and other circulation systems. By providing the zoning necessary to implement the Proposed Project, the Vesting Zone Change will enable the development of a modern, nationally-recognized Convention Center and a new, state-of-the-art Event Center, both of which will support the surrounding community and the Los Angeles Sports and Entertainment District. The revitalized Convention Center and Event Center will result in additional business, retail, and development in the areas adjacent to the Project, and will also create jobs for residents of the area. The expanded sports, entertainment, convention and other event activities would serve to further complement and benefit the tourism, hotel and entertainment industries in the immediate Project vicinity, as well as throughout Downtown and the City as a whole. Further, given its location, visitors will be able walk to/from adjacent residential communities or the Los Angeles Sports and Entertainment District and/or travel by transit to the Project site, adding people to the streets and facilitating a 24-hour Downtown.

For the above-noted reasons, the Vesting Zone Change will be consistent with the following goals of the Downtown Strategic Plan:

- *Maximize benefits to Downtown business and industry by supporting the development and linkage of public infrastructure investments such as Convention Center expansion projects.*
- *Restore to Los Angeles its traditional image as a world magnet for tourist activity.*
- *Maintain the Convention Center as the region's preeminent, state-of-the-art facility.*
- *Provide convention-supported activities adjacent to the Convention Center and entertainment, shopping, and other tourist attractions nearby to ensure a supportive environment for the facility.*

Urban Form and Neighborhood Design

Within the Urban Form and Neighborhood Design chapter of the Framework Element, the following policies will be applicable to the Vesting Zone Change:

Objective 5.2. *Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.*

Policy 5.2.1. *Designate centers and district in locations where activity is already concentrated and/or where good transit service is, or will be provided.*

Policy 5.2.2. *Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime.*

The proposed Vesting Zone Change will encourage future development at the Project, which functions as the major economic center of Downtown and is located at the hub of the City's transit system. The Community Plan specifically recognizes the Convention

Center and STAPLES Center as adding significantly to the draw of Downtown for visitors. The Vesting Zone Change will permit modernization of the existing Los Angeles Convention Center and a multi-purpose Event Center. With the addition of new Convention Center uses and a multi-purpose Event Center, there will be more events at the Project site, adding to the draw of visitors to Downtown both in daytime and nighttime. Given the location of the Project site and the proposed parking program, which encourages parking in identified parking zones within a 20-minute walk of the Project site, those visitors are also anticipated to utilize nearby City resources throughout Downtown, including L.A. LIVE, retail uses, hotels, office buildings, shopping centers and public transit. These expanded uses are anticipated to further complement and benefit the tourism, hotel and entertainment industries as well as public transit in the immediate Project vicinity both in daytime and nighttime.

Open Space and Conservation

Within the Open Space and Conservation chapter of the Framework Element, the following policies are applicable to the Vesting Zone Change:

> Policy 6.4.9: *Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations.*
>
> Policy 6.4.10(a): *Provide for the joint use of open space with existing and future public facilities, where feasible.*

The Vesting Zone Change will support Policies 6.4.9 and 6.4.10(a) by encouraging development of multiple, joint-use open space plazas within walking distance to Downtown transit stations (e.g. 7th Street Metro Center and the Metro Blue Line Pico Station at 12th and Pico Street). Public plazas within the Project will link the Project site to surrounding areas through development of usable and accessible public space and pedestrian-friendly pathways. The joint use public spaces would encourage people to spend more time before and after events at the Project site and adjoining off-site areas and to create pedestrian amenities that serve as attractive outdoor spaces for everyday use. Thus, the proposed Vesting Zone Change will be consistent with the Open Space and Conservation chapter of the Framework Element.

Economic Development

The following Economic Development policies are applicable to the Vesting Zone Change:

> Policy 7.2.2: *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.*
>
> Policy 7.2.3: *Encourage new commercial development in proximity to rail and bus transit corridors and stations.*

The Vesting Zone Change will promote infill development located within the Downtown Center in an area defined by its mixed-use and transit-oriented development. The Project would not encroach on existing residential neighborhoods, but rather will redevelop the 68-acre site, which is home to the Los Angeles Convention Center and STAPLES Center and is adjacent to L.A. LIVE and the Los Angeles Sports and

Entertainment District. Various Project elements would be introduced to enhance connectivity with existing uses within the Project site and at L.A. LIVE as well as with nearby transit stations. Metro operates three rail lines in proximity to the Project. The Metro Red Line and Purple Line serve the subway rail station at 7th Street Metro Center (with entrances at 7th Street & Figueroa Street, 7th Street and Flower Street, and 7th Street and Hope Street). The station is located four blocks north of, and within easy walking distance of, the Project site via Figueroa Street, Flower Street and Hope Street. The Metro Red Line provides service from the San Fernando Valley, North Hollywood, Hollywood and Mid-Wilshire areas to downtown Los Angeles, and Union Station. The Purple Line provides service from Wilshire/Western in Koreatown and Mid-Wilshire to Downtown Los Angeles and Union Station. The Metro Blue line runs north-south between Downtown Los Angeles and Downtown Long Beach, connecting with the Metro Green Line (which operates between Norwalk and Redondo Beach) at the Imperial/Wilmington station. The Metro Blue Line Pico Station is located one block east of the Project site on Flower Street between 12th Street & Pico Street.

With respect to vehicular circulation and parking, access to the Project site will continue to be available from the existing street system. Designed to encourage transit-oriented development, the Convention and Event Center Specific Plan will encourage the use of alternative modes of transportation. Wayfinding signage within the Project area, particularly at nearby freeway exits, will direct visitors and event attendees to parking facilities both on-site and throughout the surrounding area to prevent an overconcentration of vehicular traffic near the Project site.

> Policy 7.3.3: *Retain the City's existing employment base through an outreach program to existing businesses and an ongoing assessment of their specific land use requirements.*
>
> Policy 7.10.2: *Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and educational and job training opportunities.*

The proposed Project is estimated to create 1,866 new full-time jobs (equivalent to 4,123 new part-time jobs) that will be available to surrounding residents in the Pico-Union, Westlake, South Park, and Downtown areas as well as other locations throughout the region due to the Project site's location in proximity to transit serving the Greater Los Angeles area. This would support objectives and policies regarding the retention and expansion of the City's employment base and in particular employment generation in areas of the City that historically have not received a proportional share of such opportunities. Development of the proposed Project will also help reasonable access to transit to residents of the City. Because the Project site is located in proximity to several bus and rail lines, the Project will encourage visitors to the Convention Center and Event Center to use the City's public transportation system to travel to and from events. With this increase in ridership, transit operators are expected to increase the hours of service to accommodate demand. As a result, the residents of the City will have greater access to transit. Thus, the Project will support Policies 7.3.3 and 7.10.2 of the Framework Element.

> Policy 7.8.1: *Place the highest priority on attracting new development projects to Los Angeles which have the potential to generate a net fiscal surplus for the City.*
>
> Policy 7.8.2: *Implement proactive policies to attract development that enhances the City's fiscal balance, such as providing financial incentives and permitting assistance.*

The Vesting Zone Change will be consistent with Policies 7.8.1 and 7.8.2 in that it will proactively attract new development to the Project site that will enhance the City's fiscal balance by revitalizing the Los Angeles Convention Center, making it nationally competitive and adding a state-of-the-art Event Center to the Project site, both of which will attract new visitors to the Project. Given its location, visitors will also utilize nearby City resources such the Los Angeles Sports and Entertainment District and public transit. Thus, the proposed Vesting Zone Change will be consistent with the economic development policies of the General Plan.

**9. The Vesting Zone Change Will Be in Conformance with the Transportation Element of the General Plan.**

The Vesting Zone Change will be consistent with the following objectives and policies of the Transportation Element of the General Plan:

> Objective 3. *Support development in regional centers, community centers, major economic activity areas along mixed-use boulevards as designated in the Community Plans.*

As described above, the Vesting Zone Change will enable development of the proposed Project on the site, which is located in a major economic activity area of Downtown.

> Policy 3.10. *Develop new and/or refined parking policy procedures for designated centers and districts.*

As noted above, the Project would take advantage of over forty freeway off-ramps and on-ramps to utilize on- and off-site parking areas, thereby allowing traffic to be dispersed across many access/egress routes rather than being focused on only a few corridors. This dispersion of trips will distribute the population attending events over a broader area of Downtown, which will spread out arrival and departure times and dissipate congestion at the Project site as well as encourage economic growth throughout the area.

> Policy 11-7.10. *Employers should be encouraged or mandated to participate in transit/rideshare programs that match or exceed their automobile subsidies.*

Consistent with LAMC requirements, the Project will include transit demand management programs, parking and transit programs for Project employees, and other programs to reduce traffic trips and to encourage off-site parking, ridesharing, and other vehicular-infrastructure efficiencies.

> Policy 3.13. *Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations and regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.*

Consistent with Policy 3.13, the location of the Convention Center and Event Center facilities in the Downtown center, which is the hub of the rail and bus transit system for the metropolitan Los Angeles area, will encourage the use of the public transportation system for conventions and events. The Project includes a network of walkable pathways and streetscapes throughout the site that will facilitate connections with nearby transit to encourage the use of alternative modes of transportation. The proposed streetscape and intersection improvements will serve to promote functional streets and bike paths as well as pedestrian-friendly sidewalks that connect to and complement the

Downtown area. Further, the nature of events at the Project site, including exhibitions, trade shows, sporting events and entertainment activities, are expected to attract visitors from across the region as well as from the immediate Downtown area, where the proximity of the Project to a comprehensive transit system will encourage and facilitate transit use.

> Policy 3.15. *Enhance bicycle access to neighborhood districts, community centers, and appropriate locations in regional centers and mixed-use boulevards.*

> Objective 10. *Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.*

Consistent with the City's 2010 Bicycle Plan, which is part of the Transportation Element, the proposed Project's street improvements will connect the Project and off-site areas with existing bike paths, as well as provide pedestrian-friendly sidewalks that connect to and complement the Downtown area and improve pedestrian access to the Pico-Union neighborhood west of the Harbor Freeway. The Project driveways (to parking garages) will not cross or conflict with any existing or proposed bicycle facilities such as bike lanes, thereby avoiding any conflict with such facilities. With these Project Design Features, the proposed Project will be consistent with the 2010 Bicycle Plan in that it would allow bicycle access to the existing and proposed entertainment destinations and Convention Center. The Project also provides designated areas for bus and taxi drop-off and pedestrian bridges between the proposed garages and the new buildings so as to minimize pedestrian/vehicular conflicts and will incorporate 250 new bicycle parking spaces, making bike riding to events at the site convenient and accessible, consistent with Objective 10.

> Objective 11-7. *Provide sufficient parking to satisfy short-term retail/business users and visitors but still find ways to encourage long-term office commuters to use alternate modes of access.*

With the completion of the proposed Project, a total of 6,670 parking spaces will be provided within the Convention and Event Center Specific Plan area in larger, more efficient parking garages that will be constructed west of L.A. Live Way, replacing an existing surface parking lot and parking garage. In addition, there are approximately 42,900 off-site parking spaces located within a short walk to the site. The Convention Center and Event Center development envisioned within the Convention and Event Center Specific Plan will take advantage of over forty freeway off-ramps and on-ramps to utilize on- and off-site parking areas, thereby allowing traffic to be dispersed across many access/egress routes rather than being focused on only a few corridors. With the combination of on- and off-site parking availability, there will be sufficient parking to meet not only the parking needs of the Convention Center and Event Center at peak demand but also the combined demand for concurrent events taking place at the site during weekends.

**10. The Vesting Zone Change Will Be in Conformance with the Air Quality Element.**

The General Plan Air Quality Element includes the following relevant objectives and policies:

> Objective 4.2. *Reduce vehicle trips and vehicle miles traveled associated with land use patterns.*

> > Policy 4.2.3. *Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.*

Policy 4.2.5. *Emphasize trip reduction, alternative transit, and congestion management measures for discretionary projects.*

The overall transportation strategy for the Proposed Project will encourage and facilitate the use of mass transit and minimize solo automobile trips, through promoting and encouraging increased auto vehicle occupancies, walking and bicycling. Consistent with LAMC requirements, the Proposed Project will include Transit Demand Management programs, parking and transit programs for Proposed Project employees, and other programs to reduce traffic trips and to encourage shared parking, ridesharing, and other vehicular-infrastructure efficiencies. A comprehensive Transportation Management Plan will be developed and implemented for the Proposed Project in coordination with LADOT, Metro, Caltrans, Metrolink, and other agencies as necessary, and using the results from the Transportation Study conducted as part of the Environmental Impact Report. In compliance with SB 292, the Project will minimize traffic congestion and air quality impacts through requirements that the Event Center reduce to zero the net emissions of greenhouse gases and achieve a trip ratio that is no more than 90% of the trip ratio at any other stadium serving a team in the National Football League. Thus, the Project will be consistent with the objective and policies of the Air Quality Element.

Objective 5.1. *Increase energy efficiency of City facilities and private developments.*

Consistent with Objective 5.1, the proposed New Hall will be designed with the intent of continuing the Convention Center's longstanding commitment to sustainability by meeting the requirements for LEED Gold certification. The Sustainability Program for the New Hall will focus on the following five (5) main categories of environmental sustainability: Sustainable Sites; Water Conservation; Energy and Climate; Materials and Resources; and Indoor Environmental Quality. Refer to Section IV.H, Air Quality and Climate Change, for additional information regarding the Proposed Project's Sustainability Plan.

The Event Center is proposed to be designed for LEED certification, through a comprehensive program of sustainability measures that are based on the AEG 1Earth environmental program already implemented at STAPLES Center and L.A. LIVE. Specific measures that may be implemented include: energy conservation programs; recycling programs during both construction and operations; water conservation measures; the use of waterless urinals; and the provision of energy efficient lighting and electric car charging stations within the Bond Street and LA Live Way Garages.

**11. The Vesting Zone Change Would Be in Conformance with the Noise Element.**

The General Plan Noise Element text includes the following relevant objectives and policies:

Objective 2. *Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.*

Policy 2.2. *Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise-producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.*

Objective 3. *Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.*

The Project will be compatible with the surrounding area in that the Project is located in a downtown area that includes a number of 24-hour environmental uses including hotels, restaurants, clubs, the STAPLES Center Arena, the Nokia Theatre, and L.A. LIVE. In order to reduce noise impacts associated with the Project, however, the Project will incorporate as a Project Design Feature, a sound system that will utilize a distributed speakers system capable of aiming the sound toward the seating areas to minimize sound spillage to the building's exterior. It will also locate loading dock and trash/recycling areas for the Event Center and STAPLES Center in the subterranean level so as to preclude noise from this source at exterior locations. Building mechanical/electrical equipment will also be designed to meet the LAMC noise limit requirements.

**The Proposed Vesting Zone Change Would Conform to Public Necessity, Convenience, General Welfare and Good Zoning Practice.**

Los Angeles City Charter Section 558 and LAMC Section 12.32(C)(2) require that prior to adopting a land use ordinance, the City Planning Commission make findings that the ordinance conforms with public necessity, convenience, general welfare and good zoning practice. The Vesting Zone Change conforms to public necessity, convenience, general welfare and good zoning practice in the following respects:

**12. The Proposed Vesting Zone Change Would Conform to Public Necessity, Convenience and General Welfare of the City of Los Angeles.**

The Vesting Zone Change will serve the public necessity, convenience and general welfare of the City of Los Angeles by permitting use of the Convention and Event Center Specific Plan as a tool to more comprehensively regulate and allow development of the Proposed Project thereby enhancing the City's prominence as the destination choice for Citywide conventions exhibitions, trade shows, and high profile events and its economic base, including tax revenues, through an increase in such conventions and events. The Community Plan and General Plan Framework specifically designate the Project site for this kind of growth. The Project will allow the modernization of the Convention Center through construction of new convention halls and facilities and will provide the City with a home stadium for a National Football League franchise with the new Event Center. These major public and private facilities will serve to meet the needs of local, regional, national, and international activities by enhancing the social, cultural, and economic vitality of the City. The numerous project design features and mitigation measures imposed assure that the Project accounts for the special needs of the surrounding community while allowing flexibility for adapting to future changes that could occur.

The Project also includes parking and roadway improvements and a Transportation Management Plan that will help to improve traffic flows throughout the immediate vicinity. The Transportation Management Plan will include measures to minimize vehicular intrusion into nearby residential areas and a variety of travel choices would be promoted.

**13. The Proposed Vesting Zone Change Will Conform to Good Zoning Practice.**

The Convention Center and STAPLES are part of a 68-acre site owned by the City which has a split land use designation in the Community Plan Map and different zoning designations. The Vesting Zone Change will allow for consistency in the zoning of these uses and will simplify land use planning for the Project site by allowing the unified development and operation of the Convention Center and Event Center and the

adjoining STAPLES Center, including improvements to the existing Convention Center under the proposed Convention and Event Center Specific Plan. These improvements allow the Convention Center to be more integrated and responsive to the convention market while also including an event center component.

Convention Center and Event Center uses such as those existing and proposed are specialty uses. While such uses could be allowed through multiple conditional use permits for each of the proposed uses, the Convention and Event Center Specific Plan will be a better planning tool for the large Project site because it will guide development of the Project as a whole and assure orderly development and appropriate capacity of public facilities for the intensity and design of development within the site. For the same reasons, the area directly adjacent to the Project, L.A. LIVE, also operates pursuant to a specific plan (i.e., the Los Angeles Sports and Entertainment District Specific Plan).

In summary, the proposed Vesting Zone Change will implement the Convention and Event Center Specific Plan proposed for the Project, which will reflect orderly, logical, and functionally integrated development for the total project, consistent and compatible with adjacent land uses. The proposed Vesting Zone Change will facilitate development of a well-planned unified Project site.

**SPECIFIC PLAN FINDINGS**

**The Proposed Convention and Event Center Specific Plan Is in Conformance with the Purposes, Intent and Provisions of the City of Los Angeles General Plan.**

Los Angeles City Charter Sections 556 and 558 and LAMC Section 12.32 C 2 require that prior to adopting a land use ordinance, the Planning Commission make findings that the ordinance is in substantial conformance with the purposes, intent and provisions of the General Plan. The proposed Convention and Event Center Specific Plan would be in conformance with the purposes, intent and provisions of the General Plan in that it will conform to the goals, objectives and policies of the Central City Community Plan, General Plan Framework, General Plan Transportation Element, General Plan Air Quality Element and General Plan Noise Element, as discussed below.

**14. The Convention and Event Center Specific Plan Will Be in Conformance with the Central City Community Plan.**

The Community Plan is the official guide to future development within Downtown. It is intended to promote an arrangement of land uses, streets and services that will encourage and contribute to the health, safety, welfare and convenience of the people who live and work in the Community. The Community Plan is also intended to guide development in order to create a healthful and pleasant environment.

The Convention and Event Center Specific Plan will be consistent with the following objectives and policies of the Community Plan:

> Policy 2-2.1. *Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force and businesses.*
>
> 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.*

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

The Community Plan recognizes the critical role that tourism and entertainment play in the commercial activity of Los Angeles and the Central City area in particular. It designates the Convention Center/Arena area as a place with the potential to “evolve into an economically and physically prominent area based on the cumulative impact of existing assets such as the Convention Center and the Staples Arena.” The Los Angeles Convention Center and STAPLES Center and the adjoining Los Angeles Sports and Entertainment District, including L.A. LIVE, have been important elements in the redevelopment of Downtown with an identity defined in terms of a cultural, sports and entertainment center. Development of the Event Center and Convention Center modernization will further enhance these pivotal uses and will add significantly to the draw of visitors to Downtown and development within the Project site.

Consistent with the Community Plan's objectives and policies that focus on building upon the success of the STAPLES Center and LASED to attract business and tourism and create a 24-hour Downtown environment, the proposed Convention and Event Center Specific Plan envisions an enhanced Convention Center and the addition of a multipurpose Event Center capable of hosting a wide range of events including conventions, exhibitions, and sporting events. The Convention Center and new Event Center will result in additional business, retail, and development in the areas adjacent to the Project site, and will also create jobs for residents of the area. The expanded sports, entertainment, convention and other event activities will serve to further complement and benefit the tourism, hotel and entertainment industries in the immediate vicinity as well as throughout Downtown and the City as a whole. All of this development will help sustain and grow the existing retail base along the Figueroa Street Corridor by attracting visitors and new businesses to the area. The Convention and Event Center Specific Plan will also create synergy between the Project site and L.A. LIVE thereby enhancing the surrounding urban environment.

Objective 4-1. *To encourage the expansion and additions of open spaces as opportunities arise.*

Policy 4-2.1. *To foster physical and visual links between a variety of open spaces and public spaces Downtown.*

Objective 4-4. *To encourage traditional and non-traditional sources of open space by recognizing and capitalizing on linkages with transit, parking, historic resources, cultural facilities, and social services programs.*

Policy 4-4.1. *Improve Downtown's pedestrian environment in recognition of its important role in the efficiency of Downtown's transportation and circulation systems and in the quality of life for its residents, workers, and visitors.*

Consistent with the above policies and objectives, the Convention and Event Center Specific Plan will activate the adjacent streets, encourage public pedestrian access, promote the walkability of the Project site and create strong pedestrian connections to the surrounding area, particularly nearby transit stops and stations. The Convention and Event Center Specific Plan will provide opportunities to revitalize Gilbert Lindsay Plaza by refocusing it from a vehicular to predominantly pedestrian-serving space. By incorporating pedestrian-scaled elements at all entrances to the new facilities and improvements such as wayfinding signage, the Project will enhance the connection between parking and vehicular and pedestrian circulation within the Project. Given the location of the Project site and the proposed parking program, which encourages parking in identified parking zones within a 20-minute walk of the Project, visitors to the site will also utilize nearby City resources throughout Downtown, including L.A. LIVE, retail, hotel, and office uses along Figueroa Street, shopping centers and public transit, on their way to and from the site thus adding to pedestrian activity on Downtown streets and encouraging economic development along pedestrian corridors.

Policy 5-1.1: *Consult with the Police Department as part of the review of significant development projects and General Plan amendments affect land use to determine the impact of law enforcement service demands.*

Policy 5-2.1: *Promote the safety and security of personal property through proper design and effective use of the built environment which can lead to a reduction in the incidence and fear of crime, reduction in calls for public service, and to an increase in the quality of life.*

Policy 6-1.1: *Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.*

With respect to Police and Fire Services, the Project will be consistent with the above policies to consult with LAPD and LAFD as part of the project planning process, determine impacts on service needs, and maximize safety through appropriate design of the built environment. The Vesting Zone Change will be consistent with the above policies to consult with LAPD and LAFD as part of the planning process. The proposed Project will add a Unified Field Command Center of approximately 2,000 square-feet for management and control of a unified command during large special events. The Proposed Project will also include development of a Comprehensive Security Plan in coordination with LAPD as well as a Fire Life Safety Resources Management Plan in coordination with LAFD. With implementation of these and other measures set forth in Section I.A.1 of these findings, the Proposed Project will not significantly increase demands on police and fire services.

**15. The Convention and Event Center Specific Plan Will Be in Conformance with the General Plan Framework.**

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

Land Use

Within the Land Use chapter of the Framework Element, the following goals, objectives and policies relevant to the Downtown Center are applicable to the Convention and Event Center Specific Plan:

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

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

The Project is located within an area designated as Downtown Center on the General Plan Framework. Downtown Center is defined as "the principal government and business center in the region, with a worldwide market. It is intended to be the highest density center of the City and hub of regional transportation." It is also "the location for major cultural and entertainment facilities… and the Convention Center." Land uses encouraged within the Downtown Center include major visitor and convention facilities, corporate and professional offices, offices, telecommunications centers, hotels and major cultural and entertainment facilities.

The proposed Convention and Event Center Specific Plan will be consistent with Goal 3G and Objective 3.11 of the Framework Element. The Convention and Event Center Specific Plan envisions the construction of the New Hall and Event Center. With the addition of these improvements, over 1.1 million square feet of existing and meeting

room rentable area would be available for exhibit and meeting use. This will represent a 27% increase in rentable area for exhibit and meeting room use over the existing Convention Center, making the Convention Center more competitive nationally.

The Project will increase the height, density and mass of the structures on the site. The New Hall will feature varied rooflines, variations in façade treatment and building materials, pedestrian-scaled entrances, and building step-backs and/or overhangs. The Event Center will feature a deployable roof, which will add a new landmark to the Downtown skyline. The signage program will add a strong visual element to the Project consistent with the existing signage at STAPLES Center and L.A. LIVE, reinforcing the area's sports and entertainment identity. Finally, the Project will take on an active atmosphere characteristic of Downtown with new and enhanced outdoor plazas networked by pedestrian pathways and improved streetscapes. Thus, the modernization of the Convention Center and construction of a state-of-the-art multi-purpose Event Center will provide for the continuation and expansion of government, cultural, entertainment and visitor-serving functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center, consistent with Goal 3G and Objective 3.11 of the Framework Element.

> Policy 3.9.7: *Provide for the development of public streetscape and intersection improvements, where appropriate.*
>
> Policy 3.9.8: *Support the development of public and private recreation and small parks by incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.*

The Convention and Event Center Specific Plan includes public plazas that will link the Project to surrounding areas through development of usable and accessible public space and pedestrian-friendly pathways including transforming Gilbert Lindsay Plaza from a vehicular to predominantly pedestrian-serving space. These plazas will connect the Convention Center and Event Center facilities and STAPLES Center and provide a place for gathering and passive recreation on both event and non-event days. In addition, pedestrian-friendly pathways within the Project and streetscape and intersection improvements on adjoining roadways would link the Project to parking, transit stations and bus stops and other uses in the surrounding area. The joint use public spaces would encourage people to spend more time before and after events at the Project and adjoining off-site areas and to create pedestrian amenities that serve as attractive outdoor spaces for everyday use. Thus, the proposed Specific Plan will be consistent with Policies 3.9.7 and 3.9.8 of the Framework Element.

> Policy 3.11.1: *Encourage the development of land uses and implement urban design improvements guided by the Downtown Strategic Plan.*

The Downtown Strategic Plan recognizes the Los Angeles Convention Center as an important asset to the City and identifies the need to both expand the Convention Center and develop the area surrounding it with complementary uses, including entertainment uses, tourist attractions and outdoor activities. The Downtown Strategic Plan also cites the need to connect the Convention Center with nearby neighborhoods and districts by pedestrian linkages, transit and other circulation systems. The Convention and Event Center Specific Plan will enable the development of a modern Convention Center and would support the surrounding sports and entertainment district by permitting a new, state of the art Event Center to house NFL games and other sports and entertainment events attracting tourism. The location of these uses adjacent to existing transportation infrastructure and retail, restaurant, hotel and cultural uses in Downtown Los Angeles

would further catalyze redevelopment in Downtown. For these reasons, the Convention and Event Center Specific Plan will be consistent with the following goals of the Downtown Strategic Plan:

- *Maximize benefits to Downtown business and industry by supporting the development and linkage of public infrastructure investments such as Convention Center expansion projects.*
- *Restore to Los Angeles its traditional image as a world magnet for tourist activity.*
- *Maintain the Convention Center as the region's preeminent, state-of-the-art facility.*
- *Provide convention-supported activities adjacent to the Convention Center and entertainment, shopping, and other tourist attractions nearby to ensure a supportive environment for the facility.*

Urban Form and Neighborhood Design

Within the Urban Form and Neighborhood Design chapter of the Framework Element, the following policies will be applicable to the Convention and Event Center Specific Plan:

> Objective 5.1. *Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.*
>
> Objective 5.2. *Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.*
>
> > Policy 5.2.1. *Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be provided.*
> >
> > Policy 5.2.2. *Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime.*

As a new specific plan designed to highlight the sports and entertainment character of the Project area, the Convention and Event Center Specific Plan will directly implement Objective 5.1 of the Framework Element to develop locally prepared plans that build on neighborhood attributes. Consistent with Policy 5.2.1, the Project site is located in one of the major economic centers of Downtown, which serves as the hub of the City's transit system. The Community Plan specifically recognizes the Convention Center and STAPLES Center as adding significantly to the draw of Downtown for visitors and encourages the development of convention, sports and entertainment uses in this area of Downtown. Accordingly, the Convention and Event Center Specific Plan facilitates a modernization of the existing Los Angeles Convention Center and a multi-purpose Event Center at the Project site consistent with the Community Plan's goals for this area. Further, consistent with Policy 5.2.2, the revitalized Convention Center and Event Center results in additional business, retail, and development in the areas adjacent to the Project by encouraging the use of public transit and implementing the proposed parking program, which encourages parking in identified parking zones within a 20-minute walk of the Project site. As visitors walk to the Project site, they will also utilize nearby City resources throughout Downtown, including L.A. LIVE, retail, hotel, and office uses along

Figueroa Street on their way to and from the site, thus adding to pedestrian activity on Downtown streets and encouraging economic development along pedestrian corridors.

The new Convention Center uses and the addition of a multi-purpose Event Center will mean more events at the Project site at various times of the day and night and during various parts of the week. This, the expanded sports, entertainment, convention and other event activities serve to further complement and benefit the tourism, hotel and entertainment industries in the immediate Project vicinity both in daytime and nighttime, consistent with the Urban Form and Neighborhood Design chapter of the Framework Element.

Open Space and Conservation

Within the Open Space and Conservation chapter of the Framework Element, the following policies are applicable to the Convention and Event Center Specific Plan:

> Policy 6.4.10(a): *Provide for the joint use of open space with existing and future public facilities, where feasible.*

The Convention and Event Center Specific Plan includes public plazas that would link the Project site to surrounding areas by usable and accessible public space and pedestrian-friendly pathways. These plazas connect the Convention Center and Event Center facilities and STAPLES Center and provide a place for gathering and passive recreation on both event and non-event days. In addition, pedestrian-friendly pathways within the site and streetscape and intersection improvements on adjoining roadways link the Proposed Project to parking, transit stations and bus stops and other uses in the surrounding area. The joint use public spaces shared with the convention and event facilities on the Project site encourage people to spend more time before and after events at the Project site and to create pedestrian amenities that serve as attractive outdoor spaces for everyday use. Thus, the proposed Specific Plan would be consistent with Policy 6.4.10(a) of the Framework Element.

Economic Development

The following Economic Development policies are applicable to the Convention and Event Center Specific Plan:

> Policy 7.2.2: *Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.*
>
> Policy 7.2.3: *Encourage new commercial development in proximity to rail and bus transit corridors and stations.*

The Convention and Event Center Specific Plan will promote infill development located within the Downtown Center, which is intended to be the highest density center of the City. Further, there is an extensive amount of rail and bus transit service to the Project. The Project area is currently served by a total of nine local and inter-city transit operators. Within a five to six block radius of the Project site, Metro operates three rail lines and 42 bus lines. The Metro Red Line and Purple Line serve the subway rail station at 7th Street Metro Center (with entrances at 7th Street & Figueroa Street, 7th Street and Flower Street, and 7th Street and Hope Street). The station is located four blocks north of, and within easy walking distance of, the Project site via Figueroa Street, Flower Street and Hope Street. The Metro Red Line provides service from the San Fernando Valley, North Hollywood, Hollywood and Mid-Wilshire areas to Downtown Los Angeles,

and Union Station. The Purple Line provides service from Wilshire/Western in Koreatown and Mid-Wilshire to Downtown Los Angeles and Union Station. The Metro Blue line runs north-south between Downtown Los Angeles and downtown Long Beach, connecting with the Metro Green Line (which operates between Norwalk and Redondo Beach) at the Imperial/Wilmington station. The Metro Blue Line Pico Station is located one block east of the Project site on Flower Street between 12th Street & Pico Street. Given this access to public transit, the proposed Project will be consistent with Policies 7.2.2 and 7.2.3, which encourage new development in areas best able to support it, including rail and bus transit corridors.

> Policy 7.3.2: *Retain existing neighborhood commercial activities within walking distance of residential areas.*

The Convention and Event Center Specific Plan will enhance commercial activities at and adjacent to the Project site, which is within walking distance of residential areas, by attracting large volumes of local and out of town visitors and creating an urban and interactive pedestrian environment.

> Policy 7.3.3: *Retain the City's existing employment base through an outreach program to existing businesses and an ongoing assessment of their specific land use requirements.*
>
> Policy 7.10.2: *Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and educational and job training opportunities.*

The development envisioned by the Convention and Event Center Specific Plan is estimated to create 1,866 new full-time jobs (equivalent to 4,123 new part-time jobs) that will be available to residents in the surrounding Pico-Union, Westlake, South Park, and Downtown areas as well as other locations throughout the region. This supports the objectives and policies regarding the retention and expansion of the City's employment base and in particular employment generation in areas of the City that historically have not received a proportional share of such opportunities. Development of the proposed Project will also help provide reasonable access to transit to residents of the City. Because the Project is located in proximity to several bus and rail lines, the Project will encourage visitors to the Convention Center and Event Center to use the City's public transportation system to travel to and from events. With this increase in ridership, transit operators will be encouraged to increase the number of transit lines and/or the hours of service to accommodate demand. As a result, residents of the City will have greater access to transit. Thus, the Project will support Policies 7.3.3 and 7.10.2 of the Framework Element.

> Policy 7.8.1: *Place the highest priority on attracting new development projects to Los Angeles which have the potential to generate a net fiscal surplus for the City.*
>
> Policy 7.8.2: *Implement proactive policies to attract development that enhances the City's fiscal balance, such as providing financial incentives and permitting assistance.*

One of the objectives of the Project is to promote economic development and job creation in the immediate area and greater Los Angeles areas through increased private investment, event activity and tourism. The goal of the Applicant is to finance construction of the New Hall at no risk to the City's General Fund, construct the Event Center and new parking structures solely from private funding sources (including

signage, naming rights and project sponsorship) and develop entertainment and sports facilities on public lands that provide a return to the City's General Fund.

Implementation of the Convention and Event Center Specific Plan also increases the competitiveness of the Convention Center regionally, nationally and internationally. It also attracts one, and possibly two, National Football League franchises to Los Angeles with the development of the Event Center with the potential to generate a net fiscal surplus for the City both directly and through events at the Project site and indirectly through the increase in consumer activity at nearby hotels, restaurants and retail establishments by visitors to the Project site. Therefore, the Convention and Event Center Specific Plan will be consistent with Policies 7.8.1 and 7.8.2 of the Framework Element.

**16. The Convention and Event Center Specific Plan Will Be in Conformance with the Transportation Element of the General Plan.**

The Convention and Event Center Specific Plan will be consistent with the following objectives and policies of the Transportation Element of the General Plan:

> Objective 3. *Support development in regional centers, community centers, major economic activity areas along mixed-use boulevards as designated in the Community Plans.*

As described above, the Convention and Event Center Specific Plan envisions development of Convention Center and Event Center facilities on the Project site, which is located in a major economic activity area of Downtown, a regional center of the City, consistent with Objective 3 of the Transportation Element.

> Policy 3.10. *Develop new and/or refined parking policy procedures for designated centers and districts.*

As described above, the Convention and Event Center Specific Plan will be consistent with Policy 3.10 of the Transportation Element. The Convention Center and Event Center development envisioned within the Convention and Event Center Specific Plan takes advantage of over 40 freeway off-ramps and on-ramps to utilize on- and off-site parking areas, thereby allowing traffic to be dispersed across many access/egress routes rather than being focused on only a few corridors. Use of this parking policy will further the transportation and economic goals of the General Plan Framework by distributing the population attending events over a broader area, which will spread out arrival and departure times and dissipate congestion at the Project site as well as encourage economic growth throughout the area. Thus, the Project will be consistent with Policy 3.10 of the Transportation Element.

> Policy 3.13. *Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations and regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.*

Given the Project's location in Downtown Los Angeles, which is the hub of the rail and bus transit system for the metropolitan Los Angeles area, the Convention and Event Center Specific Plan promotes the use of the public transportation system. Further, the nature of events at the site, including exhibitions, trade shows, sporting events and entertainment activities, are expected to attract visitors from across the region as well as

from the immediate Downtown area, where the proximity of the Project site to a comprehensive transit system will encourage and facilitate transit use. The Convention and Event Center Specific Plan, including the design plans place a high priority on pedestrian access and accommodating the large pedestrian flows anticipated at the Project site. These design elements include streetscape and intersection improvements adjacent to the Project intended to promote attractive, functional, safe and enjoyable streets as well as sidewalk widening and enhancement of the transit platform at the Pico Transit Station, consistent with Policy 3.13 of the Transportation Element.

> Policy 3.15. *Enhance bicycle access to neighborhood districts, community centers, and appropriate locations in regional centers and mixed-use boulevards.*

> Objective 10. *Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.*

Consistent with the City's 2010 Bicycle Plan, which is part of the Transportation Element, the Convention and Event Center Specific Plan's street improvements connect the Project site and off-site areas with existing bike paths, as well as provide pedestrian-friendly sidewalks that connect to and complement the Downtown area and improve pedestrian access to the Pico-Union neighborhood west of the Harbor Freeway, consistent with Policy 3.15 of the Transportation Element. The Convention and Event Center Specific Plan will also incorporate 250 new bicycle parking spaces, making bike riding to events at the Project site convenient and accessible and would provide designated areas for bus and taxi drop-off and pedestrian bridges between the proposed garages and the new buildings so as to minimize pedestrian/vehicular conflicts, consistent with Objective 10.

> Objective 11-7. *Provide sufficient parking to satisfy short-term retail/business users and visitors but still find ways to encourage long-term office commuters to use alternate modes of access.*

With the completion of the Project, a total of 6,670 parking spaces will be provided within the Convention and Event Center Specific Plan area in larger, more efficient parking garages that would be constructed west of L.A. Live Way, replacing an existing surface parking lot and parking garage. In addition, there are approximately 42,900 off-site parking spaces located within a short walk to the Project site. The Convention Center and Event Center development envisioned within the Convention and Event Center Specific Plan takes advantage of over forty freeway off-ramps and on-ramps to utilize on- and off-site parking areas, thereby allowing traffic to be dispersed across many access/egress routes rather than being focused on only a few corridors. With the combination of on- and off-site parking availability, there will be sufficient parking to meet not only the parking needs of the Convention Center and Event Center at peak demand but also the combined demand for concurrent events taking place at the Project site during weekends.

**17. The Convention and Event Center Specific Plan Would Be in Conformance with the Air Quality Element.**

The General Plan Air Quality Element includes the following relevant objectives and policies:

> Objective 4.2. *Reduce vehicle trips and vehicle miles traveled associated with land use patterns.*

Policy 4.2.3. *Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.*

Policy 4.2.5. *Emphasize trip reduction, alternative transit, and congestion management measures for discretionary projects.*

The overall transportation strategy for the Convention and Event Center Specific Plan development will encourage and facilitate the use of mass transit and minimize solo automobile trips through promoting and encouraging increased auto vehicle occupancies, walking and bicycling. Consistent with LAMC requirements and Policy 4.2.5, development on the Project site includes Transit Demand Management programs, parking and transit programs for proposed Project employees, and other programs to reduce traffic trips and to encourage shared parking, ridesharing, and other vehicular-infrastructure efficiencies. A comprehensive Transportation Management Plan will be developed and implemented for such development in coordination with LADOT, Metro, Caltrans, Metrolink, and other agencies as necessary, and using the results from the Transportation Study conducted as part of the Environmental Impact Report. In compliance with SB 292, the Project will minimize traffic congestion and air quality impacts through requirements that the Event Center reduce to zero the net emissions of greenhouse gases and achieve a trip ratio that is no more than 90% of the trip ratio at any other stadium serving a team in the National Football League. Thus, the Project will be consistent with the objective and policies of the Air Quality Element.

Objective 5.1. *Increase energy efficiency of City facilities and private developments.*

The Convention and Event Center Specific Plan will contribute to air quality goals by replacing inefficient buildings with more efficient buildings that create fewer air quality impacts. The proposed New Hall would be designed with the intent of continuing the Convention Center's longstanding commitment to sustainability by meeting the requirements for LEED Gold certification. The Sustainability Program for the New Hall will focus on the following five (5) main categories of environmental sustainability: Sustainable Sites; Water Conservation; Energy and Climate, Materials and Resources; and Indoor Environmental Quality. Refer to Section IV.H, Air Quality and Climate Change, for additional information regarding the Proposed Project's Sustainability Plan.

The Event Center has been designed to pursue LEED certification, through a comprehensive program of sustainability measures that are based on the AEG 1Earth environmental program already implemented at STAPLES Center and L.A. LIVE. Specific measures that may be implemented include: energy conservation programs; recycling programs during both construction and operations; water conservation measures; the use of waterless urinals; and the provision of energy efficient lighting and electric car charging stations within the Bond Street and LA Live Way Garages.

**The Proposed Convention and Event Center Specific Plan Would Conform to Public Necessity, Convenience, General Welfare and Good Zoning Practice.**

Los Angeles City Charter Section 558 and LAMC Section 12.32 C 2 require that prior to adopting a land use ordinance, the City Planning Commission make findings that the ordinance conforms with public necessity, convenience, general welfare and good zoning practice. The Convention and Event Center Specific Plan conforms to public necessity, convenience, general welfare and good zoning practice in the following respects:

**18. The Proposed Convention and Event Center Specific Plan Would Conform to Public Necessity, Convenience and General Welfare of the City of Los Angeles.**

The Convention and Event Center Specific Plan serves the public necessity, convenience and general welfare of the City of Los Angeles by permitting use of the Convention and Event Center Specific Plan as a tool to more comprehensively regulate development of the Project. The Convention and Event Center Specific Plan will promote the fundamental concepts of the Community Plan for this area of Downtown, such as economic development, job creation, enhanced use of existing public infrastructure, shared facilities, mix of uses, and pedestrian orientation. As demonstrated above, the Convention and Event Center Specific Plan provides for development that would address the needs of visitors who come to Downtown for business, conventions, trade shows, and tourism; revitalize open spaces; maximize benefits to Downtown business and industry by supporting the development and linkage of public infrastructure investments; and encourage new commercial development in proximity to rail and bus transit corridors and stations, reducing vehicle trips and vehicle miles traveled in the City. All of the above serves the public necessity, convenience and general welfare of the City of Los Angeles.

**19. The Proposed Convention and Event Center Specific Plan Would Conform to Good Zoning Practice.**

STAPLES Center and the Convention Center are part of a 68-acre site owned by the City which has a split land use designation in the Community Plan Map and different zoning designations. The Convention and Event Center Specific Plan would allow for consistency in the zoning of these uses. The Convention and Event Center Specific Plan simplifies land use planning for the Project by allowing the unified development of the Convention Center and Event Center, including improvements to the existing STAPLES Center and Convention Center sites, under the proposed Convention and Event Center Specific Plan. These improvements will allow integration of the various visitor-serving uses on the Project site.

Convention Center and Event Center uses such as those existing and proposed are specialty uses. While such uses could be allowed through multiple conditional use permits for each of the proposed uses, the Convention and Event Center Specific Plan will be a better planning tool for the large Project site because it would guide development of the Project as a whole and assure orderly development and appropriate capacity of facilities for the intensity and design of development within the site. For the same reasons, the area directly adjacent to the Project, L.A. LIVE, also operates pursuant to a specific plan, the LASED.

The Convention and Event Center Specific Plan will also permit sign districts to include properties in the CEC Zone notwithstanding the restrictions on the zoning of property included in a sign district set forth in LAMC Section 13.11 B. Because the LAMC could not anticipate the creation of the new CEC Zone, it does not list the CEC Zone as one of the zones in which the properties of a proposed sign district may be located. However, a sign district in the CEC Zone will be consistent with the intent of the LAMC for the same reasons a sign district is appropriate in the C, M and R5 Zones listed above. Like the C, M and R5 Zones, the CEC Zone will be located in a highly urban area of the City and designed to promote regional center activity such as sports, entertainment and commercial uses. Further, the Sign District will be consistent with the existing signage at L.A. LIVE and the other sign districts recently approved for this area of Downtown including the Figueroa and Olympic Sign District and the Figueroa and Seventh Street

Sign District. Because the siting of a sign district in the CEC Zone will be appropriate as contemplated under the LAMC, it will meet the intent of this required finding.

In summary, the proposed Convention and Event Center Specific Plan reflects a plan for orderly, logical, and functionally integrated development for the Project site, consistent and compatible with adjacent land uses and conforming to good zoning practice.

**ALCOHOL USE FINDINGS**

**20. The proposed location will be desirable to the public convenience or welfare, is proper in relation to adjacent uses or the development of the community, will not be materially detrimental to the character of development in the immediate neighborhood, and will be in harmony with the various elements and objectives of the General Plan and will not adversely affect the welfare of the pertinent community.**

The proposed location will be desirable to the public convenience and welfare and is proper in relation to adjacent uses and the development of the community. The Project site encompasses 68 acres of land in a highly urbanized setting that is surrounded by a diverse mix of commercial/retail, office, hotel, entertainment, restaurant, auto-related, residential, hospital, educational, manufacturing, and parking uses. Surrounding uses include L.A. LIVE, an entertainment, hotel, and residential complex located immediately north of the Project site. L.A. LIVE includes the Nokia Theater, Nokia Plaza, JW Marriott and Ritz-Carlton hotels, Ritz-Carlton Residences, ESPN Broadcast Facility, Regal Cinemas, the GRAMMY Museum, and various restaurants and offices, as well as the 7$^{th}$ + Fig Shopping Center and the businesses and located along the Figueroa Corridor. These uses promote dining and entertainment and many include on-site alcohol sales as part of their business. In addition, alcohol use is permitted on the Project site at the Convention Center and STAPLES Center including Gilbert Lindsay Plaza during events. Thus, the proposed alcohol use is a continuation of the types of events already occurring at the Site.

The Convention and Event Center Specific Plan is proposed to build on the area's current identity of a sports- and entertainment-oriented urban destination with the modernization of the Convention Center and construction of a new Event Center. The objective is to create a dynamic and exciting urban sports and entertainment destination within Downtown and to create a catalyst to enhance the Project area further in terms of overall economic growth and as a 24-hour environment with a diversity of uses that complement one another. Part of this concept is to create additional open space assembly areas for fans and visitors that can serve as pre-event and post-event gathering places to enhance the fan and visitor experience and that can be used by the community on non-event days.

The service of alcoholic beverages will be a necessary and desirable component of the proposed Project because such uses have come to be expected at convention and event centers of nationwide and world-wide recognition such as that proposed here, and because the proposed Project will function as a complementary use to the adjacent L.A. LIVE, which has established itself as an active, urban, pedestrian environment recognized worldwide for its entertainment, restaurants, hotels and nightlife. To complement these uses, alcohol service would be critical to the success of the Proposed Project.

Permitting alcohol sales and service within the Project will not be detrimental to the character of development in the immediate neighborhood. Crowd management features as set forth in Section IV.B.3, Pedestrian Safety, of the Draft EIR will be implemented as part of the Project to minimize conflicts between uses at the site and the immediate neighborhood. These include prohibiting alcohol sales and tailgating activities within any and all parking facilities that are under the direct control of the Applicant; providing ongoing training for vendors of alcoholic beverages to ensure compliance with current California Alcoholic Beverage Control requirements; and installing wayfinding and informational signage to direct individuals and communicate to large crowds of people.

Instead of tailgating, the Applicant will host pre-game celebrations within the plazas that connect the on-site buildings. This type of community activity encourages visitors to eat at the Project site and the surrounding Downtown areas rather than drink and drive to events or tailgate in residential neighborhoods. As with STAPLES Center events, the Applicant will also implement measures to control alcohol consumption. On non-event days, farmers markets and other community events could take place in the plazas that will bring visitors to the Project area and lead them to patronize nearby Downtown businesses. Pursuant to state law, there will be a requirement that the outdoor areas in which alcohol is served be fenced and limited in attendance to ensure public safety.

Because the Project is located at the hub of the regional transportation network, within a five to six block radius of three rail lines and 42 bus lines, patrons would take advantage of readily available transit access. This will reduce risks associated with vehicular accidents due to alcohol consumption as well as parking impacts in surrounding neighborhoods.

Finally, the Project will include a highly trained private security force that will handle security needs. Consistent with current practice at the Project site, this security force will be supplemented with off-duty LAPD officers as necessary and will patrol the Project site, including the parking structures, during events as needed. The proposed Project will also develop an approximate 2,000 square-foot dedicated Field Operations Center for management and control of a unified command during large events. From this center, both the Applicant and affected agencies including LAPD, LADOT, Metro, LAFD, Caltrans, California Highway Patrol, Los Angeles Emergency Management Department, and Federal Bureau of Investigation, will be able to monitor pedestrian, transit, and vehicle traffic and other events as they unfold, and make coordinated and unified decisions.

Appendix D of the Convention and Event Center Specific Plan includes specific conditions of approval for on-site and off-site sales of alcohol including completion of alcohol training programs, implementation of security plans and mandatory designated driver programs for uses with on-site sales. To allow for further evaluation and measures to ensure that each use will not adversely affect the welfare of the community, a Plan Approval will be required for off-site consumption in conjunction with sales for farmers markets and events at which one or more vendors are selling alcoholic beverages in sealed packaging and for establishments selling distilled spirits by the bottle. In all cases, alcohol sales and service will be subject to the appropriate regulations as imposed by the California Department of Alcoholic Beverage Control through their permitted process. Thus, the Project will include sufficient monitoring and control of the alcohol uses such that they would not be detrimental to the immediate neighborhood and would not adversely affect the welfare of the community.

The alcohol uses proposed in connection with the Project will be consistent with a number of specific objectives and policies contained in the Community Plan. The Community Plan states that “the ultimate goal of the Central City Community is to create an environment conducive to conducting business and actively promote Downtown Los Angeles as the economic center for the region and California.” The Community Plan also encourages land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade shows, and tourism. Objective 3.11 of the General Plan Framework Element directs the City to “provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.” Approval of the subject request will be necessary and accomplish these objectives and policies of the General

Plan because alcohol sales are a key component of the Project including its economic viability.

**21. 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 local Department of Alcoholic Beverage Control office, the Project is located within two census tracts. The existing South Hall of the Convention Center is located within Census Tract 2242.00 and the existing West Hall, STAPLES Center, the proposed New Hall and Event Center are within Census Tract 2077.10. In Census Tract 2242.00, the maximum number of on-site licenses permitted is 2, with 1 existing, and the maximum number of off-site licenses permitted is 1, with 2 existing. In Census Tract 2077.10, the maximum number of on-site licenses permitted is 2, with 80 existing, and the maximum number of off-site licenses permitted is 2, with 12 existing. Therefore, the proposed alcohol-serving establishments within the Project site will result in an undue concentration of alcohol establishments within the census tracts. However, it is common to have overconcentration within areas zoned and developed with intense entertainment and commercial uses. The Project site and surrounding L.A. Live complex, which include theatres and numerous restaurants, is considered a central entertainment hub for Downtown that is expected to expand in upcoming years. The Project adds to this synergy by creating a first class Event Center and upgraded Convention Center that would attract new business for the City. Alcohol services within the Project site will be heavily regulated and controlled and would take place within a large secured facility and in controlled outdoor environments. Moreover, the Event Center and Convention Center will only be open during events which would not necessarily occur every day.

A review of the alcohol establishments within 1,000 feet of the Project site and the Los Angeles Sports and Entertainment District shows that there are 53 establishments (and 1 pending): 47 (1 pending) with on-site only sales, 5 with off-site only sales, and 1 with both on- and off-site sales. Sixteen of the existing on-site only sale establishments and 1 on- and off-site sales establishment are at the Project site and within the Los Angeles Sports and Entertainment District adjacent to the Project, which, as discussed above, are highly secure and controlled environments.

Importantly, according to the local Department of Alcoholic Beverage Control office, the Project is not located in a high crime-reporting district; it is in a very low crime-reporting district. A total of 109 crimes were reported within Reporting District No. 181 in the previous year as compared to 235 crimes averages in other reporting districts City-wide. This is significant given the fact that the Census Tract is currently over-concentrated as to alcohol-selling establishments; it doesn't appear this has created a problem. Since the establishments will be part of a carefully controlled, high-quality development, the service of alcoholic beverages will enhance the quality of the Project site and surrounding area.

**22. The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration of 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 Project site encompasses 68 acres of land in a highly urbanized setting that is surrounded by a diverse mix of commercial/retail, office, hotel, entertainment, restaurant, auto-related, residential, hospital, educational, manufacturing, and parking uses. The proposed uses will not detrimentally affect nearby residentially zoned communities because those communities expect the Project and the surrounding area to foster an atmosphere of sports, entertainment, and nightlife. Further, the residentially zoned communities are buffered from the Project on all sides by commercially zoned blocks to the east and industrially zoned blocks to the west and south. The 110 freeway also provides separation between the Project and the residential community to the west. There are no residentially zoned communities within 1000 feet to the south of the Project site. While there are residences located adjacent to the north of the Project site, these residences are located on properties within the Los Angeles Sports and Entertainment District Specific Plan that are zoned specifically for this type of mixed-use environment.

There are no sensitive land uses including schools, hospitals, public playgrounds, or similar uses within a 600-foot radius to the east of the Project Site. A church and a high school are located approximately 475 feet to the south of the Project site, but are buffered from the Project site by the I-10 Freeway. While there is a concentration of churches within a 375-foot radius to the west of the Project site, again, the uses are buffered by the SR-110 Freeway and are located within an industrial zone. To the northeast of the Project, there are no sensitive uses within a 600-foot radius. The South Park Neighborhood Center and Children's Learning Center is located approximately 1,000 feet away. Provided these distances, land use buffers and the planned Project security described above, no detrimental effects on nearby communities are expected from the Project.

**23. The Project will provide a public convenience or necessity.**

The City concludes that the service of alcohol with the Project will provide a public convenience and necessity. The modernization of the Convention Center and construction of a new Convention and Event Center will create a dynamic and exciting urban sports and entertainment destination within Downtown and create a catalyst to enhance the Project area further in terms of overall economic growth as a 24-hour environment with a diversity of uses that complement one another.

The service of alcoholic beverages will be a necessary and vital component of the Project because such uses have come to be expected at convention, sporting and event centers of nationwide and world-wide recognition such as that proposed here, and because the Project will function as a complementary use to the adjacent L.A. LIVE, which has established itself as an active, urban, pedestrian environment recognized worldwide for its entertainment, restaurants, hotels and nightlife. To complement these uses, alcohol service is critical to the overall success of the Project. Further, the Project will provide a controlled environment for pre-event and post-event celebrations that will replace tailgating activities allowing for greater monitoring of alcohol consumption and a safer public environment. Thus, the Project will provide a public convenience and necessity.

**SIGN DISTRICT FINDINGS**

Pursuant to LAMC Sections 13.11 and 12.32 S, the Project includes a proposed Sign District setting forth sign regulations, procedures, guidelines and standards for the Project site.

**The Proposed Sign District Is in Conformance with the Purposes, Intent and Provisions of the City of Los Angeles General Plan.**

Los Angeles City Charter Section 556 and LAMC Section 12.32 C 2 require that prior to adopting a land use ordinance, the Planning Commission make findings that the ordinance is in substantial conformance with the purposes, intent and provisions of the General Plan. The proposed Sign District will be in conformance with the purposes, intent and provisions of the General Plan in that it will conform to the goals, objectives and policies of the Central City Community Plan, General Plan Framework and General Plan Transportation Element, as discussed below.

**25. The Sign District Would Be in Conformance with the Central City Community Plan.**

The Community Plan is the official guide to future development within Downtown. It is intended to promote an arrangement of land uses, streets and services that will encourage and contribute to the health, safety, welfare and convenience of the people who live and work in the Community. The Community Plan is also intended to guide development in order to create a healthful and pleasant environment.

The proposed Sign District is consistent with this vision and the applicable objectives and policies of the Community Plan as follows:

Policy 2-1.2: *Maintain safe, clean, attractive, and lively environment.*

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

The proposed Sign District will be consistent with Policy 2-1.2 and Objective 2-4 of the Community Plan. By permitting large scale, architecturally integrated signs, the Sign District will contribute to a unique, mixed-use environment that draws visitors into the Project area; and will create an entertainment district atmosphere that promotes pedestrian activity within the Convention and Event Center Specific Plan area as well as adjoining businesses and tourist amenities. The signs allowed by the Sign District will be an integral part of the Convention and Event Center Specific Plan area and directly contribute to the lively character the area. Once there, visitors will be guided by directional and wayfinding signs throughout the Project site. Restrictions on sign types and illumination depending on location and height is incorporated as a central element of the Sign District in order to minimize potential traffic hazards, ensure that street and scenic views are protected and visual clutter is limited to protect and enhance the visual character in the vicinity of the Project site. The use of innovative signage that accentuates the architectural characteristics of the proposed Project and that supports and enhances overall project design will contribute to an exciting pedestrian experience, a dynamic work environment and a lively commercial neighborhood.

Policy 2-2.1: *Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force and businesses.*

The Community Plan recognizes the critical role that tourism and entertainment play in the commercial activity of Los Angeles and the Central City area in particular. The Community Plan specifically cites to the Convention Center and STAPLES Center as adding significantly to the draw of Downtown for visitors. The Sign District, as part of the proposed Project, is designed to help revitalize the Los Angeles Convention Center and attract additional convention business and a National League Football team to Los Angeles and a range of other spectator events. By increasing flexibility for innovative and vibrant signage, the Sign District would facilitate enhanced business and retail visibility at the Project site, giving tenants incentives to locate within and around the Project site. The Sign District will also support advertising and naming rights at the Event Center, which would provide revenue streams necessary to fund construction of the Event Center and repay the bonds issued by the City for construction of the New Hall. Moreover, the Project estimates the creation of 1,866 new full-time jobs (equivalent to 4,123 new part-time jobs) that will be available to surrounding residents in the Pico-Union, Westlake, South Park, and Downtown areas as well as other locations throughout the region due to the Project's location in proximity to transit serving the entire Greater Los Angeles area, thus building on existing strengths of the area. All of this will add to the success of the Project, job creation and additional investment in the surrounding Downtown area. Just as STAPLES Center and L.A. Live have fostered the growth of other restaurants and businesses in this area of Downtown, the Project will add further energy and economic vitality of Downtown. By focusing on attracting businesses and retails uses that will build on existing strengths in the area, the proposed Sign District will be consistent with Policy 2-2.1 of the Community Plan.

> Policy 4-2.1: *To foster physical and visual links between a variety of open spaces and public spaces Downtown.*

The Sign District's goal is to incorporate signage into the design of the Project in a manner that is compatible with existing Convention Center and STAPLES Center signage and the adjoining Los Angeles Sports and Entertainment District and that reinforces the area's identity as a major urban convention, sports and entertainment destination venue. The Sign District will visually integrate the Project with the Convention Center, STAPLES Center and the Los Angeles Sports and Entertainment District, creating a cohesive destination within Downtown Los Angeles. Wayfinding and directional signage would also add connectivity among the existing and proposed facilities and the pedestrian and open-space plazas within the Project, including STAPLES Center and the South Hall and uses within L.A. LIVE, including Nokia Plaza, promoting pedestrian-oriented activity and creating an inviting, accessible public realm. Thus, the proposed Sign District will foster physical and visual links between public spaces Downtown, consistent with Policy 4-2.1 of the Community Plan.

**26. The Sign District Will Be in Conformance with the General Plan Framework Element.**

Within the Land Use chapter of the Framework Element, the following goals, objectives and policies relevant to the Downtown Center are applicable to the proposed Sign District:

> Objective 3.9: *Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, that are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.*

As part of the Project, the Sign District will help revitalize the Project and promote community activity compatible with the adjacent Los Angeles Sports and Entertainment District. The Project site is known for its entertainment, sports and Convention Center venues and, in part, by the adjacent Los Angeles Sports and Entertainment District signage program. The STAPLES Center and the Los Angeles Sports and Entertainment District, including their unique and vibrant signage, have attracted a new generation of visitors to the Central City and have served as a catalyst for the removal of blight and renewed investment in this area of Downtown, turning it into a key business, entertainment, and cultural destination. The urban excitement and 24 hour a day activity of the STAPLES Center and Los Angeles Sports and Entertainment District have also spawned renewed interest in living Downtown and has created a community of residents seeking sports and entertainment uses.

The proposed Sign District will be consistent with this redeveloped urban identity by serving to activate the public realm by providing visually exciting and well-lit open plaza areas within the Project site for residents and visitors to gather for community and sports and event related activities. The Sign District will also visually connect the Project to STAPLES Center and the Los Angeles Sports and Entertainment District, creating an inviting and accessible public realm for visitors and residents. Further, the Sign District will support the on-site facilities economically through revenue producing signage and naming opportunities. As a result, the Sign District will promote development of the Project site consistent with Objective 3.9 of the Framework Element.

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

Adding to the signage that helps make the Los Angeles Sports and Entertainment District and STAPLES Center iconic landmarks of the Downtown Center, the proposed Sign District will continue to distinguish and uniquely identify the Downtown Center by permitting the use of innovative, state-of-the-art technologies to create a diversity and intensity of signage types at key locations within the Project site. With a revitalized Convention Center and a new multi-purpose Event Center along with STAPLES Center and L.A. LIVE, this area will be the entertainment and visitor-serving center of the region. Thus, the proposed Sign District will be consistent with Objective 3.11 of the Framework Element.

> Policy 3.11.1: *Encourage the development of land uses and implement urban design improvements guided by the Downtown Strategic Plan.*

The Downtown Strategic Plan recognizes the Los Angeles Convention Center as an important asset to the City and identifies the need to both expand the Convention Center and develop the area surrounding it with complementary uses, including entertainment uses, tourist attractions and outdoor activities. The proposed Sign District will support the development of a modern Convention Center and new Event Center by providing revenue streams necessary to fund construction of the Event Center and repay the bonds issued by the City for construction of the New Hall. For this reason, and the reasons discussed above, the Sign District will be consistent with the Downtown Strategic Plan and Policy 3.11.1 of the Framework Element.

> Objective 5.8: *Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and*

*centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.*

The proposed Sign District is also consistent with General Plan Framework Objective 5.8 and its supporting policies to provide well lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, and to encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character. The proposed Sign District will encourage creative, carefully illuminated, and well-designed signs that will contribute in a positive way to the Central City's visual environment, and help maintain an image of quality for the Central City.

**27. The Sign District Will Be in Conformance with the General Plan Transportation Element.**

The Sign District is consistent with applicable objectives and policies of the Transportation Element, including the following:

Objective 3: *Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.*

Policy 3.13: *Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations and regional centers and along mixed-use boulevards.*

As discussed above, the proposed Sign District, as part of the Project, will support development at the site, which is located in a major Downtown economic activity area. The Project will also include a network of walkable pathways and streetscapes throughout the Project site. The Sign District will facilitate connections between these pathways and adjacent retail, entertainment, and transit uses with smaller-scale directional, pedestrian and vehicular signage placed throughout the site, thereby enhancing pedestrian circulation in this area of Downtown. Thus, the proposed Sign District will be consistent with Objective 3 and Policy 3.13 of the Transportation Element.

**The Proposed Sign District Will Conform to Public Necessity, Convenience, General Welfare and Good Zoning Practice.**

Los Angeles City Charter Section 558 and LAMC Section 12.32 C 2 require that prior to adopting a land use ordinance, the City Planning Commission make findings that the ordinance conforms with public necessity, convenience, general welfare and good zoning practice. The Sign District conforms to public necessity, convenience, general welfare and good zoning practice in the following respects:

**28. The Sign District Will Conform to Public Necessity, Convenience and General Welfare of the City of Los Angeles.**

The Sign District is designed to help revitalize the Los Angeles Convention Center to attract convention business and a National League Football team for Los Angeles resulting in additional business, retail, and development in the surrounding area. In order to meet the City's goal of maintaining Downtown as the primary economic, governmental and social focal point of the region, development must reflect a high design standard. Permitting more context-oriented and innovative signage through the proposed Sign District will allow for a development that will incorporate a wide variety of signage types,

some of which will use state-of-the-art technologies to create a diversity and intensity of signage types at key locations within the Project site.

The Sign District will build on the Project area's current identity of a sports- and entertainment-oriented urban destination. The Sign District will also help visually integrate the Project site with existing signage at STAPLES Center and the Los Angeles Sports and Entertainment District to create a cohesive destination within Downtown Los Angeles. Meanwhile, the Sign District will reinforce the pedestrian-oriented character of the streets surrounding the Project by allowing and encouraging a variety of signage, including pedestrian-oriented street-level and wayfinding signs, throughout the district. By increasing flexibility for signage to attract visitors to events and to highlight sponsorships and local sports teams, the Sign District will help to create a lively environment complementing the existing uses in the area. As such, the Sign District will conform to the public necessity, convenience, and general welfare.

**29. The Sign District Will Conform to Good Zoning Practice.**

The Sign District will reflect good zoning practice in that it will be consistent with and enhance the unique character of the Project area that is defined by the Convention Center, STAPLES Center, L.A. LIVE, the Los Angeles Sports and Entertainment District and surrounding sign districts such as the Figueroa and Olympic and Seventh Sign Districts. The Sign District would also advance the purposes of the Citywide sign ordinance in that its regulations are designed to protect neighborhood aesthetics and traffic safety.

The Convention Center/Arena district of Downtown where the Project site is located is an area in transition that started with the development of STAPLES Center in 1999. The Los Angeles Sports and Entertainment District and L.A. LIVE—an entertainment, hotel, and residential complex located immediately north of the Project—have further defined the unique identity of the Convention Center/Arena district as that of a sports- and entertainment-oriented urban destination.

The Project site encompasses 68 acres of land immediately adjacent to the Los Angeles Sports and Entertainment District and L.A. LIVE. Consistent with its use as a major sports and entertainment complex, the Project site currently contains illuminated façades and a mixture of illuminated changeable LED signage and static illuminated signage. Low-level light sources are also present on the Project site including street lights and parking, accent, wayfinding, and security lighting. The highest illuminance areas occur near the entrances of the Convention Center and STAPLES Center to direct visitors to lit gathering areas and serve as a means of wayfinding. STAPLES Center also includes distinct façade lighting to illuminate the architecture. Similarly, L.A. LIVE features large-scale illuminated and animated signage, moderate to bright lighting on buildings, and a high-rise tower, all of which adds to an active, urban, pedestrian environment in the Project area. The proposed signage is consistent with these existing and surrounding uses.

Because of the Project's size and location, the Community Plan encourages the City to focus development of the Project with large-scale event and entertainment-related uses and to take advantage of the investment made in the area and its potential to evolve into an economically and physically prominent area. The Convention and Event Center Specific Plan is proposed to modernize the Convention Center and to regulate design and construction of a new Event Center to provide enhanced opportunities for conventions and trade shows, major sporting events and entertainment. As a part of this development, unique and vibrant signage is consistent with the project goals of attracting

visitors and maintaining an air of excitement and arrival at the sports and entertainment uses. For the same reasons, the City has recently approved similar sign districts near the Project including the Figueroa and Olympic Sign District and the Figueroa and Seventh Street Sign District.

One of the stated objectives of the Convention and Event Center Specific Plan is to incorporate signage into the design of the Project in a manner that is compatible with the signage program of the neighboring Los Angeles Sports and Entertainment District, is capable of attracting sponsorship revenues to assist in the private financing of the Event Center, and reinforces the Project's sense of place as a major urban sports and entertainment destination venue. The sign regulations proposed as part of the Sign District will ensure that signage is consistent with the identity established by STAPLES Center, Los Angeles Sports and Entertainment District, and L.A. LIVE while maintaining compatibility and sensitivity to surrounding uses. The regulations will encourage creative, well-designed Signs that contribute in a positive way to Downtown's visual environment and the Central City Community Plan area. Regulations governing signs by specific sign zones and levels ensures that new signs are responsive to and integrated with the aesthetic character of the structures on which they are located and are positioned in a manner compatible and to scale with the architecture in which they are integrated and relative to the other signage on-site.

By limiting maximum sign area, requiring minimum distance between signs, setting maximum levels of sign illuminance as measured from residential property lines, addressing glare visible to drivers, requiring controlled refresh rates for digital signs and limiting sign brightness after sunset and before sunrise, the regulations will also minimize potential traffic hazards and protect public safety by ensuring residential and vehicular viewers are shielded and that driver distraction is minimized such that there are no significant impacts to safety.

The following design and specification constraints for illuminated signage will be implemented as part of the Project to minimize light emissions from illuminated signs:

- Illuminance from Proposed Project signage will not exceed 32.3 lux (3.0 foot-candles (fc)) at the property line of the nearest residential property or light-sensitive receptor.
- The measured luminance from Proposed Project signage will not exceed 800 candelas per square meter after sunset or before sunrise.
- In accordance with the California Motor Vehicle Code, self-illuminated signs and/or luminaires intended to illuminate signs will be shielded, or reduced in intensity, or otherwise protected from view such that the brightness of a light source within 10 degrees from a driver's normal line of sight will not be more than 1,000 times the minimum measured brightness in the driver's field of view, except when minimum values are less than 10 footlamberts (fL). If minimum values are below 10 fL, the source brightness will not exceed 500 fL plus 100 times the angle, in degrees, between the driver's line of sight and the light source.
- As required by the Outdoor Advertising Act, proposed signs will not contain flashing images that are visible from freeways. Electronic digital display signage visible from the freeway will consist of static images that remain at a constant brightness for 8 seconds and then complete an instant refresh to the next image which will then be static for 8 seconds.

- The intensity of illuminated signage will be controlled with a photocell with an adjustable set-point that measures available daylight. This set-point would be used to control the intensity of the sign output to either the daytime or nighttime luminous intensity.
- The Project's signage zone of influence, which is the extent at which the sign produces 3 fc vertical illuminance as measured directly perpendicular from the face of the sign, will be reduced so that it will not extend beyond Figueroa Street to the east, the I-10 Freeway to the south, and the SR-110 Freeway to the west. Additionally, the extent to which the zone of influence will extend into L.A. LIVE will also be reduced.
- Prior to the issuance of the first building permit for the Event Center structure, the Applicant will be required to prepare a study that demonstrates to the satisfaction of LADBS that the Event Center's design does not result in a glare rating above 45 at any roadway location within a 1-mile radius of the Project site with a direct line of sight to the Proposed Project. As such, glare impacts to roadway receptor locations will be less than significant.

The Sign District provides an exception to the Citywide ban on offsite signs or any other provision of the Citywide sign regulations as is typical for other sign districts within the City and the extent of which is appropriate for the proposed use of the Sign District for large-scale sporting and entertainment activities. The ban or other provision will continue to directly advance the purposes of aesthetics and traffic safety despite the exception. Any aesthetic or traffic safety harm resulting from allowing signs that will otherwise be prohibited or restricted by the citywide sign regulations are outweighed by the improvement of aesthetics resulting from a modernized Convention Center and new Event Center that will be supported by the Sign District. The proposed Convention and Event Center Specific Plan and Sign District will reinforce the pedestrian-oriented character of the streets within and immediately surrounding the Project. Through open plazas, streetscape and sidewalk improvements and pedestrian-scaled elements on buildings and signage, the Project will aim to vastly improve the urban environment at the Project site by facilitating activity on the adjacent streets, encouraging pedestrian travel and promoting the walkability of and around this Downtown district. Project elements, including street improvements and pedestrian-oriented signage, will create strong connections to the surrounding area, particularly nearby transit stops and stations that will support the Project site as a unique sports, entertainment and tourist destination for Downtown.

Further, any aesthetic or traffic safety harm from allowing signs that will otherwise be prohibited or restricted by the citywide ban on offsite signs or other provision of the Citywide sign regulation, is outweighed by the elimination of blight. The development of the STAPLES Center and Los Angeles Sports and Entertainment District projects have served as a catalyst for the removal of blight and renewed interest and investment in the Central City as a key business, entertainment, and cultural destination. Urban infill and redevelopment in this area of Downtown such as the Proposed Project is necessary to ensure the continued vitality of the STAPLES Center, L.A. LIVE, and related projects, and to support the momentum which is transforming the Central City into a world class business, entertainment, and cultural hub. Thus, although no aesthetic or traffic safety harm is anticipated from the proposed Sign District, any such harm will be outweighed by the elimination of blight and the investment in redevelopment of the Project area.

Finally, to the extent off-site and other signs are to be permitted in the City, the Sign District will help restrict and channel such signs in a manner that minimizes their traffic safety impacts. Also, even though such signs will be allowed in the limited area of the

Sign District, the Citywide ban on off-site signs and other sign regulations to which this Sign District creates an exception will continue in effect with respect to the vast majority of the 408 square miles of the City. Thus, the Sign District will conform to good zoning practice.

**The Proposed Sign District Will Conform to LAMC Requirements for Establishing Sign Districts.**

The enabling language for the establishment of sign districts contained in LAMC Section 13.11 B requires that the following findings be made:

**30. Each "SN" Sign District shall include only properties in the C or M Zones, except that R5 Zone properties may be included in a "SN" Sign District provided that the R5 zoned lot is located within an area designated on an adopted community plan as a "Regional Center," "Regional Commercial," or "High Intensity Commercial," or within a redevelopment project area.**

The Convention and Event Center Specific Plan will also permit sign districts to include properties in the CEC Zones notwithstanding the restrictions on the zoning of property included in a sign district set forth in LAMC Section 13.11 B. Because the LAMC could not anticipate the creation of the new CEC Zone, it does not list the CEC Zone as one of the zones in which the properties of a proposed sign district may be located. However, a sign district in the CEC Zone will be consistent with the intent of the LAMC for the same reasons a sign district is appropriate in the C, M and R5 Zones listed above. Like the C, M and R5 Zones, the CEC Zone will be located in a highly urban area of the City and designed to promote regional center activity such as sports, entertainment and commercial uses. Further, the Sign District will be consistent with the signage at L.A. LIVE and the other sign districts recently approved for this area of Downtown including the Figueroa and Olympic Sign District and the Figueroa and Seventh Street Sign District. Because the siting of a sign district in the CEC Zone will be appropriate as contemplated under the LAMC, it will meet the intent of this required finding.

**31. No "SN" Sign District shall contain less than one block or three acres in area, whichever is the smaller.**

The proposed Sign District is approximately 68 acres and will not contain less than one block.

**32. The total acreage in the district shall include contiguous parcels of land which may only be separated by public streets, ways or alleys, or other physical features, or as set forth in the rules approved by the Director of Planning.**

The total acreage in the proposed Sign District includes contiguous parcels of land which are only separated by public streets, ways, or alleys.

**33. Precise boundaries are required at the time of application for or initiation of an individual district.**

The precise boundaries of the proposed Sign District are the same as those of the proposed Convention and Event Center Specific Plan shown on Map 4 of the Convention and Event Center Specific Plan.

*(The following findings will be incorporated into a determination to be issued with **CPC-2012-2311-DA**, the stand alone case that was created to specifically address Development Agreements per Planning Department Policy.)*

**DEVELOPMENT AGREEMENT REQUEST AND FINDINGS – EVENT CENTER**

State Government Code Sections 65864 through 65869.5 authorize municipalities to enter into binding development agreements with person having legal or equitable interest in real property for the development of such property.

The City of Los Angeles has adopted rules and regulations establishing procedures and requirements for consideration of development agreements under Citywide Development Agreement Procedures (CF 85-2313-S3). In addition, on November 19, 1992, the City Planning Commission adopted new guidelines for the processing of development agreement applications (CPC No. 86-404 MSC).

L.A. Event Center, LLC ("Event Center Applicant") has requested that the City consider entering into a development agreement (the "Development Agreement") with respect to the Event Center. The development agreement process was initiated by the Director, and all proceedings have been taken in accordance with the City's adopted procedures.

**34. The proposed Development Agreement is consistent with the objectives, policies and programs specified in the General Plan. The Project Site is regulated under the Community Plan, a component of the Land Use Element of the General Plan.**

The Development Agreement, which will vest the Project's development rights, will be consistent with the General Plan and the Community Plan for the following reasons:

The proposed Development Agreement will allow the Event Center Applicant to create a multi-purpose Event Center within the Downtown area of the City of Los Angeles and will assure the revenue streams necessary to fund construction of the Event Center, adding to the success of the Project and permitting the attendant job creation and additional investment in the surrounding Downtown area. The Community Plan recognizes the critical role that tourism and entertainment play in the commercial activity of Los Angeles and the Central City area in particular. The Convention Center and STAPLES Center are specifically cited as adding significantly to the draw of Downtown for visitors. The revitalized Convention Center and Event Center will result in additional business, retail, and development in the areas adjacent to the Project, and is anticipated to create jobs for residents of the area. The expanded sports, entertainment, convention and other event activities will serve to further complement and benefit the tourism, hotel and entertainment industries in the immediate Project vicinity, as well as throughout Downtown and the City as a whole. The Project will also help sustain and grow the existing retail base along the Figueroa Street Corridor by attracting visitors and new businesses to the area.

The Project will bring cohesiveness of design to the Project site, and would create continuity with surrounding areas. One of the goals of the Project is to create an urban environment designed to a human scale that activates the adjacent streets, encourages public pedestrian access, promotes the walkability of and around the Project, and creates strong pedestrian connections to the surrounding area, particularly nearby transit stops and stations. The public plazas and street improvements within the Project will serve to accomplish this goal, as will pedestrian-scaled elements at all entrances to the new facilities.

Given its location in Downtown Los Angeles, which is the hub of the rail and bus transit system for the metropolitan Los Angeles area, the Project will also promote the use of the public transportation system. The nature of events at the Project site, including exhibitions, trade shows, sporting events and entertainment activities, are expected to attract visitors from across the region as well as from the immediate Downtown area, where the proximity of the Project to a comprehensive transit system would encourage and facilitate transit use and a 24-hour Downtown. The Project will include a network of walkable and safe pathways and streetscapes throughout the Project site that would facilitate connections with nearby transit to encourage the use of alternative modes of transportation. The streetscape and intersection improvements designed for the Project will promote attractive, functional, safe and enjoyable streets and bike paths as well as pedestrian-friendly sidewalks that connect to and complement the Downtown area.

**35. The proposed Development Agreement is consistent with the Convention and Event Center Specific Plan (to be approved as part of the Proposed Project's requested entitlements).**

The Development Agreement will allow for expedient implementation of the Convention and Event Center Specific Plan. The Development Agreement will create certainty in the development process, which will allow the Event Center Applicant to better address needs of the site and the area as a whole through the Convention and Event Center Specific Plan more quickly than might otherwise occur without the Development Agreement, due to the mutual benefits to the parties from the Development Agreement.

**36. The proposed Development Agreement is consistent with the City's Planning and Zoning Code and other relevant City ordinances.**

Approval of the Development Agreement, along with the requested discretionary actions and conditions of approval already imposed under City Planning case number CPC-2012-849-GPA-VZC-SP-SN-DA, will provide a project that conforms with the LAMC requirements for the Project site.

**37. The proposed Development Agreement will not be detrimental to the public health, safety and general welfare.**

The Development Agreement includes provisions which specifically permit the application of rules and regulations as necessary to protect public health and safety. The public benefits associated with the Event Center will also promote the public health, safety and general welfare by attracting the National Football League to the City and thereby enhancing the City's prominence as the destination choice for Citywide conventions exhibitions, trade shows, and high profile events and its economic base, including tax revenues, through an increase in such conventions and events.

The Development Agreement also facilitates the provision of a comprehensive Community Benefits Program, which will provide targeted employment opportunities at and above living wage levels, as well as job training, to local residents; programs and funds designed to assist the development of micro-businesses and minority owned businesses and introduce youth to careers in the sports, entertainment and hospitality industries; funds for streetscape improvements, neighborhood protection enhancements and land use planning in the vicinity of the Project; and funds for the development of publicly accessible park, and/or green space, among other community benefits.

**38. The proposed Development Agreement will promote the orderly development of the Project Site in accordance with good land use practice.**

As discussed above, the Proposed Project is consistent with the policies and provisions of the General Plan, Community Plan, Convention and Event Center Specific Plan and the LAMC. The proposed Development Agreement vests the Applicant's rights to develop the Project site as analyzed in the EIR No. 2011-0585 (SCH No. 20110024) and as delineated in the requested discretionary approvals. The proposed Development Agreement provides assurances that the Proposed Project will proceed in accordance with all applicable rules, regulations and conditions, and strengthens the public planning process by encouraging private participation in comprehensive planning and reducing the economic costs of development to the Event Center Applicant and the public. The proposed Development Agreement provides assurance of a comprehensive development plan that is consistent with all applicable provisions of the LAMC, General Plan, Community Plan and the Convention and Event Center Specific Plan, and that therefore is consistent with good land use practice. The proposed Development Agreement complies in form and substance with all applicable City and State regulations governing development agreements. The proposed Development Agreement further complies with the guidelines adopted by the City:

a. The Project is anticipated to be completed in 2017. The Development Agreement provides for extension of that term if unforeseen conditions or other specified factors influence the ability to complete construction of the Event Center by 2017 and provides a mechanism for evaluating the environmental impacts associated with proposed extensions of the Proposed Project if its completion date is extended beyond 2017.

b. In addition, following issuance of a building permit for the Event Center, a Development Agreement term coterminous with the term of the Mello-Roos Bonds issued for the Event Center project is requested to allow continued vesting of the entitlements granted for the term of the Mello-Roos Bonds issued for the Event Center project. The Development Agreement will not be effective until a ground lease for the Event Center has been fully executed.

c. The proposed Development Agreement is being processed with the processing of other Project entitlements, including City Planning Case number CPC-2012-849-GPA-VZC-SP-SN-DA.

d. The proposed Development Agreement will provide public benefits not otherwise obtainable, and for which no nexus exist under the Project's environmental clearance, that will benefit the surrounding residents of the Project site and the City as a whole.

e. The proposed Development Agreement contains all of the provisions, terms and conditions which, in addition to those required by law, are deemed to be necessary and or desirable in order to implement the City's General Plan.

f. Based upon the above findings, the recommended Development Agreement action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

*(The following findings will be incorporated into a determination to be issued with an as yet to be created case number, a standalone case that will specifically address Development Agreements per Planning Department Policy.)*

**DEVELOPMENT AGREEMENT AMENDMENT REQUEST AND FINDINGS - STAPLES CENTER**

The subject site is located within the area covered by the Central City Community Plan adopted by the City Council on June 13, 1974. With the adoption of the proposed entitlements for the Proposed Project, the Community Plan map will designate the Project site for Public Facilities with a corresponding zone of CEC (Convention and Event Center Specific Plan).

The Transportation Element of the General Plan will not be affected by the recommended action herein because the amendment request is to modify sections of an existing development agreement that was evaluated for transportation and other environmental impacts under EIR State Clearinghouse No. 96091061 and EIR State Clearinghouse No. 20110024. The scope of the project itself has not changed nor has any condition of approval.

State Government Code Section 65868 authorizes the amendment of a previously approved development agreement. Moreover, the City has adopted rules and regulations establishing procedures and requirements for consideration of development agreements under Citywide Development Agreement Procedures (CF 85-2313-S3).

The Development Agreement between the City and L.A. Arena Land Company, Inc., predecessor in interest to L.A. Arena Land Company, LLC (the “Applicant”), was entered into on March 26, 1998, and recorded on March 27, 1998, in the Official Records of Los Angeles County, California as Instrument No. 98-501503. The Development Agreement was amended by that certain Amendment No. 1 by and among the City of Los Angeles, L.A. Arena Land Company, Inc. and L.A. Arena Funding, LLC (as partial successor in interest to L.A. Arena Land Company, Inc.) dated June 7, 2003 (as so amended, the “Arena Development Agreement”).

The Applicant has requested that the City consider an amendment to the existing Arena Development Agreement (the Arena Development Agreement Amendment) in order to revise certain provisions in the Arena Development Agreement regarding its the legal description of the subject property and City approvals governing the subject property. Pursuant to the Arena Development Agreement Amendment, the Applicant will obtain vested rights for the entitlements granted for the subject property and if the Event Center Development Agreement is executed to modify the boundaries of the premises adjacent to the Event Center to be consistent with the entitlements and approvals granted for the Event Center.

The amendment process was initiated by the Applicant, and all proceedings have been taken in accordance with the City’s adopted procedures.

The Arena Development Agreement Amendment complies with all applicable City and State regulations governing development agreements.

Pursuant to Section 65867.5 of the Government Code, the Arena Development Agreement Amendment is consistent with the objectives, policies and programs specified in the General Plan, including the Community Plan and the Convention and Event Center Specific Plan, approved immediately prior to the adoption of the ordinance approving the Arena Development Agreement Amendment. The Arena Development Agreement Amendment is consistent with the General Plan and the Convention and Event Center Specific Plan in that it brings the Development Agreement into consistency

with the Convention and Event Center Specific Plan and provides that the development on the Property affected by the Development Agreement is subject to the provisions of the Convention and Event Center Specific Plan.

The Arena Development Agreement Amendment will not be detrimental to the public health, safety and general welfare. Approval of the Arena Development Agreement Amendment will make the Development Agreement consistent with the Convention and Event Center Specific Plan and zoning on the subject property. It will modify the property boundaries to reflect Event Center property boundary requirements. The Arena Development Agreement Amendment will not otherwise affect the Applicant's obligations under the Development Agreement.

The Arena Development Agreement Amendment will not modify those provisions of the Development Agreement which specifically permit application to the Project of rules and regulations under City Municipal Code Section 91.0101 and 98.0606 relating to public health and safety.

The Arena Development Agreement Amendment is consistent with conditions of previous discretionary approvals for the subject property, as well as with concurrently requested approvals.

The Arena Development Agreement Amendment is necessary to strengthen the public planning process and to reduce the public and private costs of development uncertainty.

Based upon the above findings, the Arena Development Agreement Amendment is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

**39. The Arena Development Agreement Amendment complies with all applicable City and State regulations governing development agreements.**

Pursuant to Section 65867.5 of the Government Code, the Arena Development Agreement Amendment is consistent with the objectives, policies and programs specified in the General Plan, including the Community Plan and the Convention and Event Center Specific Plan, approved immediately prior to the adoption of the ordinance approving the Arena Development Agreement Amendment. The Arena Development Agreement Amendment is consistent with the General Plan and the Convention and Event Center Specific Plan in that it brings the Development Agreement into consistency with the Convention and Event Center Specific Plan and provides that the development on the Property affected by the Development Agreement is subject to the provisions of the Convention and Event Center Specific Plan.

**40. The Arena Development Agreement Amendment will not be detrimental to the public health, safety and general welfare.**

Approval of the Arena Development Agreement Amendment will make the Development Agreement consistent with the Convention and Event Center Specific Plan and zoning on the subject property. It will provide consistency with the proposed Event Center Development Agreement by modifying the property boundaries to reflect Event Center property boundary requirements. The Arena Development Agreement Amendment does not otherwise affect the Applicant's obligations under the Development Agreement.

The Arena Development Agreement Amendment does not modify those provisions of the Development Agreement which specifically permit application to the Project of rules

and regulations under City Municipal Code Section 91.0101 and 98.0606 relating to public health and safety.

The Arena Development Agreement Amendment is consistent with conditions of previous discretionary approvals for the subject property, as well as with concurrently requested approvals.

The Arena Development Agreement Amendment is necessary to strengthen the public planning process and to reduce the public and private costs of development uncertainty.

Based upon the above findings, the Arena Development Agreement Amendment is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

**CEQA Findings**

Having received, reviewed, and considered the following information as well as all other information in the record of proceedings on this matter, the City of Los Angeles hereby finds, determines and declares as follows:

## I. CEQA PROCESS

Pursuant to the California Environmental Quality Act, Public Resources Code Section 21000 et seq. ("CEQA"), the Department of City Planning of the City of Los Angeles ("City"), acting as Lead Agency, determined that preparation of an environmental impact report ("EIR"), in accordance with CEQA Guidelines Section 15081, would be the appropriate approach for the analysis of the proposed Project (defined below) proposed by L.A Convention Hall, LLC and L.A Event Center, LLC (collectively, the "Applicants").

In 2011 the California Legislature approved Senate Bill 292 (SB 292) pertaining specifically to the proposed Project. The statute added Section 21168.6.5 to the California Public Resources Code, which established specific CEQA procedures for the proposed Project. The City's CEQA process has implemented the requirements of SB 292.

A Notice of Preparation for the Draft EIR ("NOP") was circulated for a 30-day review period starting on March 17, 2011 and ending on April 18, 2011. In addition, a public scoping meeting was conducted on March 30, 2011. Appendix A of the Draft EIR includes copies of written comments submitted to the Planning Department in response to the NOP and at the public scoping meeting.

On April 5, 2012, the City released the Draft EIR for the Project for public comment. The Draft EIR was circulated for 47 calendar days, to May 21, 2012.

The lead agency received 105 written comments on the Draft EIR from public agencies, groups and individuals and responses to these comments are included in Environmental Impact Report No. ENV-2011-0585-EIR (State Clearinghouse No. 2011031049) dated August 2012 (the "Final EIR"). Responses to comments in the Final EIR include both specific responses and topical responses to issues or topics repeated in several comments.

With regard to public comments and responses to comments, and in accordance with the express requirements of SB 292, the following notice was included in the Draft EIR and the Final EIR:

> THE EIR FOR THE PROPOSED PROJECT IS SUBJECT TO SECTION 21168.6.5 OF THE PUBLIC RESOURCES CODE, WHICH PROVIDES, AMONG OTHER THINGS, THAT THE CITY OF LOS ANGELES NEED NOT CONSIDER CERTAIN COMMENTS FILED AFTER THE CLOSE OF THE PUBLIC COMMENT PERIOD FOR THE DRAFT EIR. ANY JUDICIAL ACTION CHALLENGING THE CERTIFICATION OF THE EIR OR THE APPROVAL OF THE PROJECT DESCRIBED IN THE DRAFT EIR IS SUBJECT TO THE PROCEDURES SET FORTH IN SECTION 21168.6.5 OF THE PUBLIC RESOURCES CODE AND MUST BE FILED WITH THE SECOND DISTRICT COURT OF APPEAL. A COPY OF SECTION 21168.6.5 OF THE PUBLIC RESOURCES CODE IS INCLUDED IN APPENDIX C OF THE DRAFT EIR.

The Final EIR has been completed in compliance with CEQA and SB 292, in connection with the approval by the City of the entitlements and other approvals required for development of the Project.

## II. PROJECT DESCRIPTION

The Applicants are proposing to modernize the existing Los Angeles Convention Center ("Convention Center") and create a multi-purpose event center ("Event Center") within the Downtown area of the City of Los Angeles. The proposed improvements to the Convention Center, the construction of the Event Center, and related improvements are collectively referred to as the "Project" or "Proposed Project." The implementation of the Project would occur pursuant to the proposed Convention and Event Center Specific Plan ("Specific Plan"), which permits existing uses and would guide the additional development of the approximately 68 acres of land owned by the City of Los Angeles. This area is generally bounded by the following major roadways: the Caltrans right-of-way adjacent to the SR-110 Harbor Freeway to the west;[5] Chick Hearn Court to the north; Figueroa Street to the east; and Venice Boulevard to the south ("Project Site" or the "Site"). The proposed Specific Plan provides the regulatory framework for the Project and establishes the maximum development envelope.

The Project includes the construction and operation of a new convention and exhibition structure (the "New Hall") over Pico Boulevard to replace the existing West Hall, which would be removed. The New Hall would be of similar size to the West Hall (i.e., approximately 462,200 square feet for the existing West Hall as compared to the proposed approximately 500,000 square foot New Hall). Development of the New Hall would increase the amount of contiguous floor area available at the Convention Center.

The existing West Hall would be demolished to allow for construction of the new Event Center. The Event Center would primarily function as the home venue for one or possibly two National Football League teams, as well as a host venue for a variety of other events. It would also provide exhibition and meeting space when not used for sports and entertainment events. Before development of the Project, approximately 1.1 million square feet of existing buildings would be demolished. The Project would result in an increase of approximately 1.97 million square feet of gross area to a total of approximately 5.01 million square feet.

The Project would also include construction of two parking garages immediately west of L.A Live Way to replace the existing: (i) Bond Street Parking Lot, (ii) Cherry Street Garage, and (iii) the parking area currently located beneath the existing West Hall. Under the Project 6,670 parking spaces would be available within the Project site, an increase of 1,112 parking spaces as compared to existing conditions.

As set forth in the EIR, the Project includes "Design Features" which are considered part of the Project and are not mitigation measures. Design features are inherent components of the Project.

## II. FINDINGS

### A. Required CEQA Findings

[1] The Project Site's western boundary is currently established as the existing property line between the land owned by the City of Los Angeles and the Caltrans right-of-way adjacent to the SR-110 Harbor Freeway. The Event Center Applicant is proposing a Specific Plan boundary that accounts for a potential land exchange or transfer between Caltrans and the City. Pursuant to the transfer, Caltrans would transfer to the City three small remnant parcels of land owned by Caltrans. Upon the completion of such transfer, the Caltrans parcels, which are referred to "Add Areas", would be added within the Specific Plan area. If the transfer is carried out as an exchange, the City would convey to Caltrans in exchange a remnant parcel owned by the City adjacent to the Caltrans right-of-way, and the City parcel, referred to as the "Exchange Parcel" would be excluded from the Specific Plan area. The purpose of the land exchange would be to provide a more uniform property line at the Caltrans right-of-way and to create a site allowing a more efficient design of the L.A. Live Way Garage. For further details, see Map 1 of the proposed Convention and Event Center Specific Plan.

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 of the project and make one or more of three possible findings for each of the significant impacts.

1. The first possible finding is that "changes 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)).
2. The second possible finding is that "such 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)).
3. The third possible finding is that "specific 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 Department of City Planning served as the Lead Agency under CEQA with respect to the Final EIR. In recommending approval of the Project and making these findings, the City has considered all of the information in the administrative record of proceedings, including but not limited to: the applications for the Project Approvals, City staff reports, all public comments received both written and verbal, and the Final EIR. On the basis of all the foregoing information, the City finds:

1. Pursuant to Public Resources Code Section 21081(a)(1), that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment as identified in the Final EIR; and
2. Pursuant to State CEQA Guidelines Section 15091(a)(1), that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR; and
3. The Final EIR has been completed in compliance with CEQA and is adequate under CEQA for approval of the actions necessary to implement the project and all other City permits, entitlements, and discretionary approvals for the project; and
4. Project alternatives that substantially reduce or avoid the project's significant environmental impacts are rejected as infeasible, for the reasons set forth in Section F below.

**B. EIR Evaluation of Impacts**.

The Final EIR evaluated the following potential project and cumulative environmental impacts: Land Use; Transportation; Parking; Pedestrian Circulation and Bicycle and Pedestrian Safety; Aesthetics/Visual Resources; Natural Light (Shading); Artificial Light and Glare; Noise; Natural Light (Shading); Artificial Light and Glare; Noise; Air Quality; Air Quality-Climate Change; Geology and Soils; Hydrology and Surface Water Quality; Water Resources-Groundwater; Cultural Resources-Historical Resources; Cultural Resources-Archaeological Resources; Public Services-Police Protection; Public Services-Fire Protection; Utilities-Water; Utilities-Wastewater; Utilities-Solid Waste; Utilities-Electricity; Utilities-Natural Gas; Environmental Hazards.

Additionally, the Final EIR considered Significant Irreversible Environmental Changes, Growth Inducing Impacts and potential secondary effects of the Project. The significant environmental impacts of the Project, including cumulative environmental impacts of the project and the significant environmental effects of seven alternatives to the Project, were also identified in the Draft EIR and Final EIR.

The severity of environmental impacts are grouped into four categories: 1) Impacts not reasonably likely to occur such that no further environmental impact analysis is warranted; 2) Impacts are less than significant without the need to implement and require mitigation measures; 3) Impacts that are potentially significant but are reduced to less-than-significant levels with the implementation of mitigation measures; and 4) Significant and unavoidable impacts that will remain significant despite implementation of all feasible mitigation intended to reduce the severity of the impact.

**C. No Further Environmental Review Required**

Substantial evidence in the administrative record shows that the following impact areas are not reasonably likely to occur and that no further environmental impact analysis is warranted: Agriculture and Forest Resources, Mineral Resources, Biological Resources, Paleontological Resources, Population/Housing, Public Services: Schools, Parks and Libraries, and Recreation, as described in the Initial Study (Appendix B to the DEIR).

**D. Certain Project Impacts and Cumulative Impacts of the Project Are Significant and Unavoidable; Remaining Impacts of The Project Are Less Than Significant**

Substantial evidence in the administrative record shows that the Project will result in significant and unavoidable impacts in the following impact areas: Transportation (construction, intersections, freeway segments, freeway on- and off-ramps, and Congestion Management Program freeway monitoring locations); Air Quality (construction, operation and concurrent construction and operational emissions) Aesthetics/Visual Resources and Cultural/Historic Resources (resulting from the demolition of the West Hall if a regulatory commission with jurisdiction, such as the California State Historical Resources Commission or the Los Angeles Cultural Heritage Commission, were to determine the West Hall eligible for the California Register, the National Register or as a local Historic Cultural Monument); Views; Artificial Light and Glare; Noise (construction and operational); and Utilities/Solid Waste.

Except as set forth above, substantial evidence in the administrative record shows that all other impacts are either less than significant without mitigation or potentially significant but are reduced to less-than-significant levels with the implementation of mitigation measures set forth in the Mitigation Monitoring and Reporting Plan, as further described below. All of the relevant mitigation measures set forth in the Final EIR for the Project would be implemented and enforced as set forth therein and in the Mitigation Monitoring and Reporting Plan and required as conditions of approval. Notwithstanding the foregoing, the Final EIR determines and the City finds certain project related impacts of the Project, are significant and unavoidable impacts and that certain cumulative impacts of the Project, which take into account the related projects listed in the Final EIR, are also cumulatively considerable and have significant and unavoidable impacts despite implementation of all feasible mitigation intended to reduce the severity of the impact.

**E. Impact Area Findings**

**a. Agricultural and Forestry Resources**

**Facts:** No agricultural or other related activities occur on the Project site or within the vicinity. The Project site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site is currently improved with the Convention Center, STAPLES Center and parking facilities and does not contain agricultural or forest land. The existing public facilities and commercial zoning designations applicable to the Project site do not anticipate agricultural uses. In addition, the Project site is not enrolled under a Williamson Act contract and development of the Project buildings would not involve the conversion of farmland or forest land.

**Finding**: The City finds based on substantial evidence that project and cumulative impacts to agricultural and/or forestry resources would be less than significant.

**b. Mineral Resources**

**Facts**: The Project site is not located within an area containing significant mineral deposits (e.g., Mineral Resource Zone 2 Area – MRZ-2) nor is it located within a surface mining district. The Project site is zoned PF-4D-O and C2-4D-O, with the "O" qualification designating that the Project site is located within the Downtown Los Angeles Oil Field. However, no active or inactive oil wells are located on the Project site and development of the Project would not preclude future extraction of oil resources. Thus, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. Nor will the Project result in any impacts by contributing to the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

**Finding**: The City finds based on substantial evidence that project and cumulative impacts to mineral resources would be less than significant.

**c. Biological Resources**

**Facts**: The Project site is located in a highly urbanized area, surrounded by a major roadway network, including the Harbor and Santa Monica Freeways, and is currently developed with the Convention Center, STAPLES Center and parking facilities. Given the built nature of the Project site and vicinity, the likelihood of the presence of any endangered and/or threatened species is remote. The area in the vicinity of the Project site is not located within a City designated biological resources area. Furthermore, there are no species identified by the California Department of Fish and Game (CDFG)'s Natural Diversity Database or by the U.S. Fish and Wildlife Service (USFWS) that have been designated as endangered and/or threatened within a half-mile radius of the Project site. Accordingly, development of the Project will not impact endangered or threatened species.

Additionally, no riparian habitats or sensitive natural communities are located on-site, nor have they been identified in City or Regional plans, policies, or regulations of the CDFG or USFWS as being on site. As such, the Project will not impact riparian habitats or sensitive natural communities.

There are no federally protected waters or wetlands, as defined by Section 404 of the Clean Water Act (such as marsh vernal pools, costal, etc) that exist on or in the vicinity of the Project site. As a result, the Project will not impact federally protected waters or wetlands by direct removal, filling, hydrological interruption, or by any other means.

The Project site and surrounding area do not contain, and are not a part of, any migratory wildlife corridors or native wildlife nursery sites and are not subject to a Habitat Conservation

Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project site is located in a highly urbanized area and does not contain natural areas or water features. Accordingly, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species. The developed nature of the Project site as well as the extent and nature of the surrounding urban development further preclude the area from serving as a native resident or wildlife corridor.

Project implementation could disturb trees that may provide habitat for resident or migratory bird species that are not identified as sensitive or protected. The Project would comply with the Migratory Bird Treaty Act (MBTA), which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds do not occur. With implementation of Mitigation Measure Bio-1, impacts with regard to nesting and/or migratory birds would be less than significant.

Implementation of the Project would also not have a significant impact on the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, nor would the Project impede the use of native wildlife nursery sites.

The Project is also not expected to conflict with any local policies or ordinances designed to protect any biological resources, such as oak trees or California walnut woodlands. As mentioned, the Project site is improved with the Convention Center, STAPLES Center and parking uses. Limited ornamental landscaping exists on the Site, mainly planted trees and shrubs. Although the exact species is unknown, compliance with Los Angeles Municipal Code requirements regarding tree removal would ensure potential impacts to any tree species would remain less than significant.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measure Bio-1 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to biological resources as identified in the Final EIR. Thus, after implementation of Mitigation Measure Bio-1 impacts to biological resources would be less than significant

**d. Population and Housing**

**Facts**: The Project includes the expansion and modernization of the Los Angeles Convention Center including the construction of the Event Center and large, more efficient parking facilities to accommodate the new development. The Project does not include the development of any new housing. Nor will development of the Project site, which is improved with public facility uses, displace people or any existing housing so as to necessitate development of replacement housing elsewhere. Given the local labor pool and current unemployment rates it is expected that most, if not all, of the permanent and construction jobs created by the Project will be filled by individuals already residing in the area. It is not anticipated that the Project will induce substantial population growth by causing individuals to relocate to the area for employment opportunities. The Project site is also located in a highly developed area with an established network of roads and other urban infrastructure. Therefore the Project would not require the extension of roads or infrastructure in a manner that would induce substantial population growth.

**Finding**: The City finds based on substantial evidence that project and cumulative impacts to population and housing would be less than significant.

**e. Public Services – Schools**

**Facts:** While the Project would not generate residents at the Project site, the additional employment generated by the Project has the potential to generate new students that may attend Los Angeles Unified School District (LAUSD) schools. However, the potential for actual student generation is anticipated to be very limited because it is anticipated that Project employees would come from the existing labor pool and would not relocate as a result of working at the Project site. Moreover, any increase in LAUSD enrollment that may occur under the proposed Project would be dispersed across many LAUSD schools as school attendance is primarily a function of the employee's residence rather than their place of work. Payment of fees mandated by the Leroy Greene School Facilities Act of 1998 is required prior to issuance of building permits. Pursuant to Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to less than significant levels.

**Finding**: The City finds based on substantial evidence that project and cumulative impacts to public services (libraries) would be less than significant.

**f. Public Services – Parks and Recreation**

**Facts:** Parks within the City's boundaries are operated and maintained by the Los Angeles City Recreation and Parks Department. While there are several parks in the greater Project area, there are no City parks located within convenient walking distance or adjacent to the Project site. The proposed Project would not include a residential component. The Project is not anticipated to generate a demand for parks over existing conditions as the type and amount of development would be similar under the Project. The Project would increase onsite employment; however, parks in the Project area are not likely to be utilized during a typical employee break period given the limited time available and the travel distances between the Project site and local parks. Due to the periodic, largely event-driven nature of the uses proposed onsite, as well as the lack of adjacent City parkland, it is unlikely that visitors and employees would utilize off-site public recreation facilities.

**Finding:** The City finds based on substantial evidence that project and cumulative impacts to public services (parks and recreation) would be less than significant.

**g. Public Services – Libraries**

**Facts:** Library services within the Project area are provided by the City's Public Library (LAPL). The LAPL assesses service capacity based on the residential population within a specified distance of City libraries. There are no LAPL libraries located within proximity of the Project site. The proposed Project does not include a residential component. Further, the construction of the Replacement Hall would not generate a demand for libraries over existing conditions as the type and amount of development would be similar under the Project. Due to the periodic, largely event driven nature of the uses proposed onsite, as well as the lack of LAPL facilities in proximity to the Project site, it is unlikely that the demand for LAPL facilities would increase as a result of Project-generated visitors and employees.

**Finding**: The City finds based on substantial evidence that project and cumulative Impacts to public services (libraries) would be less than significant.

**h. Aesthetics (Visual Resources)**

*i. Aesthetics/Visual Character (Project – Construction)*

**Facts**: The visual appearance of the Project site would be altered during construction due to the removal of existing development, landscaping and street trees and the presence of construction

activities, which would be visible from off-site. With incorporation of Project Design Features C-1 and C-2 which require (i) use of temporary construction fencing along the periphery of active construction areas to screen much of the construction activity from view at the street level and (ii) monitoring of the Project site for graffiti and contracting with a graffiti removal company, as needed, short-term construction activities would not substantially and adversely alter or degrade the existing visual character of the Project site.

As discussed in detail in Section IV.I.1, Cultural Resources—Historical Resources, and the Historical Resources Assessment in Appendix S, of the Draft EIR, the Project site does not appear to include any buildings eligible for inclusion in the National Register, California Register, or as a local Historic Cultural Monument designation under any criteria. However, it is possible that a commission with jurisdiction, such as the California State Historical Resources Commission or the Los Angeles Cultural Heritage Commission, could determine the West Hall eligible for the California Register, the National Register or as a local Historic Cultural Monument. If any such determination were to be made, a significant aesthetic impact would occur as a result of demolition of the West Hall because under the *Los Angeles CEQA Thresholds Guide* historic resources are considered to be visual resources. Given that demolition of the West Hall would occur during the construction phase, construction-related impacts are therefore conservatively considered to be significant and unavoidable in the event that the West Hall were to be determined eligible as a historic resource.

**Finding:** The City finds that although incorporation of Mitigation Measure C-1 would reduce the severity of construction related project impacts to aesthetics (visual character), impacts would remain significant and unavoidable.

*ii. Aesthetics/Visual Character (Project – Operation)*

**Facts:** Implementation of the Proposed Project would result in an increase in the height, density and mass of on-site structures as compared to existing conditions. However, the new development would incorporate architectural design features such as pedestrian-scaled entrances and variations in building planes to reduce the effect of massing. New and enhanced outdoor plazas networked by pedestrian pathways and improved streetscapes would also be incorporated as part of the Project. The Project structures would feature varied rooflines, variations in façade treatment, pedestrian-scaled entrances, and building step-backs and/or overhangs to reduce building massing. While the Event Center would have a height of up to 220 feet, the New Hall would have a maximum building height of 90 feet, similar to that of the 80-foot tall South Hall and lower than the 135-foot West Hall main entry tower and the 160-foot South Hall main entry tower which would remain on-site. These new heights would be in character with surrounding development, which includes mid- to high-rise buildings.

With respect to outdoor areas and gathering spaces, the Proposed Project would develop a series of plazas, including Event Center Plaza, the New Hall entry plaza and the redesigned Gilbert Lindsay Plaza, which may include kiosks and temporary event tents and potentially a café in Gilbert Lindsay Plaza, thus promoting pedestrian activity and fostering connectivity between the on-site buildings and the outdoor plaza areas.

The Project parking garages would be integrated with the on-site building through the use of pedestrian bridges and well-marked at-grade crossings and would be consistent with the Project's architectural design. Parking and loading uses on ground floor levels would be obscured from view from the adjacent streets, and vehicular drop-off areas would be located so as to minimize obstruction to pedestrian activity. The existing South Hall loading dock area would continue to be visible from the adjacent freeway interchange, but all other loading areas on-site would be enclosed or underground.

The proposed signage program would also represent an important Project component and a strong visual element that would influence the aesthetics of the Project site. The Proposed Specific Plan or Sign District (SD), would limit the types, amounts, locations, sizes, operating hours and illumination of permitted signs. The types and extent of permitted signage would emphasize the event- and entertainment-oriented aspect of the Project site and complement the existing sign district in the adjacent LASED area, including L.A. LIVE. Central to this concept is the goal of establishing a unique visual identity for the Project site, which would be achieved in part through dynamic signage. Project signage would be clearly visible from various off-site vantage points and would include large electronic digital displays, static wall signs, temporary event signs and smaller Event Center, Convention Center and retail/tenant identity signs oriented for pedestrians. By design, Project signage would be consistent with the character of a sports and entertainment district (i.e., a bright and active environment with substantial pedestrian activity including nighttime activity), compatible with existing conditions at the Site and within the surrounding area. In addition, the sign regulations would (i) account for critical safety issues such as the minimization of potential traffic hazards; (ii) ensure that street views and views of scenic vistas are protected; and (iii) limit visual clutter to protect and enhance the visual character of major commercial corridors and properties throughout the Project area.

Project lighting would also influence the visual character of the Project site. Overall, Project lighting would be used to visually enhance and activate the Project site, resulting in a vibrant, safe and visually appealing pedestrian environment. As with the signage program, Project lighting would be in character with existing conditions within and around the Project site, particularly at L.A. LIVE, and the Proposed Project would not introduce elements that substantially detract from the visual character of the Project area.

Although the Project would substantially alter some of the on-site visual resources and would introduce elements that may contrast with the current aesthetic image of the Site – it would not degrade the general visual character of the Project site. On balance the Project would be more consistent with adopted City policies and guidelines regarding architecture, walkability, the public realm and streetscapes than the West Hall. However, it is assumed that the removal of the West Hall would result in a significant aesthetic impact in the event that the West Hall were to be determined eligible as a historic resource. The impact created during construction would extend to operation of the Proposed Project and would constitute a significant and unavoidable impact.

**Finding:** The City finds that although incorporation of Mitigation Measures C-2 through C-4 would reduce the severity of project related operational impacts to aesthetics (visual character), impacts would remain significant and unavoidable.

*iii. Aesthetics/Visual Character (Cumulative)*

**Facts:** Of future development through 2017 (the Proposed Project buildout analysis year) in the surrounding area, only those projects that are sufficiently close to influence the visual character of the immediate Project area or that fall within the same viewshed as the Project site could pose cumulative aesthetics or view effects in conjunction with the Proposed Project. These include Related Project Nos. 27, 60 and 91 (as identified in the DEIR) located across Figueroa Street, and to a lesser extent Related Project Nos. 2, 7, 28, 34, 64 and 65 located within an approximately two to three block radius of the Project site to the north and east. Many of these related projects consist of infill development, and in general, would reinforce existing and emerging land use patterns (e.g., high-rise development) in the area rather than introduce new development characteristics to the Project area. Furthermore, those related projects that involve mid- to high-rise structures are primarily located in or near the Financial Core and South Park, where similar development already exists.

Each related project would be analyzed on a case-by-case basis to determine its impact on aesthetics and to verify compliance with applicable regulatory standards. In particular, buildout of the LASED District as part of Related Project No. 27 would be required to adhere to standards set forth in the LASED Specific Plan and the LASED Streetscape Plan.

To the extent the related projects may involve the removal or alteration of any visual resource(s), those projects would be subject to mitigation and/or would be expected to incorporate features or elements that contribute positively to the visual environment. With respect to signage, the related projects would be expected to either comply with existing regulatory requirements or undergo review and approval by the City for modified signage rights. As it relates specifically to Related Project No. 27, based on previously granted signage rights, buildout of the LASED District could introduce new signage which is expected to be consistent with the character-defining signage that currently exists at L.A. LIVE. Overall, it is anticipated that the related projects would not substantially and adversely alter or degrade the existing visual character of the Project area or introduce elements that substantially detract from its visual character.

However, it is assumed that the removal of the West Hall would result in a significant aesthetic impact in the event that the West Hall were to be determined eligible as a historic resource. The impact created during construction would extend to operation of the Proposed Project and would constitute a cumulative significant and unavoidable impact.

**Finding:** The City finds that although incorporation of Mitigation Measures C-1 through C-4 would reduce the severity of cumulative construction and operational impacts to aesthetics (visual character), impacts would remain significant and unavoidable.

*iv. Aesthetics View Obstruction (Project)*

**Facts**: Due to the generally flat topography in the area, public viewing locations or vantage points within the Project area are generally limited to public streets, sidewalks and elevated freeway locations that have existing views of identified view resources. Visual resources in the Project area include the statues and art installations located in and around Gilbert Lindsay Plaza and Star Plaza, the 54-story Marriott/Ritz tower (due to its prominent size and visibility and its resulting contribution to the skyline) and the Downtown Los Angeles skyline. In addition, the Central City Community Plan designates SR-110 as a scenic freeway, as it offers northbound views of the Downtown skyline and San Gabriel Mountains in the distance. This freeway, however, is not a State-designated scenic highway nor is it designated on a Citywide level within the General Plan Transportation Element.

Proposed development would affect public views from various vantage points surrounding the Project site. Given the increased building heights associated with the Event Center and the proposed parking garages as compared to the West Hall and existing garages, the Proposed Project's structures would be more visible and take up a greater proportion of some viewsheds, and the Project site would appear denser. Project signage would also be highly visible on building façades along adjacent streets and freeways. With respect to nighttime views, the Project site would appear more brightly lit, and illuminated signage would be visible. From most public vantages, however, expansive sky views would continue to be available above the new buildings, the Marriott/Ritz tower and Downtown skyline to the north would remain visually prominent, and views of visual resources in the Project area would not be obstructed.

In particular, views of the developed street frontage along Figueroa Street would not change substantially from existing views, with the exception of the addition of new signage. The view along Pico Boulevard from L.A. Live Way (i.e., within the Pico Passage) would change with Project implementation. Although the Concourse would no longer be visible, and the view of the

sky above would be blocked by the New Hall structure above the roadway, no views of visual resources would be affected. In addition, no views of visual resources would be obstructed in easterly views from west of SR-110, as the elevated freeway would continue to obstruct the lower portions of Project site development.

The proposed Event Center would be clearly visible in views of and across the Project site from nearby locations along I-10. High-rise buildings in the background and the Downtown skyline to the north would continue to be visible beyond the Project site. The lower stories of the Marriott/Ritz tower, along with those of other surrounding buildings, would be obstructed from view from certain vantage points by the Event Center, but overall views of the Downtown skyline would not be affected by the Proposed Project.

With respect to views from SR-110 northbound, the L.A. Live Way and Bond Street Parking Garages would appear prominently in the foreground, behind which part of the Event Center would be visible, and the upper portion of the Marriott/Ritz tower, would remain distinctive in the background. Nearly all of the view of the Downtown skyline to the north would be blocked by Project development from certain vantage points, which would be considered the loss of a recognized view. It is acknowledged that freeway views vary considerably by their inherent nature as a viewer's location changes with high travel speeds. View impacts along SR-110 would be relatively brief in duration and limited to certain vantage points. Nonetheless, the obstruction of skyline views along much of an approximately 0.5-mile segment of the scenic freeway (roughly from the SR-110/I-10 interchange to Chick Hearn Court) would be a significant impact. In addition, the removal of the West Hall would represent the loss of a recognized view in the event that the West Hall were to be determined eligible as a historic resource.

Private viewing locations within the Project vicinity include nearby residential mid- and high-rise buildings, most of which are located to the east and north. Although the Proposed Project would not substantially obstruct existing views of most visual resources from private vantage points, the *L.A. CEQA Thresholds Guide* do not consider impacts to individual private views from residential or other private properties to be significant.

**Finding:** The City finds that a significant and unavoidable impact would result to project related impacts to aesthetics (view obstruction) and that no feasible mitigation measures exist that would substantially reduce the severity of such impacts.

*v. Aesthetics View Obstruction (Cumulative)*

**Facts**: Due to the relatively flat topography and developed nature of the Project area, including the presence of the elevated freeways which obstruct many views, public views from street level locations are largely limited to short-range views of the immediately surrounding urban landscape (i.e., building façades, signage, roadway infrastructure, etc). Nonetheless, future development of mid- or high-rise structures may affect views from some viewing locations. In particular, views up and down Figueroa Street are likely to change due to the concentration of new development adjacent to the Project site to the east. However, the slight bend in the roadway's alignment at Pico Boulevard is such that northerly views of Downtown from Figueroa Street south of the Project site would still be available. Furthermore, the addition of new high-rises in the area would merely add the kind of elements to the Downtown skyline that make it a recognized view. The same would be true of views from the adjacent freeways, and in particular the portion of the SR-110 Harbor Freeway that is designated a scenic freeway in the Central City Community Plan. From these vantage points, skyline views would not be obstructed, but rather if anything would increase as the extent of high-rise development spreads throughout the Downtown area. Accordingly, cumulative impacts on public views would be less than significant.

While private views could be affected by the introduction of intervening development, in general only those related projects consisting of high-rise buildings located directly adjacent to private viewing locations would have the potential to cause substantial obstruction of privately available long-range panoramic views. In any case, such views are not afforded protection under CEQA.

**Finding:** The City finds based on substantial evidence that project impacts with regard to cumulative aesthetics view obstruction would be less than significant.

**i. Aesthetics (Natural Light/Shading)**

*i. Project (construction and operational)*

**Facts:** Shade-sensitive uses per the *L.A. CEQA Thresholds Guide* include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor dining areas; nurseries; and existing solar collectors. Thirteen shade-sensitive uses were identified in the area of potential impact (see Figure IV.D.1-1 in Section IV.D.1, Natural Light (Shading), of the Draft EIR). The Proposed Project would not cast any new or additional shadows on any of the identified sensitive uses during the winter solstice, summer solstice, fall equinox, or spring equinox.

**Finding:** The City finds based on substantial evidence that project impacts with regard to aesthetics (natural light/shading) would be less than significant.

*ii. Cumulative*

**Facts:** Eight related projects would be located within proximity of the Project site that would have the potential to cast shadows on the identified shade-sensitive uses. The Proposed Project would not cast any new or additional shadows on any of the identified sensitive uses during the winter solstice, summer solstice, fall equinox, or spring equinox. Thus, while the related projects may have the potential to shade some of the identified sensitive uses, there would be no potential for shadows from the related projects to combine with shadows from the Proposed Project to create a cumulatively significant shading impact. In addition, the Proposed Project would have a less than significant impact with regard to the casting of shadows onto any related projects that include a shadow-sensitive use.

**Finding:** The City finds based on substantial evidence that cumulative impacts with regard to aesthetics (natural light/shading) would be less than significant.

**j. Artificial Light and Glare**

*i. Construction (Project and Cumulative)*

**Facts**: The Proposed Project would request an extended hours permit to allow construction activities to occur during nighttime hours. Consequently, increased nighttime lighting effects would occur throughout the duration of Proposed Project construction. However, this effect would be temporary and would cease upon completion of construction. With implementation of construction lighting project design feature D.2-17, construction lighting contained within the bowl of the Event Center would not be visible from beyond the Project site boundary. However, construction lighting at elevations of 80 feet or higher on the Event Center (above the parking garages) would be visible from beyond the Project site boundary. Construction lighting at this elevation would result in significant impacts to sensitive receptors located to the west and north of the Project site. In addition, construction light sources located at grade, including safety lighting, emergency lighting or temporary supplemental lighting used for repair or construction

on the Project site by the City or government agencies, and temporary supplemental lighting provided by public agencies for the purposes of directing or navigating vehicular traffic, may cause spill light beyond the Project site boundary. These temporary lighting sources would result in significant and impacts with respect to spill light and glare.

**Finding:** The City finds that a significant and unavoidable project and cumulative construction related impact would result to aesthetics (artificial light and glare) and that no feasible mitigation measures exist that would substantially reduce the severity of such impacts.

*ii. Operational (Project and Cumulative)*

**Facts**: Operational impacts related to the use of skytrackers, illuminated signage, driver visibility/distraction, building/façade lighting, plaza lighting, headlights within the parking garages, daytime glare, and sky glow would remain less than significant. With implementation of the proposed project design features and the mitigation measures, Proposed Project and cumulative lighting impacts would also be less than significant with regard to light trespass and lighting levels at the analyzed Receptor Locations (from both architectural and signage lighting sources).

Mitigation Measure D.2-1 would reduce potentially significant impacts with respect to Event Center lighting used to light the playing field by requiring that the applicant provide window coverings at effected residences to reduce the Glare Rating below 55. However, it may not be possible to achieve a Glare Rating of 55 or less at all locations, and it is possible that some locations would not elect to have window coverings installed. For those locations where the Glare Rating exceeds 55 that do not elect to have window coverings installed, artificial lighting impacts would be significant and unavoidable during those times when the Event Center's luminaires are in use. Therefore, impacts due to spectator event lighting at the Event Center are conservatively considered to be significant and unavoidable.

Project-level and cumulative lighting impacts would be significant during Proposed Project operations in association with special event lighting, pyrotechnics, and unusual atmospheric conditions. With respect to temporary lighting associated with productions and special events, it is not possible to identify specific mitigation measures due to the unique lighting requirements of each event and the different lighting configurations that could be required. As such, no feasible mitigation measures beyond the project design features exist that could reduce this impact to a less than significant level. It is conservatively concluded that significant and unavoidable Proposed Project and cumulative lighting impacts would occur with respect to temporary lighting during productions and special events.

Light impacts related to pyrotechnic and firework events could only be reduced by eliminating such events all together. However, such features are integral to the fan experience associated with the Event Center, as set forth in the project objectives outlined in the DEIR. As such, no feasible mitigation measures exist that could reduce this impact to a less than significant level, and this impact would be significant and unavoidable.

Significant spill light impacts would also occur at Receptor Location 8 as noted in the DEIR when low cloud ceilings with high albedo (+50 percent) are present in conjunction with the sports lighting being used. These specific conditions are likely to occur during less than five percent of the year. No feasible mitigation measures have been identified that could reduce this impact to a less than significant level during these infrequent weather events. Therefore, this impact would be significant and unavoidable.

**Finding:** The City finds that although incorporation of Mitigation Measures D.2-1 through D.2-4 would reduce the severity of project and cumulative operational impacts to aesthetics (light and glare), impacts would remain significant and unavoidable.

**k. Air Quality**

*i. Construction (Project and Cumulative) – Odors*

**Facts**: The Proposed Project is not anticipated to generate a substantial amount of objectionable odor emissions during construction. Via mandatory compliance with SCAQMD Rules, construction activities or materials would reduce objectionable odors for the project as well as the related projects identified in the DEIR.

**Finding**: The City finds based on substantial evidence that construction related project and cumulative odor impacts caused by the project would be less than significant.

*ii. Construction (Project) – PM10, PM2.5 and Sox*

**Facts:** Construction of the Proposed Project has the potential to create air quality impacts through the use of heavy-duty construction equipment, deliveries of construction materials to the Project site, the hauling off of dirt and/or construction debris, and through vehicle trips generated from construction workers traveling to and from the Project site. In addition, fugitive dust emissions would result from demolition, site grading/excavation, and construction activities. Daily emissions of particulate matter less than 10 microns in diameter ("$PM_{10}$"), particulate matter less than 2.5 microns in diameter ("$PM_{2.5}$"), and sulfur oxides ("$SO_X$") would be considered less than significant, as the estimated regional emissions for these pollutants would fall below their respective SCAQMD significance thresholds.

**Finding**: In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures F.1-1 through F.1-8a-c, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to regional construction related PM10, PM2.5 and SOx emissions. Thus, with implementation of these Mitigation Measures regional construction related PM10, PM2.5 and Sox impacts would be reduced to a level of less than significant.

*iii. Construction (Project) – VOC, CO and NOx*

**Facts**: Construction of the Proposed Project has the potential to create air quality impacts through the use of heavy-duty construction equipment, deliveries of construction materials to the Project site, the hauling off of dirt and/or construction debris, and through vehicle trips generated from construction workers traveling to and from the Project site. In addition, fugitive dust emissions would result from demolition, site grading/excavation, and construction activities.

During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release volatile organic compounds ("VOCs"). Daily emissions of VOC would exceed the regional construction significance thresholds. The Proposed Project would remain in exceedance of the SCAQMD regional significance thresholds for CO and $NO_X$ during the most intense construction period. Although compliance with Project Design Feature F.1-1 and implementation of Mitigation Measures F.1-1 through F.1-8a-c would reduce the severity of CO and NOx related construction impacts, they will not reduce the impacts to less than significant levels.

**Finding**: Although Mitigation Measures F.1-1 through F.1-8a-c will reduce the severity of regional VOC, CO and NOx construction related impacts, they will not reduce the impacts to

less than significant levels. Despite incorporation of this mitigation, construction related impacts resulting from VOC, CO and NOx emissions will remain significant and unavoidable.

*iv. Construction (Project) – Localized Significance Thresholds (CO, PM10 and PM2.5)*

**Facts:** The SCAQMD's LSTs for the Project area are based on the acreage of activity and distance to receptor and vary depending on the construction scenario analyzed. Therefore, localized impacts were evaluated using the individual project components, maximum onsite emissions, and maximum combined overlapping activities for combined project components. Maximum overlapping CO and NOX emissions occur during New Hall Site Work/Landscaping, New Hall Interior/Exterior, L.A. Live Way Garage Foundations, L.A. Live Way Garage Concrete/Steel/Precast Frame, and Event Center Demolition phases overlap. Maximum localized construction emissions for off-site sensitive receptors would not exceed the localized screening threshold for CO for the maximum individual project components or maximum on-site emissions. Maximum localized construction emissions for off-site sensitive receptors would not exceed the localized screening threshold for CO for the maximum overlapping daily construction activities for combined project components

Implementation of Mitigation Measures F.1-1 through F.1-8a, b and c would reduce localized $PM_{10}$, $PM_{2.5}$, emissions by an average of 25, 39, and 54 percent, respectively. Actual construction activities would on average occur at a somewhat reduced level compared to the maximum predicted day and would have a corresponding reduction in pollutant emissions. Therefore, the modeled set of conservative assumptions overstates the potential localized impacts

Compliance with Project Design Feature F.1-1 and implementation of Mitigation Measures F.1-1 through F.1-8a, b and c would reduce localized construction emissions for PM10 and PM2.5 below the threshold of significance.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures F.1-1 through F.1-8a, 8b and 8c, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to localized construction related CO, PM10 and PM2.5 emissions. Thus, after implementation of these mitigation measures localized CO, PM10 and PM2.5 construction related emission impacts would be reduced to a level of less than significant.

*v. Construction (Project) – Localized Significance Thresholds (NOx)*

**Facts**: The Proposed Project would remain in exceedance of the SCAQMD localized significance thresholds for $NO_X$ during the most intense construction period. Although compliance with Project Design Feature F.1-1 and implementation of Mitigation Measures F.1-1 through F.1-6 would reduce the severity of NOx related construction impacts by approximately 54 percent, they will not reduce the impacts to less than significant levels.

The localized effects from the on-site construction emissions of $NO_2$ were analyzed using the AERMOD dispersion model. The maximum $NO_2$ incremental concentrations of 38.8 $\mu g/m^3$ would not exceed the State 1-hour threshold at the identified sensitive receptors. However, the 98th percentile hourly incremental concentration of 32.5 $\mu g/m^3$ and annual $NO_X$ incremental concentration of 1.3 $\mu g/m^3$ would exceed their respective State and federal thresholds. This impact would occur at the Ritz-Carlton Residences north of the Project site and would be representative of pollutant concentrations for residential and commercial land uses in the immediate vicinity. Potential localized federal 1-hour $NO_2$ impacts on the peak construction day

could encompass the following areas: (1) about 200 feet to the west near Blaine Street; and (2) about 400 feet north near Olympic Boulevard. Potential localized federal annual $NO_2$ impacts could encompass the following areas: (1) about 200 feet to the west near Blaine Street; and (2) about 600 feet north near Olympic Boulevard. All land uses (e.g., commercial, retail, office, industrial, and residential) within these areas could potentially be impacted by localized $NO_2$ concentrations in excess of the federal thresholds. Therefore, with respect to localized emissions from construction activities, $NO_2$ impacts would be temporary but significant and unavoidable.

**Finding**: Although Mitigation Measures F.1-1 through F.1-8a, b and c will reduce the severity of localized construction related impacts resulting from NOx, they will not reduce the impacts to less than significant levels. Despite incorporation of this mitigation, localized construction related impacts resulting NOx emissions will remain significant and unavoidable.

*vi. Construction (Project and Cumulative) – Toxic Air Contaminants (TACs)*

**Facts:** No notable impacts related to TAC emissions during construction are anticipated to occur under the Proposed Project. Mitigation Measures F.1-1 through F.1-6 identified below would further reduce diesel exhaust emissions associated with on-site heavy equipment and haul trucks during the construction period. As detailed in Appendix M to the EIR, the maximum incremental increase in off-site individual cancer risk would be reduced to 1.4 in a million over the duration of construction and an excess cancer burden of less than 0.1, where the maximum impact occurs at residential uses north of the Project site. The chronic hazard index would be reduced to less than 0.1. As such, potential impacts would be less than significant.

As project specific TAC impacts were deemed less than significant, cumulative TAC emission impacts during construction would not be cumulatively considerable and are therefore also concluded to be less than significant.

**Finding:** The City finds based on substantial evidence that project and cumulative construction related toxic air contaminant ("TAC") impacts would be less than significant. Implementation of Mitigation Measures F.1-1 through F.1-8a, b and c would further reduce the severity of already less than significant construction related project and cumulative TAC impacts.

*vii. Construction Impacts (Cumulative)*

**Facts:** According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Construction-related daily mass emissions at the Project site would exceed the SCAQMD's significance threshold for CO, $NO_X$, and VOC, thus resulting in a cumulative impact. In terms of localized air quality impacts, construction of the Proposed Project would have a cumulative impact due to $NO_X$, $PM_{10}$, and $PM_{2.5}$ emissions. Other construction projects in the vicinity of the Project site could also contribute emissions that would cumulatively increase these concentrations. As such, cumulative impacts to air quality during Proposed Project construction would be significant and unavoidable.

**Finding**: Although Mitigation Measures F.1-1 through F.1-8a, 8b and 8c will reduce the severity of regional and localized construction related emission impacts, they will not reduce the impacts to less than significant levels. Despite incorporation of this mitigation, impacts resulting from regional CO, NOx and VOC and localized NOx, PM10 and PM2.5 emissions remain significant and unavoidable.

*viii. Project and Cumulative – Regional and Localized Operational Impacts*

**Facts**: Although the Project would incorporate Design Feature F.2-1, Mitigation Measure F.1-9 through F.1-14 and numerous other measures to reduce operational emissions (e.g., implementation of a Transportation Demand Management plan and encouraging the use of mass transit), regional operational emissions would still exceed the SCAQMD daily emission threshold for regional $NO_X$, VOC, PM10, $PM_{2.5}$, and CO after implementation of feasible mitigation measures.

With respect to localized emissions from operational activities, $PM_{10}$ and $NO_X$ impacts would be significant and unavoidable. The exceedance of $NO_X$ is primarily a function of very high ambient background concentrations as reflected in the fact that the background annual $NO_2$ concentration represents approximately 98.7 percent of the NAAQS and the background 1-hour $NO_2$ concentration represents approximately 84 percent of the NAAQS. As such, the Proposed Project would have only a very minor effect on ambient concentrations. The 2007 AQMP projects that nitrogen oxide emissions in the Air Basin will decrease substantially in subsequent years, which suggests that the $NO_2$ background concentration will also substantially decrease over time. Given the Proposed Project's minor effect on ambient concentrations and given the AQMP projections regarding the likely substantial decrease in ambient nitrogen dioxide concentrations in subsequent years, an analysis of operational emissions that took the likely decrease in $NO_2$ concentrations into account would be expected to demonstrate that Project operations would not cause an exceedance of ambient air quality concentrations. For these reasons, the Project would be consistent with the long-term planning goals of the AQMP, as a whole. Detailed modeling results are provided in Appendix M of the Draft EIR. No significant impacts related to local CO concentrations would occur under the Proposed Project.

**Finding**: Despite incorporation of the Project's extensive sustainability features and Mitigation Measure F.1-9 through F.1-14, the City finds the following project and cumulative operational air quality impacts would remain significant and unavoidable: (i) regional impacts relative to NOx, VOC, PM10, PM2.5 and CO, and (ii) localized impacts relative to $PM_{10}$ and $NO_X$.

*ix. Concurrent Construction and Project related impacts*

**Facts**: Portions of the Project site would be completed and occupied while construction of the later Project components would be ongoing. Therefore, concurrent construction and operational impacts were evaluated in the DEIR. Based on a review of the Project components, it was determined that the maximum concurrent emissions could potentially occur during excavation of Event Center and completion of the New Hall. Concurrent construction and operational regional emissions of VOC, $NO_X$, and CO would exceed SCAQMD regional thresholds. Additionally, concurrent construction and operational localized emissions of $NO_X$ would exceed localized thresholds. It is expected that localized emissions will remain significant for the national 1-hour and state annual standards, but that these emissions may be intensified by up to 6 percent over those attributable to Proposed Project construction only. As such, localized emissions that result from concurrent construction and operations would result in a significant and unavoidable impact.

**Finding**: Despite incorporation of Mitigation Measures F.1-1 through F.1-8, concurrent construction and operational regional emissions of VOC, NOx and CO as well as localized NOx emissions would remain significant and unavoidable.

## I. Air Quality – Greenhouse Gases

*i. Project - Construction and Operational*

**Facts:** Construction emissions represent episodic greenhouse gas emissions and would be associated with site preparation, excavation, grading, and construction. Emissions are also associated with the operation of construction equipment and the disposal of construction waste, as well as episodic water use for fugitive dust control and annual water consumption. Only greenhouse gas emissions from on-site demolition and construction activities and off-site hauling and construction worker commuting are considered Project-generated. A total of 54,985 metric tons of carbon dioxide equivalent would be generated during Proposed Project construction, which equates to 1,833 metric tons annually if amortized over the Proposed Project's lifetime.

Sustainability project design features would be implemented via the Sustainability Plan included as Appendix E to the Draft EIR. With implementation of the Sustainability Plan, the Proposed Project would meet all aspects of the City of Los Angeles Green Building Code. The Event Center would be designed to achieve LEED® certification. The New Hall would be designed with the intent of achieving a LEED® Gold certification.

As part of SB 292, the Event Center must achieve and maintain carbon neutrality by reducing to zero the net emissions of greenhouse gases from private automobile trips to and from Spectator Events at the Event Center. This objective would be realized via the following programs: (1) implementation of the Event Center's Transportation Demand Management (TDM) plan; (2) investment in local community projects that reduce greenhouse gas emissions; and (3) the purchase of carbon offsets. In addition, the Proposed Project must achieve and maintain a vehicle trip ratio (defined as the total annual number of private automobiles arriving at the Event Center for Spectator Events divided by the total number of spectators at the events) that is no more than 90 percent of the trip ratio at any other stadium serving a team in the National Football League. This would reduce traffic congestion and further reduce greenhouse gas emissions.

Greenhouse gas emissions from the operational-phase of the Proposed Project are associated with the operation of mobile sources, electricity, natural gas, water usage/wastewater generation, and solid waste generation and disposal. With the incorporation of project design features and state mandates, the Proposed Project would result in a total of 34,864 metric tons of an equivalent mass of $CO_2$ ($MTCO_2e$). This represents an increase of 14,191 $MTCO_2e$ over existing conditions and an increase of 15,799 $MTCO_2e$ over the No Project condition. The Project with incorporation of project design features and state mandates would achieve a 48 percent reduction from business as usual (BAU). With the achievement of a 48 percent total reduction from BAU, the Project's climate change impacts with regard to GHG emissions would be less than significant. It should also be noted that SB 292 would require the offset of 21,907 $MTCO_2e$ attributable to private automobile traffic to Spectator Events at the Event Center.

**Finding:** The City finds based on substantial evidence that construction and operational related greenhouse gas impacts would be less than significant.

*ii. Cumulative (construction and operational impacts)*

**Facts:** Although the Proposed Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere from more than one project and many sources that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. The State has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce is predicted to continue to expand. In order to achieve this goal, the California Air Resources Board is in the process of establishing and implementing regulations to reduce

statewide GHG emissions. However, currently there are no applicable significance thresholds, specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative level. Therefore, consistent with OPR's recommended significance threshold, an evaluation of whether the Proposed Project conflicts with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs (e.g., the Attorney General's Global Warming Measures, the Governor's Office of Planning and Research (OPR) CEQA and Climate Change GHG Reduction Measures, and GHG reduction strategies set forth by the 2006 California Climate Action Team (CAT) Report) was conducted.

As discussed in Section IV.F.2, Air Quality – Climate Change, of the DEIR the Proposed Project would effectively implement the Energy efficiency measures provided by the California Attorney General's Office. In meeting these goals, the Renewable Energy and Storage measures would also be considered (e.g., solar panels) and implemented where commercially feasible. Further, the nature of the Proposed Project, the location of the Project site, and the various proposed project design features would effectively implement the Water Conservation and Efficiency, Solid Waste, and Land Use, and Transportation and Motor Vehicle measures. Similarly, the Proposed Project would effectively implement the Land Use and Transportation, Urban Forestry, Green Buildings, Energy Conservation, VMT Reduction and Solid Waste measures provided in the OPR's Technical Advisory. The Proposed Project would also be consistent with applicable recommendations and strategies presented in the California CAT Report.

The Proposed Project would be consistent with the approach outlined in the 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. The location and design of the Proposed Project reflect and support these core objectives. In addition, as recommended by CARB's Climate Change Scoping Plan, the Project would use green building features to achieve cross-cutting emissions reductions. Given the Proposed Project's consistency with State and City GHG emission reduction goals and objectives, the Project's contribution to cumulative climate change would be less than significant and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Similarly, the related projects would be anticipated to comply with these same emissions reduction goals and objectives.

**Finding:** The City finds based on substantial evidence that cumulative construction and operational greenhouse gas impacts would be less than significant and that no feasible mitigation measures exist that would substantially reduce the severity of such impacts.

### m. Cultural Resources – Historic Resources

*i. Project and Cumulative (construction and operational impacts)*

**Facts:** As determined in the Historical Resources Assessment, the Project site does not include any buildings that appear eligible for listing in the National Register of Historic Places ("National Register"), the California Register of Historical Resources ("California Register") or as a City of Los Angeles Historic-Cultural Monument ("HCM") under any criteria. In particular, the West Hall, which would be removed as part of the Proposed Project, has not been demonstrated to be associated with events that have made a significant contribution to the broad patterns of our history. While the West Hall hosts and has hosted many events each year since its completion in 1971, none appear to rise to a level of significance. Furthermore, the building was not one of the first or one of the largest post World War II convention centers; it simply reflected the trend in major cities in the United States to construct large, open flexible space to serve the growing convention demand. The West Hall also has not been demonstrated to be associated with the

lives of persons important in our past. Although the West Hall is closely associated with both Neil Petree and Dick Walsh, neither individual appears to rise to the level of importance to warrant eligibility under this criterion. While Halls A and B are named for Mayor Sam Yorty, the West Hall is not the location most closely associated with him, or particularly associated with him at all.

The West Hall does not embody the distinctive characteristics of a type, period, region, or method of construction, nor does it represent the work of an important creative individual. Designed in the mid-1960s, the architectural style is unoriginal and commonplace. The only distinctive feature of the building is its large size, and even its size and the ability to see large portions of the West Hall have been diminished over the years with construction of adjacent buildings, such as the South Hall and Concourse Building, STAPLES Center, and most recently, L.A. LIVE. In addition, it has not been shown that the West Hall's project architect, Samuel Moody Burnett, or the architectural firm Charles Luckman and Associates were significant architects. Finally, the West Hall cannot be reasonably expected to yield information important in prehistory or history.

Based on results of the Historical Resources Assessment, demolition of the West Hall to accommodate construction of the new Event Center would not result in a significant impact to a historical resource under CEQA. However, it is possible a commission with jurisdiction, such as the California State Historical Resources Commission or the Los Angeles Cultural Heritage Commission, could determine the West Hall eligible for the California Register, the National Register, or as a local HCM. Such commission would also have to conclude that despite the fact that it is not 50 years old, the property is of exceptional importance. If these determinations were to be made, demolition of the West Hall would be considered a significant adverse impact.

**Finding**: On the basis of the Initial Study completed in March, 2010, the Draft and Final EIRs, and a Historical Resources Assessment prepared for the Project site in November 2011, the City has concluded that no existing buildings at the Project site appear eligible for inclusion in the National Register, California Register, or as a local Historic-Cultural Monument ("HCM") under any criteria. However, it remains possible that a commission with jurisdiction, such as the California State Historical Resources Commission or the Los Angeles Cultural Heritage Commission, could determine the West Hall eligible for the California Register, the National Register or as a local HCM.

Thus, although implementation of Mitigation Measure I.1-1 would reduce the severity of any potential impact, the City conservatively finds that demolition of the West Hall would cause a significant and unavoidable project related and cumulative impact.

### n. Cultural Resources – Archaeological and Paleontological Resources

#### *i. Project and Cumulative – Archeological Resources*

**Facts:** Since the entire Project site has been previously disturbed by past development projects that included extensive earth-moving and the construction of large buildings with deep foundations and subterranean parking structures, it is likely that any archaeological resources that may have been present at one time have been eliminated. No prehistoric archaeological sites or isolated cultural resources were identified on-site during recent field surveys or archaeological literature research. No Native American remains or sacred sites were identified on-site during a search of the Native American Heritage Commission's Sacred Lands File. Significant impacts to previously undiscovered and unrecorded archaeological sites, therefore, are not anticipated during the Proposed Project's earth-moving phases.

There is a possibility that some archaeological resources, including items of importance to Native Americans, could be present in the western and northern subsurfaces of the Project site, where past construction has not involved deep excavations. Potentially adverse impacts to archaeological resources in those areas would be avoided, however, through implementation of routine construction monitoring and reporting procedures, as set forth in Mitigation Measures I.2-1 and I.2-1a thru I.2-5.

With regard to potential cumulative impacts, under the City of Los Angeles' standard development project review process, which includes evaluation of potential effects on archaeological resources for projects subject to CEQA, other pending development projects would be subject to review for the possible presence of archaeological resources and would also be subject to construction monitoring, where appropriate.

**Finding**: In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures I.2-1 and I.2-1a through I.2-5 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to impacts to archeological resources. Thus, with implementation of these mitigation measures project and cumulative impacts associated with archeological resources would be reduced to a level of less than significant.

*ii. Project and Cumulative – Paleontological Resources*

**Facts:** The Project site does not contain any observed geologic features and it has not been identified as having the potential to yield vertebrate paleontological resources. Yet, as with much of the region, the Project area consists of surface sediments with unknown fossil potential. The Project site is developed with highly urbanized uses and the soils underlying the site have been disturbed; however, the Project would likely require more extensive excavation and grading than previous construction activities at the site. With implementation of Mitigation Measure Paleo-1, potential impacts would be mitigated to a less than significant level.

**Finding**: In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measure Paleo-1 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to project and cumulative impacts to paleontological resources. Thus, with implementation of this mitigation measure project and cumulative impacts associated with paleontological resources would be reduced to a level of less than significant.

**o. Land Use/Planning**

*i. Regulatory Consistency (Project)*

**Facts**: Development of the Project site is guided by several adopted land use plans and policies. Applicable regional land use plans include: the Southern California Association of Governments' ("SCAG") Compass Blueprint Growth Vision (2004) and Regional Transportation Plan (2008); the South Coast Air Quality Management District's ("SCAQMD") Air Quality Management Plan (2007); and the Metropolitan Transportation Authority of Los Angeles County's ("Metro") Congestion Management Plan (2009).

The City of Los Angeles land use plans, policies, and codes applicable to the Project include: the General Plan Framework Element ("Framework Element") including the 2010 Bicycle Plan; the Central City Community Plan (Community Plan); the Downtown Design Guidelines and Street Standards ("Downtown Design Guide"); the Downtown Strategic Plan; the Figueroa Corridor Economic Development Strategy; the Walkability Checklist Guidance for Entitlement Review ("Walkability Checklist"); the Figueroa Streetscape Project (proposed); the Citywide

Design Guidelines; and the Los Angeles Municipal Code ("LAMC"), including Chapter 1, Planning and Zoning Code ("Zoning Code").

The Project would advance the key policy initiatives set forth in land use plans addressing regional, Citywide, Community Plan area, and Downtown conditions. With respect to regional plans, the Project would be consistent with and support the policies of SCAG's Compass Blueprint Growth Vision and SCAG's Regional Transportation Plan goals, including the employment and population goals. Development of the Project would generate substantial employment at the Project site, including full- and part-time employees associated with events, office space, retail uses, restaurants, maintenance, and other full-time jobs at the Event Center and Convention Center. The Project would create an estimated 12,000 temporary full-time jobs during construction and approximately 4,123 permanent daily jobs (1,866 FTE jobs) during operations.

With respect to the City's Framework Element, proposed development would provide uses that specifically complement existing sports, entertainment, and convention uses at the Convention Center, STAPLES Center, and L.A. LIVE. The Proposed Project would also encourage sustainable growth in a higher-intensity commercial/mixed-use district in proximity to existing transportation corridors and transit stations.

The Project would also be consistent with the 2010 Bicycle Plan in that it would: allow for the integration of Downtown bikeways with the existing Downtown Street Standards; provide 250 new bicycle parking spaces in the on-site parking garages; and support the proposed Bike Station (to be implemented by the City with allocated funding in the vicinity of or on the Project site).

The Project would also be consistent with relevant goals, objectives, and policies in the Central City Community Plan, as it would introduce new visitor-serving uses and pedestrian-oriented amenities, support tourism, generate nighttime activity and create a safe, clean, attractive, and lively environment in the Convention Center/Arena area. The proposed uses would be consistent with the Project site's current Public Facilities land use designation, which would remain unchanged. However, a General Plan Amendment would be sought to: (a) change the Commercial land use designation to Public Facilities to provide for a single consistent designation across the Project site; and (b) revise the land use legend within the City's General Plan Land Use Map for the Central City Community Plan area such that the zones listed as corresponding to the Public Facilities designation would include the CECSP ("Convention and Event Center Specific Plan") Zone.

The Project would also meet many of the standards and guidelines in the Downtown Design Guide regarding walkability, the design of buildings and streetscapes, transit-oriented developments (TODs), and the Sustainable Design guidelines. The proposed New Hall would be designed to achieve LEED® Gold Certification, while the Event Center would be designed to achieve a minimum of LEED® Certification. In addition, in accordance with SB 292, the Project must achieve and maintain carbon neutrality by reducing to zero the net emissions of greenhouse gases from private automobile trips to the Event Center.

The Proposed Project includes a request to amend the LASED Specific Plan to remove the land use restriction with regard to the Convention Center Expansion Parcel (Development Site 1a in the LASED's Specific Plan Olympic West Subarea) upon completion of the New Hall. The purpose of the restriction was to establish a specific and limited time frame that the site would be reserved for potential Convention Center expansion purposes. The proposed New Hall obviates the need for, and achieves the objective expressed in, the use restriction. As a result, no land use impacts would occur as a result of implementing the proposed LASED Specific Plan amendment. Further, the impacts of the use of the Convention Center Expansion Parcel for

other uses permitted under the LASED Specific Plan was fully analyzed in the LASED EIR, and thus changing the timing for when those uses can occur on the parcel does not affect any of the analyses set forth in the LASED EIR.

The proposed signage would add to the event- and entertainment-oriented aspect of the Project site and complement the existing sign districts in the adjacent LASED area, including L.A. LIVE. The signage program would be implemented via the Proposed Specific Plan or a Sign District ("SD"). Project signage would be consistent with the provisions of the Downtown Design Guide, with the exception that animated signs would not be prohibited, as this type of signage is considered critical to the event- and entertainment-oriented nature of the proposed uses.

As it relates to LAMC zoning requirements, a Zone Change for the entire Project site from PF and C2 to CECSP would be sought, and the new zoning requirements would be established by the proposed Convention and Event Center Specific Plan. Operation of the Convention Center, the new Event Center, and the existing STAPLES Center would be consistent with the proposed CECSP Zone, and the existing Conditional Use Permits (CUPs) for the Convention Center and STAPLES Center would be no longer needed.

**Finding**: The City finds based on substantial evidence that project impacts to land use (regulatory consistency) would be less than significant.

*i. Regulatory Consistency (Cumulative)*

**Facts**: As with the Project, future development projects would be reviewed by the City for consistency with relevant land use plans and regulations and would incorporate mitigation measures necessary to reduce potential land use impacts. Therefore, such future projects are not expected to fundamentally alter the existing land use relationships in the community. Rather, the concentration of the known development in the area would be expected to promote a more cohesive, compatible and active urban environment. Thus, as the Project would generally be consistent with applicable land use plans, policies, and regulations, the Project would not incrementally contribute to significant cumulative land use inconsistencies.

**Finding**: The City finds based on substantial evidence that cumulative impacts to land use (regulatory consistency) would be less than significant.

*ii. Land Use Compatibility (Project)*

**Facts**: The Project site, which encompasses the existing Convention Center and STAPLES Center, is located in a highly developed urban area of Downtown that is characterized by a mix of convention, sports and entertainment, hotel, office, residential, and parking uses within a predominantly medium to high-rise setting. Substantial development within and adjacent to the Project site, including STAPLES Center and L.A. LIVE, has occurred in recent years and transformed the Project area into a sports and entertainment center, complemented by newer residential development in the adjacent South Park area to the east. The nearest single-family residences are mixed with multi-family uses within the Pico-Union and Westlake communities west of the SR-110 Harbor Freeway.

The Proposed Project represents infill development on land owned by the City that's designated for Public Facilities, such as the uses proposed. The Project would develop a mix of convention, sports and entertainment, and office uses that would be similar in nature to existing sports, entertainment, and event uses within and adjacent to the Project site. The Project would also build upon the recent trend to enhance the area as an event and entertainment destination, thus further revitalizing the Convention Center area and Downtown as a whole, for both visitors and the general population.

The Project would increase the height, density and mass of on-site structures as compared to existing conditions on the Project site. However, such increases in building height, density and mass would not be atypical in the area given the relatively recent (and planned future) development of dense entertainment and high-rise uses at the adjacent L.A. LIVE, and numerous mid-rise hotel and residential lofts to the east. Additionally, given the presence of numerous mid- to high-rise buildings in the immediate vicinity, including the JW Marriott, the Ritz-Carlton, and the Ritz-Carlton Residences at L.A. LIVE (referred to herein as the "Marriott/Ritz tower"), and other large-scale buildings such as STAPLES Center and various Convention Center exhibition halls, the Project would not be considered out-of-scale or incompatible in relation to any of the surrounding land uses.

Any new restaurant and retail uses (e.g., a team store) to be included within the Event Center would be secondary to and supportive of scheduled events, and therefore, would only be open during events. Such uses would primarily serve event attendees and would not be expected to compete substantially with traditional restaurant and retail uses in the area, nor would such uses be incompatible with existing surrounding uses.

The proposed uses would be similar to and compatible with the existing uses that occur on the Project site and in the surrounding area, and the existing relationships between on- and off-site land uses would generally be maintained. The Project would not substantially and adversely change the existing land use relationships between the Project site and existing off-site uses or disrupt, divide, or isolate existing neighborhoods or communities.

**Finding**: The City finds based on substantial evidence that project-specific impacts to land use compatibility would be less than significant.

*iii. Land Use Compatibility (Cumulative)*

**Facts:** There are three related projects located adjacent to the Project site (Related Project Nos. 27, 60, and 91 located across Figueroa Street as identified in the Draft EIR) and several more within a few blocks' radius, which are in close enough proximity to contribute to cumulative land use impacts by potentially altering existing land use relationships in the immediate Project area. Many of these related projects consist of infill development, and in general, would reinforce existing and emerging land use patterns in the area rather than introduce new land uses to the Project area. Therefore, the existing land use relationships within the area would not be expected to change, and existing neighborhoods or communities would not be disrupted, divided or isolated.

**Finding:** The City finds based on substantial evidence that cumulative impacts to land use compatibility would be less than significant.

*iv. Urban Decay – Disinvestment in Competitive Facilities*

**Facts**: MR&E prepared a study of the potential urban decay impacts that could be caused by the Project (the "MR&E Study"). The MR&E Study and DEIR assessed the Project's potential for displacement of competing facilities based on: (1) mass public events anticipated to use the Project's proposed 72,000 seat Event Center ("Spectator Events") and (2) events that would primarily use the upgraded Convention Center facilities developed as part of the Project including but not limited to, trade shows, consumer shows, conventions, etc.("Public Assemblies").

Based on the characteristics of the Spectator Events and Public Assembly locations within the region, recent and ongoing investments in these facilities, and the lack of associated potential

for the Project to result in displacement at these facilities, operation of the Project would not result in the closure of or disinvestment in competing facilities which may, in turn, result in conditions leading to their abandonment or decay. For spectator events, the only foreseeable areas of direct competition between the Project and existing facilities in the region would be limited to international soccer events, and to a lesser degree, concerts and high school football games. However, as a whole, the potential loss of these types of events would not be sufficient to lead to significant capital disinvestment in competing facilities.

With regard to the displacement potential associated with Public Assemblies, there would likely be some overlap in the regional market between the Los Angeles Convention Center and other free-standing public assembly facilities over 100,000 square feet. However, the capacities of the Project would not fundamentally alter the market dynamics for public assembly events in Los Angeles County.

**Finding:** The City finds based on substantial evidence that the Project would not cause significant impacts by resulting in the closure of, or dis-investment in, competing facilities which may, in turn, result in conditions that lead to urban decay.

*v. Effects on Pico Union Community*

**Facts**: Since the opening of STAPLES Center in 1999, there is little evidence of widespread gentrification in the Pico-Union area. Moreover, as a result of certain initiatives arising from the STAPLES Center and Los Angeles Sports and Entertainment District Specific Plan, a number of stabilizing community benefits programs and projects have been implemented. Such beneficial programs/projects include: job training and local hiring; affordable housing; open space improvements; day care facilities and after school programs; and improvements to the Salvation Army Red Shield Center. L.A. LIVE, open since 2008, has also offered a variety of dining and entertainment facilities that have been enjoyed by nearby residents, including the new 14-screen Regal Cinema complex.

The combination of local jobs, numerous housing and open space projects, new and upgraded community facilities, and local youth programs all stimulated by the development of STAPLES Center and L.A. LIVE, have resulted in positive impacts in many areas of Pico-Union and have contributed to further stability in other Project adjacent neighborhoods. By being an economic anchor tenant for the community, STAPLES Center activities have contributed to growth in the local economy through direct employment of area residents as well as providing business opportunities for a wide variety of local enterprises. Similar local hiring initiatives and employment opportunities as well as continued and expanded community enhancement programs are anticipated to be implemented by the Proposed Project.

With respect to housing costs, an analysis prepared by MR&E entitled “Pico-Union Market Impacts” analyzed seven comparable markets. This analysis did not provide consistent evidence of a sustained increase in housing costs in communities adjacent to new NFL stadiums, either in terms of absolute increases in costs or relative position compared to state and metro area markets. The stadium-adjacent communities on average experienced a 5 percent increase in community housing values compared to housing values in their greater metro area. However, given this sample size and the diversity of factors affecting housing costs, this percentage increase is not considered conclusive, as some of the surveyed communities experienced a reduction in value, and the case studies overall are decidedly mixed in their outcome in terms of effects on housing costs. As such, it is concluded that there is insufficient evidence to support the conclusion that the development of the Event Center in the neighborhood adjacent to Pico-Union would bring about large-scale increases in housing costs that would have the effect of undermining housing affordability in the community

In addition, the operation of STAPLES Center since its opening in 1999 further suggests that the presence of event space and public assembly facilities does not in and of itself lead to gentrification. Since the opening of STAPLES in 1999 to the present, housing prices in Pico-Union have generally varied with Los Angeles County prices, and in general the presence of STAPLES Center has not led to a transformation in the available housing stock in the community.

**Finding**: The City finds that there is no substantial evidence in the administrative record to conclude that development of the Project would result in adverse impacts to the Pico-Union community.

*vi. Secondary Retail Urban Decay Impacts in the Pico Union Community*

**Facts**: Some residents in the Pico-Union community have expressed concern that new spending by visitors and the additional economic activity generated by the Proposed Project would distort the local retail market in such a manner that demand for sports apparel and related items would overwhelm community serving retail.

Pico-Union has a retail mix oriented toward serving the local community. With the exception of some notable region-serving retailers such as La Curacao, the retail outlets in Pico-Union are primarily geared toward meeting the day-to-day needs of the neighborhood's residents. At present, there are 340 retail stores reported within Pico-Union. The largest single category of retail stores are food and beverage outlets, which account for 64 outlets, or approximately 19 percent of all retail outlets in the community. Other notable categories include clothing and clothing accessory stores, as well as miscellaneous retail stores. The retail sector accounts for approximately 22 percent of all business establishments within Pico-Union. The sporting goods subsector includes 18 stores, accounting for 5.3 percent of the total mix of retail businesses within the community and 1.2 percent of the total mix of all businesses in the community. This results in a ratio of 2,503 residents per sporting goods store.

The experience of STAPLES Center is indicative of the narrow sphere of influence that a sports venue is anticipated to have on the local retail market. Over the 12 years of the arena's operation, the retail mix in Pico-Union has not been dramatically altered to meet the demands of STAPLES Center patrons. As discussed in Appendix H, since the 2000 economic census, one year after the opening of STAPLES Center, there has been a 2.39 percent increase in share of sporting goods stores that make up the total retail mix in the two ZIP Codes that overlap with Pico-Union (90005 and 90015).

The analysis of comparable NFL communities suggests that there is likely to be a nominal increase in demand for sporting goods and related memorabilia within 1 mile of the Event Center. It is likely that the 18 existing sporting goods outlets located within the Pico-Union area would reorient more of their offerings to meet the demand of patrons drawn to the area by the presence of spectator events at the Event Center. The increased demand also could support between two and four additional sporting good outlets, an increase of approximately 0.6 percent to 1.7 percent of the total mix of retail businesses in the Pico-Union area. This increase in demand for sporting goods and related items does not represent a level of change that can be anticipated to significantly alter the community serving nature of retail outlets in Pico-Union as a whole.

**Finding:** The City finds that there is no substantial evidence in the administrative record to conclude that the Project would result in changes to the retail market that would directly or indirectly result in an adverse change to the environment.

**p. Noise**

*i. Construction Noise (Project)*

**Facts**: To determine the overall noise impacts from Proposed Project construction, an evaluation of the potential composite noise level increase due to the Proposed Project construction was conducted. The analysis demonstrated that the highest on-site construction noise would occur during the foundation phase for the Bond Street Garage, the New Hall and the Event Center construction and during the concrete/steel/precast framing phase for the L.A. Live Way Garage construction.

As discussed in Section IV.E, Noise, of the Draft EIR, compliance with the recommended mitigation measures would reduce construction noise levels to the extent feasible. However, daytime construction noise impacts would remain significant at Receptor R1 (Ritz Carlton/Marriott Hotels at L.A. LIVE) due to the proximity of this receptor to the Event Center construction site. The temporary construction noise barrier (Mitigation Measure E-1) would effectively reduce construction noise impacts at the ground level. However, it would not be technically feasible to construct a noise barrier that would effectively reduce the construction-related noise to the upper floors of the Ritz Carlton/Marriott Hotel. It is forecasted that noise generated during the composite construction phase, (i.e., noise from all construction sources during the foundation phase for the Bond Street Garage, the New Hall and the Event Center construction and during the concrete/steel/precast/framing phase for the L.A. Live Way Garage), would also be significant during the daytime construction period. In addition, nighttime construction impacts would be significant under composite construction conditions at multiple receptors located west of SR-110 freeway, limited locations south of the Project site, and one location north of the Project site. Although the mitigation measures would reduce these impacts, they would not be reduced to a less than significant level. These impacts are significant and unavoidable as nighttime construction cannot be avoided in order to complete the Project within the timeframe identified in the DEIR Project Objectives.

**Finding:** The City finds that although incorporation of Mitigation Measure E-1 through E-6, would reduce the severity of project construction related noise, impacts would remain significant and unavoidable.

*ii. Construction (Cumulative)*

**Facts:** If the related projects identified in the DEIR were to occur concurrently with the Project's construction, cumulative construction noise impacts could be significant. Specifically, noise from construction activities for two projects within 1,000 feet of each other could contribute to a cumulative noise impact for receptors located between the two construction sites or near the construction sites if the construction sites are close together. While the majority of the related projects are located farther than 1,000 feet from the Project site, four related projects (Related Project Nos. 27, 60, 64, and 91) are within 1,000 feet of the Proposed Project construction areas. Concurrent construction activities from the nearby related projects would generate noise at each site and cumulative construction noise could exceed ambient noise levels at the nearest noise sensitive uses between the Proposed Project and the related project sites.

However, as with the Project, construction-related noise levels from the related projects would be intermittent and temporary. Additionally, noise associated with cumulative construction activities would be reduced through proposed mitigation measures for each individual related project and through compliance with locally adopted and enforced noise ordinances. Nonetheless, if construction of the nearest related projects were to occur concurrently with the Proposed Project's construction, the Proposed Project's contribution to cumulative construction related noise impacts could be considerable and would thus represent a significant cumulative impact.

In addition to on-site construction activities, noise from off-site construction haul/deliver trucks could contribute to the cumulative noise impacts. However, it is anticipated that due to the size and locations of the related projects, construction management plans would be prepared and submitted to LADOT for approval. Notwithstanding, if construction trucks from the related projects were to travel on the same routes and within the same hours as the Proposed Project, the Proposed Project's contribution to cumulative off-site construction related truck traffic noise impacts could be considerable and would thus represent a significant cumulative impact.

**Finding:** The City finds that although incorporation of Mitigation Measure E-1 through E-6, would reduce the severity of cumulative construction related noise, impacts would remain significant and unavoidable.

*iii. Construction (Groundborne Vibration) – Project and Cumulative*

**Facts**: Construction activities that would occur within the Project site, particularly during demolition, grading, excavation, and foundation would also have the potential to generate ground-borne vibration. The estimated ground-borne vibration levels at the nearest off-site building structure (Nokia Theatre), approximately 100 feet from the nearest on-site construction equipment, would be approximately 0.0004 inch per second (PPV) (due to small bulldozer) to 0.0805 inch per second (PPV) (due to vibratory roller). In addition to the on-site construction equipment, the construction trucks (loaded haul trucks) along the Project haul routes would generate vibration levels up to 0.076 inch per second (PPV) at the nearby building structures (25 feet from the haul trucks travel pathways). As each of the estimated vibration levels at the nearest off-site building structure is below the 0.12 inch per second (PPV) significance threshold (which represents the most stringent criteria), vibration impacts (with respect to building damage) associated with construction equipment would be less than significant. Implementation of Mitigation Measures E-5 and E-6 which restrict the use of pile drivers within 320 feet and vibrator rollers within 50 feet would further reduce impacts to a level of less than significant.

Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity to the construction site (i.e., less than 25 feet). The nearest related project is approximately 100 feet away from the Project site. Therefore, due to the rapid attenuation characteristics of ground-borne vibration, there is no potential for a cumulative construction impact with respect to building damages from the ground-borne vibration. However, ground-borne vibration from heavy construction equipment, such as impact pile drivers and vibratory rollers, could impact nearby vibration-sensitive uses (i.e., residential uses or the Nokia Theater), if used within 320 feet of this vibration sensitive use. Although there could be construction equipment operating at a related Project site and the Project site (assuming concurrent construction), the vibration levels from each piece of construction equipment would likely not be additive (in terms of the maximum levels), due to the rapid rate that vibration levels attenuate and the likelihood of multiple pieces of equipment impacting the ground surface with the same vibration characteristics (i.e., frequency and amplitude) and at the same time is low, if not improbable.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures E-5 and E-6, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to construction related groundborne vibration impacts. Thus, with implementation of these mitigation measures construction related groundborne vibration impacts would be reduced to a level of less than significant.

*iv. Operational Noise (Project)*

**Facts**: Because there are no feasible mitigation measures to reduce the crowd cheering noise to a less than significant level, noise impacts associated with crowd noise at Event Center events would be significant and unavoidable at some of the sensitive receptors, including residential uses. In addition, there are no feasible mitigation measures to reduce crowd noise within the public plazas to a less than significant level at some of the sensitive receptors, including residential uses. Therefore, noise impacts associated with outdoor plaza operations would be significant and unavoidable.

Noise from firework display shows and noise from the parking garage would also be significant at some of the sensitive receptors and unavoidable. Furthermore, there are no feasible mitigation measures to reduce the off-site traffic, public transit, and media helicopter noise to a less than significant level.

An evaluation of composite noise levels, including all Project-related noise sources plus the existing ambient level, was conducted to assess the overall potential Project-related noise level increase that may occur at studied noise-sensitive receptor locations during Project operations. Specifically, during a typical event day without a fireworks show, the Proposed Project's composite noise impacts would be below the significance threshold at all off-site noise-sensitive receptors, except for receptors R1, R2, R3, R13, and R23. The increase in ambient noise levels at receptor R23 would be below the significance threshold, which would not result in a significant impact. However, the increase in ambient noise levels at receptors R1, R2, R3, and R13 would be above the significance threshold. Therefore, the composite noise level impacts due to the Project would be significant at four receptor locations for typical event days without a fireworks show.

In addition, the Proposed Project's composite noise impacts during a typical event day with a fireworks show would exceed the significance threshold at receptors R1 through R9, R11, R13, R14, R16, R17, and R19 through R26. Therefore, the composite operation noise levels would result in potentially significant impacts at these locations.

**Finding:** The City finds that Project related operational noise impacts would remain significant and unavoidable and that no feasible mitigation measures exist that would substantially reduce the severity of such impacts.

*v. Operational Noise (Cumulative)*

**Facts:** Once developed, the Project along with overall development in the surrounding area would generate noise that would contribute to cumulative noise from a number of community noise sources, including vehicle travel and mechanical equipment (e.g., heating, ventilating, and air-conditioning systems). Noise levels from stationary sources, such as outdoor air-conditioning equipment, would be less than significant at the property line for each related project due to the City's exterior noise limits. However, noise from the Project's on-site stationary-sources (i.e., Event Center operations including crowds, use of sound systems, parking garage operations, and use of outdoor plazas) combined with on-site stationary noise sources from Related Project Nos. 60 and 91 (located within 500 feet of the Project site) would potentially result in significant impacts at nearby noise-sensitive receptors.

The Project and other related development in the area would also produce traffic volumes (off-site mobile sources) that would generate roadway noise. Cumulative noise impacts due to off-site traffic were analyzed by comparing the projected increase in traffic noise levels from "existing" conditions to "future cumulative" conditions to the applicable significance criteria. Future cumulative conditions include traffic volumes from future ambient growth, and related development projects, with and without the Project.

The calculated traffic noise levels under "existing" and "future cumulative conditions for the Sunday, Saturday, and Weekday scenarios are presented in the DEIR. Additional scenarios are presented in Appendix L, (e.g., Project with Convention Center Dark and Project events concurrent with Coliseum and Dodger Stadium events). As indicated in this table, significant cumulative noise impacts would occur at 11 analyzed roadway segments for the Sunday scenario, with a maximum increase of 9.9 dBA along 18th Street (west of Grand Avenue). For the Saturday scenario, significant cumulative noise impacts would occur at eight (8) roadway segments, with a maximum increase of up to 8.5 dBA along 11th Street (west of Grand Avenue). In addition during the Weekday scenario, significant cumulative noise impacts would occur at 12 roadway segments, with a maximum increase of 8.8 dBA along Grand Avenue (between 17th Street and Washington Avenue). Therefore, cumulative traffic from the Project and the related projects would result in significant cumulative noise impacts.

**Finding:** The City finds that cumulative operational noise impacts would remain significant and unavoidable and that no feasible mitigation measures exist that would substantially reduce the severity of such impacts.

**q. Transportation/Traffic**

*i. Construction*

**Facts:** The Proposed Project would result in impacts from construction on the transportation system which would be temporary and short-term, and would cause some temporary and intermittent reductions in street and intersection capacity on roadways adjacent to the Project site. As increases in delays and travel times would be noticeable to drivers, traffic impacts would be potentially short-term and temporary significant impacts.

Mitigation Measure B1.-30 requires the Project to prepare a Construction Traffic and Parking Management Plans for all phase of construction activity at the Project site which will include specific provisions for truck routes and staging, roadway lane closures, maintenance of transit service, and maintenance of access/egress for all modes to buildings on the Project site and at L.A. LIVE. While development and implementation of a detailed and comprehensive Construction Traffic Control Plan would reduce such impacts, it is conservatively concluded that temporary impacts due to truck traffic, construction worker traffic, and some roadway lane closures would at times remain significant and unavoidable.

**Finding:** Although Mitigation Measures B.1-30 and B.-31 will reduce the severity of construction transportation/traffic impacts, it will not reduce the impacts to less than significant levels. Despite incorporation of this mitigation, construction transportation/traffic impacts will remain significant and unavoidable.

*ii. Operational Impacts*

*a. Traffic Mitigation Methodology*

**Facts:** The overall mitigation program is a comprehensive multi-modal program that includes the following categories of measures: (1) encouraging transit use, (2) trip reduction measures, (3) traffic management measures, (4) reduction in cut-through traffic in Pico-Union neighborhood, and (5) street intersection improvements (including temporary reversible lanes and physical improvements). The severity of the remaining significant and unavoidable impacts would be further reduced by implementation of the Transportation Management Plan. Additional traffic management measures to be incorporated in the TMP will include the use of portable surface street changeable message signs ("CMS"), installation of permanent surface street CMS, and installation of fixed signage. Implementation of additional trip reduction and greater

use of transit measures to be implemented as part of the SB 292 program would also further reduce the severity of the remaining significant and unavoidable impacts.

The feasibility of specific intersection improvements was investigated for the intersection locations where the Project would cause significant traffic impacts. This evaluation, which was conducted in conjunction with LADOT staff, looked at the feasibility of re-striping traffic lanes and/or adding traffic lanes to modify intersection lane configurations, roadway widenings, and potential changes to signal timing and phasing. In conjunction with LADOT, it was determined that in general the following types of intersection improvements were not feasible:

- Roadway widenings were not a feasible measure due to the lack of available right-of-way because of existing buildings or improvements or lack of control over adjacent right-of-way;

- Roadway lane re-striping was not a feasible measure at a majority of the impacted intersections as it would result in inadequate lane widths, reduce sidewalk widths (which would degrade the pedestrian environment and could cause secondary impacts), or require the removal of on-street parking (which would also cause secondary impacts to the adjacent land uses); and,

- Signal timing/phasing changes were not feasible as they would worsen rather than improve intersection operations or potentially cause other problems and/or impacts elsewhere.

The Proposed Project is located in the central Los Angeles area, where the street system is essentially fully built out and is already often striped for the maximum capacity and operational effectiveness within the available right-of-way. In most cases, street widenings are not feasible due to the following: sufficient right-of-way is not available and right-of-way acquisition is not possible; the street widening might cause secondary impacts by displacing on-street parking; or because it is not practical or desirable to reduce sidewalk widths due to secondary impacts that could occur to pedestrian flows through a degraded pedestrian environment. Therefore, even where roadway mitigations may physically be possible, they may be considered detrimental in the overall context of multi-modal transportation and circulation and are thus considered infeasible in many locations.

The potential benefits and effectiveness of temporary reversible lanes on key arterial roadways during pre-event and/or post-event hours was evaluated as a traffic management measure. This evaluation indicated that reversible lanes were either not needed, were not an effective solution, or were not feasible. For example, on east-west arterials west of the Project site, reversible lanes could theoretically be beneficial during the pre-event hour for a weekday evening event. However, as eastbound and westbound traffic volumes are very similar at that time, the roadway capacity in the “reverse” direction is not available. Reversible lanes were therefore not included in the mitigation program.

Significant and unavoidable impacts after implementation of the proposed mitigation measures would occur irregularly associated only with events at the Event Center, as opposed to occurring on a daily basis. Transportation mitigations are thus more appropriately focused on operational measures that would address the short-term and temporary nature during events, rather than on physical infrastructure improvements that would not be necessary for mitigation for most of the time, and which might through roadway capacity increases encourage further auto use thereby undermining policies designed to increase transit use. These measures will not reduce vehicle trips, but will instead improve traffic flows in and around the Event Center and may therefore partially mitigate traffic impacts. As their precise effect cannot be accurately

quantified, the traffic analysis conservatively took no trip credits or reductions in intersection volume to capacity ratios for these measures.

**Finding**: The City finds based on substantial evidence that the transportation impact methodology is credible, reliable, and based on expert analysis that addresses the unique operational characteristics of Project traffic trip generation. Mitigations for the Project are, therefore, more appropriately focused on operational measures that address the unique short term and temporary nature of event related traffic, rather than physical improvements which encourage increased auto use and undermine policies designed to promote transit.

*b. Intersection Impacts*

**Facts:** The transportation analysis focused on the three event scenarios that represent the highest likely combination of event attendance and background traffic on the road system. These are: (1) Sunday Daytime Event: NFL Game—1:00–4:30 P.M.; (2) Saturday Daytime Event: NFL Game or Other Event—1:00–4:30 P.M.; and (3) Weekday Evening Event: NFL Game—5:30–9:00 P.M. Other events scenarios would either draw lower attendances or occur at times when background traffic levels are lower than those identified above. The analysis of these event scenarios focused on the immediate pre-event hour and post-event hour, representing the hours of maximum traffic flows to and from events. The transportation analysis therefore addressed the following time periods:

- Sunday Day Pre-Event Hour (12:00–1:00 P.M.)
- Sunday Day Post-Event Hour (4:30–5:30 P.M.)
- Saturday Day Pre-Event Hour (12:00–1:00 P.M.)
- Saturday Day Post-Event Hour (4:30–5:30 P.M.)
- Weekday Evening Pre-Event Hour (4:30–5:30 P.M.)
- Weekday Evening Post-Event Hour (9:00–10:00 P.M.)

The transportation analysis addressed 177 street intersections. The Proposed Project would result in significant traffic impacts at 11 intersections in the Sunday Day Pre-Event Hour, at 18 intersections in the Sunday Day Post Event Hour, at 31 intersections in the Saturday Day Pre-Event Hour, at 36 intersections in the Saturday Day Post-Event Hour, at 77 intersections in the Weekday Evening Pre-Event Hour and at 9 intersections in the Weekday Evening Post-Event Hour.

Physical intersection improvements are not feasible at the majority of locations because of the developed and highly urbanized nature of the area. However, the intersection mitigation measures for the Proposed Project include improvements at 11 intersections, as well as improvements to the City's traffic signal control system including upgrades to traffic signal controllers at 73 intersections and installation of nine new closed circuit television (CCTV) cameras. The mitigation program would reduce the number of significantly impacted intersections from 11 to 4 during the Sunday Day Pre-Event Hour, and would partially mitigate a further 3 intersections. It would increase the number of significantly impacted intersections from 18 to 20 during the Sunday Day Post-Event Hour (increase due to temporary street closures), and would partially mitigate a further 9 intersections. It would reduce the number of significantly impacted intersections from 31 to 28 during the Saturday Day Pre-Event Hour, and would partially mitigate a further 24 intersections. It would increase the number of significantly impacted intersections from 36 to 42 during the Saturday Day Post-Event Hour (increase due to temporary street closures), and would partially mitigate a further 12 intersections. It would reduce the number of significantly impacted intersections from 77 to 72 during the Weekday Evening Pre-Event Hour, and would partially mitigate a further 41 intersections. It would

decrease the number of significantly impacted intersections from 9 to 6 during the Weekday Evening Post-Event Hour, and would partially mitigate a further four intersections.

Impacts would not occur on a daily or regular basis and would occur irregularly associated only with major events at the Event Center. The number of impacts would also be reduced with implementation of additional trip reduction and greater use of the transit measures as well as with implementation of the Transportation Management Plan (TMP) and SB 292. Although for purposes of conservative analysis no credit was taken for such measures in determining the significance of the impacts.

Even with incorporation of Mitigation Measures B.1-1 through B.1- 21B the following significant and unavoidable impacts would remain: (i) 4 intersections in the Sunday Day Pre-Event Hour (ii) 20 intersections in the Sunday Day Post-Event Hour, (iii) 28 intersections in the Saturday Day Pre-Event Hour, (iv) 42 intersections in the Saturday Day Post-Event Hour, (iv) 72 intersections in the Weekday Evening Pre-Event Hour, and (v) 6 intersections in the Weekday Evening Post-Event Hour. The intersection mitigations would be effective in eliminating or substantially reducing the number of intersections operating at LOS F before and after events.

**Finding:** Although Mitigation Measures B.1-1 through B.1-21B, B.1-29 and B.1-29a will reduce the severity of project and cumulative transportation/traffic intersection impacts, it will not reduce the impacts to less than significant levels. Despite incorporation of this mitigation, as well as increased transit use encouraged by the Project and SB 292 trip reduction requirements, project and cumulative operational transportation/traffic impacts will remain significant and unavoidable.

*i. Transit*

**Facts**: The Proposed Project would result in significant transit impacts (transit policy load factors being exceeded) for certain transit lines in the Sunday Day Pre-Event Hour, the Sunday Day Post-Event Hour, the Saturday Day Pre-Event Hour, the Saturday Day Post-Event Hour, and the Weekday Evening Post-Event Hour. There would be no significant transit impacts in the Weekday Evening Pre-Event Hour as sufficient transit capacity would exist at that time period. These impacts would be due largely to the fact that transit service currently operates at reduced schedules during weekends and the late evenings (the time of the majority of events). It was also concluded that only relatively modest increases in transit services would be necessary to reduce the impacts to a less than significant level. With the implementation of these increases by Metro, and after implementation of Mitigation Measure B.1-1, impacts on the transit system would be reduced to a less than significant impact and there would be no remaining unavoidable significant impacts. Additional Metro rail/bus service required to accommodate patron demand would be subject to MTA Board approval as part of MTA's annual operating budget.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measure B.1-1 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to transit impacts identified in the Final EIR. Thus, after incorporation of Mitigation Measure B.1-1 transit impacts would be less than significant. However, if Metro does not add the requisite number of additional rail cars to increase transit services, impacts would remain significant and unavoidable.

*ii. Project Access (Vehicular)*

**Facts**: Vehicular access for the Proposed Project would be very similar to that under existing conditions. Access to the South Hall and Venice parking garages at the Convention Center would remain as is. Access to the new L.A. Live Way Garage would be very similar to the

current access to the Cherry Street Garage which it would replace. The two driveways on L.A. Live Way would be in approximately the same locations as currently provided, although additional driveways would be provided on 12th Street and Pico Boulevard. Access to the new Bond Street Garage would be in the same locations as currently provided for at the surface lot in that location and as detailed in Section IV.B.7(b) of the DEIR. According to the *City of Los Angeles CEQA Thresholds Guide*, a project would have a significant access impact if the intersection(s) nearest the primary site access are projected to operate at LOS E or LOS F during the morning or afternoon peak hour under cumulative plus project conditions. The analysis of the Future With Project Conditions shows that intersections adjacent to these driveways would operate at better than LOS E conditions. With the Proposed Project design features and measures that will be included in the Transportation Management Plan, impacts related to driveway access would be less than significant.

Emergency vehicle access would be available at all times. While certain streets may be closed at certain times before, during, or after an event, these closures would not close the street to all vehicles, as local access and emergency vehicles would continue to be allowed to use those streets. The access of such vehicles would actually be facilitated by the proposed street closures and by the use of traffic control officers at key intersections. The Transportation Management Plan will address emergency vehicle provisions. Impacts of the Proposed Project on emergency vehicle access, is therefore, considered less than significant.

**Finding**: The City finds based on substantial evidence that the Project would create a less than significant impact with regard to vehicular access.

*iii. Project Access (Bus Transit)*

**Facts:** The Proposed Project would not be expected to relocate any bus stops permanently and therefore, would not have any potentially significant impacts on bus stop locations. However, there are a number of bus routes that run along streets in the immediate vicinity of the Proposed Project that could be affected by temporary street closures at certain times. Mitigation Measures discussed in Section IV.B.1.16 of the Draft EIR provide for temporary closures during the Post-Event Hour at major events at the Event Center on the following streets: Figueroa Street and Flower Street between Olympic Boulevard and Pico Boulevard; 11th and 12th Street between Figueroa Street and Hope Street; and Pico Boulevard westbound only between Flower Street and L.A. Live Way. The final decisions on bus operations would be made by Metro and incorporated into the Transportation Management Plan. This would include provisions for notifying passengers of possible diversions and temporary bus stops for diverted routes. Alternate routes exist within close proximity to streets that could be closed during Post-Event Hours, and they would be necessary only for approximately up to one hour after major events. Such alternate routes would offer the potential to minimize bus-pedestrian conflicts during those hours. Measures to accommodate temporary route diversions would be included in the Transportation Management Plan.

**Finding**: The City finds based on substantial evidence that the Project would create a less than significant impact with regard to bus transit access.

*iv. Project Access (Rail Transit)*

**Facts:** The existing Pico Station, between 12th Street and Pico Boulevard, has one platform, which is accessed only from the sidewalk on the east side of Flower Street. The side platform access/egress points have limited capacities because of the narrow sidewalk (only 10-feet wide) and narrow entrances to the station platform. Access to the east sidewalk is from 12th Street and from Pico Boulevard.

The light rail tracks, which would serve both the Blue Line and the Exposition Line, run at-grade at 12th Street and to the south. Event attendees using the rail transit system at the Pico Station would need to cross the light rail tracks at the Pico Station to access/egress the station platform. Because of the design of the station, they would need to cross both tracks, once to get to the east sidewalk of Flower Street, and then to cross the northbound track again to access the platform. Some of the pedestrians that park east of Flower Street would also need to cross the tracks to walk to/from the parking areas to the Project site. This would occur at 12th Street and at Pico Boulevard.

The implementation of a pedestrian bridge(s) across Flower Street and the rail tracks was investigated and found to be infeasible as there is very limited room in the public right-of-way for the placement of a pedestrian bridge as well as the up/down stairs without severely reducing the sidewalk width and significantly impacting sidewalk pedestrian flows. Sidewalk widenings are not feasible as right-of-way is not available. Because of these physical constraints, any pedestrian bridge would have a much lower pedestrian capacity than the surface street routes, and thus would have limited benefit. Also, there would be no guarantee that pedestrians would use pedestrian bridges, as it is often more convenient for pedestrians to stay at-grade than use a pedestrian bridge and many pedestrians may simply continue to walk at-grade. It was therefore concluded that pedestrian bridge solutions were infeasible at this location.

Consequently, there could be conflicts between pedestrians, vehicles, and light rail trains at the Flower Street & 12th Street intersection, and at the Flower Street & Pico Boulevard intersection that could potentially cause significant pedestrian impacts. However, at-grade access/egress is not uncommon on the at-grade light rail system in Los Angeles County, where pedestrian access to the at-grade stations usually occurs at street intersections safely and without problems. With the Proposed Project however, the pedestrian volumes would be much higher for short periods of time before and after events. However, there are examples across the country where at-grade light rail lines operate successfully either immediately adjacent to or in close proximity to major sports facilities. For example, the Third Street Line in San Francisco runs immediately adjacent to the AT&T Park baseball field for the San Francisco Giants, and in Baltimore the light rail line runs one block east of the Camden Yards baseball field for the Baltimore Orioles.

The temporary closure of Flower Street to vehicles after events would eliminate auto-pedestrian conflicts. A mitigation measure would add a second platform to the Pico Station that would significantly increase and enhance both the person capacity of the station and pedestrian safety for access/egress to/from the station platforms. As the second platform would be designed with “end-loading” from 12th Street and Pico Boulevard (which is the standard design at other light rail stations on the system in Los Angeles County), it would significantly reduce and minimize the number of transit passengers crossing the tracks.

Pedestrian circulation issues are addressed in the mitigation program and would be further detailed in the Transportation Management Plan. The Transportation Management Plan would also include measures (developed in close cooperation with Metro) for controlling trains at the Pico Station and for controlling and directing pedestrians crossing the tracks, to enhance pedestrian safety and improve pedestrian access to the station. These would include use of Metro and law enforcement personnel to control/direct pedestrian traffic, and to control train movements at the station and at the intersections immediately adjacent to the station (Flower Street & 12th Street, and Flower Street & Pico Boulevard). In addition, these measures would also include, at the discretion of Metro and LADOT, the temporary prohibition of pedestrians and/or vehicles crossing tracks at certain times as necessary (in which case they could for example, be redirected to 11th Street, where the light rail tracks are below grade). These measures would be detailed in the Transportation Management Plan that would be developed in coordination with Metro and LADOT.

With the proposed improvements at Pico Station to add a second platform, the proposed post-event street closures to vehicle traffic, and the provisions for pedestrian and vehicle control to be included in the Transportation Management Plan, rail transit pedestrian access impacts would be less than significant.

**Finding:** The City finds based on substantial evidence that the Project would not result in a significant impact to vehicular, bus/transit or rail/transit access.

*v. Neighborhood Intrusion*

**Facts**: The transportation analysis indicates a remote potential for significant traffic and parking impacts to occur on local streets in the Pico-Union neighborhood as a result of the Proposed Project. With the implementation of the proposed mitigation of a Neighborhood Traffic and Parking Management Program, neighborhood intersection impacts would be less than significant, and there would be no remaining unavoidable significant impacts. However, if the community rejects proposed effective measures, then potential traffic and parking impacts could remain significant and unavoidable.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measure B.1-9, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to neighborhood intrusion impacts identified in the Final EIR. Thus, with implementation of this mitigation measure, impacts would be less than significant. However, if the Pico-Union community rejects Mitigation Measure B.1-9, the City conservatively finds that neighborhood intrusion impacts would remain significant and unavoidable.

*vi. Freeways*

**Facts**: The impact analysis identified that the Project would result in a number of significant freeway impacts on freeway mainline segments, and freeway off-ramps and on-ramps during pre-event and post-event hours. These impacts would not occur on a regular daily basis but irregularly during events. Mitigation measures therefore focus more appropriately on trip reduction and traffic management measures than on infrastructure improvements.

The freeway system is part of the regional transportation infrastructure, and in the heavily developed and built-up area of Central Los Angeles, there is very little if any right-of-way available for freeway widenings. Freeway improvement projects are therefore generally not very common and usually only carried out as part of major regional infrastructure improvement plans. In addition, unlike many land use development projects which function on a regular daily basis, the Proposed Project includes an Event Center where events would not occur every day or on a regular schedule, but rather would occur irregularly and only on those days and at those times when events were scheduled. Transportation mitigations are thus more appropriately focused on operational measures that would address the short-term and temporary nature of impacts by managing and maximizing the capacity of the existing roadway infrastructure on a temporary basis during events, rather than on physical infrastructure improvements that would not be necessary for mitigation for most of the time, and which might through roadway capacity increases encourage further auto use contrary to policies of increased transit use.

The Event Center Applicant has agreed with Caltrans to a program of freeway improvements and traffic management measures, with Caltrans having the flexibility to re-allocate monies between the specific measures as may be necessary or appropriate in their implementation.

Freeway Segments

The Proposed Project would result in 4 significant impact locations during the Sunday Day Pre-Event Hour, 9 significant impact locations during the Sunday Day Post-Event Hour, 6 significant impact locations during the Saturday Day Pre-Event Hour, 13 significant impact locations during the Saturday Day Post-Event Hour, 13 significant impact locations during the Weekday Evening Pre-Event Hour, and 3 significant impact locations during the Weekday Evening Post-Event Hour. It would be expected that these impacts would be reduced through the implementation of the TMP, and would be further reduced (and in some cases perhaps eliminated) by the trip reduction and greater use of transit measures to be implemented as part of the TMP and SB 292. Nevertheless, it is conservatively concluded for the purposes of this EIR that these would all remain unavoidable significant impacts.

A review of the Proposed Project's impacts on the freeway system revealed no feasible mainline segment mitigation measures that the Proposed Project could implement. However, the Mitigation Measures B.1-25 through B.1-28 would facilitate traffic flows and operations and that could reduce impacts.

Freeway On/Off Ramps

The Proposed Project would result in significant freeway off-ramp impacts at 3 locations in the Sunday Day Pre-Event Hour, at 5 locations in the Saturday Pre-Event Hour, and at 7 locations in the Weekday Evening Pre-Event Hour. With the implementation of the mitigation measures at two ramp locations, there would be 3 remaining significant impacts in the Sunday Day Pre-Event Hour, 5 remaining significant impacts in the Saturday Day Pre-Event Hour, and 7 remaining significant impacts in the Weekday Evening Pre-Event Hour. While it is expected that these impacts would be reduced through the implementation of the TMP, and would be further reduced (and in some cases perhaps eliminated) by the trip reduction and greater use of transit measures to be implemented as part of the TMP and SB 292, it is conservatively concluded for the purposes of this EIR that these would all remain unavoidable significant impacts.

The Proposed Project would result in significant freeway on-ramp impacts at 7 locations in the Sunday Day Post-Event Hour, at 11 locations in the Saturday Post-Event Hour, and at 6 locations in the Weekday Evening Post-Event Hour. No feasible physical improvement mitigation measures were identified for these impacts. While it is expected that these impacts would be reduced through the implementation of the TMP, and would be further reduced (and in some cases perhaps eliminated) by the trip reduction and greater use of transit measures to be implemented as part of the TMP and SB 292, it is conservatively concluded for the purposes of this EIR that these would all remain unavoidable significant impacts.

A review of the Proposed Project's impacts on the freeway system revealed that other than Mitigation Measures B.1-22 through B.1-24, no feasible off-ramp or on-ramp mitigation measures that the Proposed Project could implement at most locations. The freeway system in downtown Los Angeles is complex, with many ramps in close proximity and often tied into collector-distributor lanes, which make the improvement of one ramp or freeway segment infeasible without major changes to larger segments. In other cases, freeway segments are on structures or where right-of-way for improvements is not available, thus making improvements infeasible. Major changes to freeway infrastructure are only made at a regional level as part of long-term plans and are beyond the capacity of individual development projects to implement.

**Finding:** Although Mitigation Measures B.1-22 through B.1-29 and B.1-29a will reduce the severity of project and cumulative impacts to freeway mainline segments, off-ramps and on-ramps, it will not reduce the impacts to less than significant levels. Despite incorporation of this mitigation, project and cumulative freeway impacts will remain significant and unavoidable.

vii. *Congestion Management Program(Project and Cumulative)*

**Facts:** The Proposed Project would cause no significant traffic impacts at CMP monitoring intersections, but would cause nineteen significant impacts at freeway monitoring locations. These impacts would not occur on a regular daily basis but would occur only infrequently as there would be few weekday evening events starting at 5:30 P.M. No feasible mitigation measures were identified for these infrequent mainline freeway impacts. However, it would be expected that these impacts would be reduced through the implementation of the TMP, and would be further reduced (and in some cases perhaps eliminated) by the trip reduction and greater use of transit measures to be implemented as part of the TMP and SB 292. Nevertheless, it is conservatively concluded for the purposes of this EIR that these would all remain unavoidable significant impacts.

**Finding:** Although implementation of the TMP and SB 292 is expected to reduce the severity of project and cumulative impacts at nineteen CMP freeway monitoring locations, impacts would not be reduced below the threshold of significance. Accordingly, the City conservatively finds a significant and unavoidable impact at these intersections under the Congestion Management Program.

A. *Parking (Project – Construction and Operational)*

**Facts In Support of Finding:** A Parking Supply Area (PSA) was identified for study purposes that included the area bounded by 4th Street in the north, Broadway in the east, Adams Boulevard in the south, and the SR-110/SR-110 Freeway to the west, which essentially covers the extensive parking supply in downtown within a 15- to 20-minute walking distance from the Project site. When the Proposed Project opens there will be a total of 45,756 off-street parking spaces in this Parking Supply Area, of which 6,670 spaces will be on-site in the Specific Plan area (the Project site) and 39,086 spaces will be off-site.

During construction of the Project, an adequate number of on-site parking spaces would be available at all times or the Project would provide a shuttle to an off-site parking location for the construction workers. Therefore, Project construction would result in a less than significant impact with regard to the availability of on-site parking spaces.

The Proposed Project will provide a net additional 1,112 parking spaces at the Project site after replacement of existing parking that will be demolished and replaced in new parking garages. The Proposed Project will construct two new parking garages, the Bond Street Garage (928 spaces) and the L.A. Live Way Garage (2,950 spaces). The Proposed Project will provide a total of 250 new bicycle parking spaces in the on-site parking garages, and a bicycle valet parking system during major events. The Proposed Project will provide up to 12 electric vehicle charging stations in the on-site parking garages to facilitate and encourage the use of electric vehicles, and will also provide priority parking locations for hybrid and electric vehicles, to facilitate and encourage the use of these vehicles.

The parking impact analysis identified that in combination with the extensive supply of available parking in the adjacent downtown areas, there would be a sufficient parking supply for the Proposed Project. This supply would be adequate within the defined Primary Parking Area for most events. For certain infrequent event combinations at the Project site, some of the abundant parking supply beyond the Primary Parking Area would also need to be utilized. The Proposed Project would arrange remote parking outside the Primary Parking Area when necessary and would provide connecting shuttle bus service to the Project site as necessary (some remote parking locations would be connected to the Project site by rail transit lines such as the Red Line, and the Blue/Exposition Lines). Remote parking plans will be included in the Transportation Management Plan.

With the parking management measurements identified as Project Description Features and Mitigation Measures B.2-1 through B.2-7, parking impacts would be less than significant, and there would be no remaining unavoidable significant impacts.

The Proposed Project will coordinate with LADOT's Downtown *Express*Park Program to coordinate the efficient use of the parking supply. This will involve including the on-site parking garages in the City's Program (for monitoring of occupancy and utilization), and coordinating information sources, types, and distribution methods for parking locations and access/egress routes during events.

In developing the Parking Management Plan, the Proposed Project will encourage the participation of other parking garages in the downtown in the *Express*Park Program. The Proposed Project will also fund a study for the City of Los Angeles to explore ways of extending parking garage participation in the *Express*Park Program (up to a total of $200,000).

The Proposed Project will also make a one-time fixed fee contribution of $1,000,000 to the Downtown *Express*Park Program, and a total three year contribution of $300,000 ($100,000 per year) to support ongoing maintenance of the *Express*Park Program.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures B.2-1 through B.2-7 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to parking impacts identified in the Final EIR. Thus, after implementation of Mitigation Measures B.2-1 through B.2-7 project-related construction and operational parking impacts would be less than significant.

B. *Parking (Cumulative)*

**Facts**: The future total off-site parking supply in the primary Parking Supply Area would total 39,086 spaces, including 3,518 spaces at L.A. LIVE and 35,748 spaces in the remainder of downtown. This accounts for a reduction of 3,836 spaces from the existing supply of 42,922 spaces, factoring in the spaces that would be eliminated from the supply as future development from related projects occurs on currently entitled surface parking lots. The analysis of Saturday day events, Sunday day events, and Weekday evening events demonstrated that an off-site parking supply surplus will exist for all operational scenarios of the Proposed Project. Similarly, all related projects would be required to comply with the regulatory parking requirements specific to their land uses, and each related project would be analyzed on a case-by-case basis to determine its impact to the parking supply and to verify compliance with applicable regulatory standards. Therefore, it is not anticipated that the Proposed Project in conjunction with the 133 related projects would result in a significant cumulative impact to parking supply.

**Finding:** The City finds based on substantial evidence that cumulative construction and operational parking impacts will be less than significant.

C. *Pedestrian Circulation and Bicycle and Pedestrian Safety (Construction)*

**Facts**: Pedestrian and bicycle safety during Project construction would be addressed through the placement of construction fencing along most of the Project perimeter, installation of protected walkways, and the implementation of the Project's Construction Traffic Management Plan. In addition, to further enhance pedestrian safety, pedestrians would be encouraged through signage to use the sidewalks on the opposite side of the street from Project construction, whenever feasible. This option is safely facilitated by the signals and crosswalks present throughout the Project area. Additionally, the street pattern in the Project area, being

mostly a grid, is such that alternative pathways that completely avoid the Project site during construction are readily available without substantially increasing the travel distance for the pedestrian.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measure B.1-30 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to construction related impacts to pedestrian circulation and bicycle and pedestrian safety as identified in the Final EIR. Thus, with implementation of this mitigation measure impacts to pedestrian circulation and bicycle and pedestrian safety during construction would be less than significant.

D. *Pedestrian Circulation and Bicycle and Pedestrian Safety (Operational)*

**Facts**: The Project will widen sidewalks on L.A. Live Way, Chick Hearn Court, and Pico Boulevard adjacent to the Event Center and New Hall, and will provide enhanced wider crosswalks at twelve intersections in the vicinity of the Project site. The impact analysis identified 4 locations where significant pedestrian circulation impacts would occur for Weekend Day Post-Event Hours, and 3 locations for a Weekday Evening Post-Event Hour. With the identified mitigation measures of certain post-event temporary street closures to eliminate vehicle-pedestrian conflicts in the immediate vicinity of the Event Center, all pedestrian impacts would be reduced to a less than significant level and there would be no remaining unavoidable significant impacts.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measure B.3-1, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to operational impacts to pedestrian circulation and bicycle and pedestrian safety as identified in the Final EIR. Thus, after implementation of Mitigation Measure B.3-1 impacts would be less than significant.

E. *Pedestrian Circulation and Bicycle and Pedestrian Safety (Cumulative)(Construction and Operational)*

**Facts**: Cumulative construction impacts with regard to pedestrian circulation as well as bicycle and pedestrian safety would only occur if the Proposed Project's construction time period is concurrent with the construction of the related projects. To the extent that cumulative construction impacts do occur, the types of impacts generated by the construction of the related projects are anticipated to be the same or very similar to those of the Proposed Project. It is also anticipated that each related project would individually address the potential impacts during their respective construction periods using the same or similar measures as those identified below with regard to the Proposed Project with an equal level of effectiveness. Based on the above, the overall level of cumulative impact would be less than significant.

The related projects during their operation would result in increased development throughout the downtown area and beyond. Combined with the maturing light rail and bus transit systems in the City, as well as changing attitudes towards bicycles as a viable transportation alternative, the level of pedestrian and bicycle travel in the greater Project area is anticipated to increase notably in the future. This increase in non-automobile travel would place greater importance on pedestrian circulation as well as bicycle and pedestrian safety. In anticipation of these changes, continued implementation of existing City policies and programs that are being implemented via the City's Downtown Design Guide, 2010 Bicycle Plan, and the Project area streetscape program would create the means to address cumulative impacts. Further, all future bicycle

facilities implemented per the City's Bicycle Plan would take into consideration bicycle safety issues and thereby reduce any potential cumulative impacts attributable to the related projects in conjunction with the Proposed Project to a less than significant level.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures B.1-30 and B.3-1, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to cumulative construction and operational impacts to pedestrian circulation and bicycle and pedestrian safety as identified in the Final EIR. Thus, after implementation of Mitigation Measure B.3-1 cumulative pedestrian circulation and bicycle and pedestrian safety impacts would be less than significant.

**r. Utilities/Service Systems (Water, Wastewater, Solid Waste, Electricity, and Natural Gas**

*i. Water Supply and Water Infrastructure (Construction)*

**Facts:** Proposed Project demolition and construction activities would require minimal water demand and are not anticipated to have an adverse impact on available water supplies. Construction activities associated with installation of a proposed new water main would primarily be confined to trenching and would not extend beyond Pico Boulevard between LA Live Way and Figueroa Street. Any associated temporary vehicle and pedestrian access or traffic impacts would be reduced with the implementation of a Construction Management Plan, which would ensure safe pedestrian access, vehicle travel, and emergency vehicle access throughout the construction period. Such impacts would be of a relatively short-term duration and would cease to occur once installation of the water main is complete.

**Finding:** The City finds that the Project's construction related water supply and water infrastructure impacts would be less than significant.

*ii. Water Supply (operation)*

**Facts:** Development of the Proposed Project would result in an increase in long-term water demand associated with water consumption, operational uses, maintenance, and other activities on the Project site. Buildout of the Proposed Project is projected to result in a total annual potable water demand of 89.5 million gallons or 274.72 acre-feet ("AF") per year. However, incorporation of the City's water efficiency requirements and the Applicants' specified commitments with respect to water conservation would result in water savings amounting to approximately 8.3 million gallons or 26.15 AF per year. Thus, the net increase in water demand, after accounting for water conservation measures and existing Project site water consumption, would be 62.5 million gallons or approximately 194 AF per year. The Proposed Project's net daily impact when accounting for water conservation measures and existing uses to be removed would be 630,277 gallons per day (gpd). For comparison, the Proposed Project's net daily impact when accounting for water conservation measures on days when there is no existing Convention Center activity would be 742,895 gpd.

Based on LADWP's 2010 Urban Water Management Plan ("UWMP") water projections, the Citywide water demand in 2017 (i.e., the Proposed Project's buildout year) during average year hydrological conditions is expected to reach 629,700 AF. During a single-dry year water demand could reach 667,500 AF, and during a multiple-dry year (during years 2016 to 2020) water demand is forecasted to reach 652,700 AF. As the UWMP anticipates adequate water supplies under normal, single-dry, and multi-dry year conditions through 2035, the Proposed Project's estimated net increase in water demand would be within the available and projected water supplies through 2035. In addition, as stated within the Water Supply Assessment for the

Proposed Project (see Appendix V of the Draft EIR), the City Council found that LADWP can provide sufficient domestic water supplies to the Proposed Project. Thus, LADWP would be able to meet the water demand of the Proposed Project, as well as the existing and planned future water demands of its service area.

**Finding:** The City finds based on substantial evidence that the Project's operational water supply impacts would be less than significant.

*iii. Water Supply (Cumulative)*

**Facts**: Based on the service area reliability assessment conducted for its 2010 UWMP, LADWP determined that it will be able to reliably provide water to its customers through the year 2035. Additionally, under the provisions of SB 610, LADWP is required to prepare a comprehensive water supply assessment for every new development project (as defined in Section 10912 of the Water Code) within its service area. Such water supply assessments must evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed. Moreover, SB 221 requires that for residential subdivisions with 500 units or more that are in non-urban areas, written verification from the water service provider be submitted indicating that sufficient water supply is available to serve the proposed subdivision, or the local agency shall make a specified finding that sufficient water supplies are or will be available prior to completion of the project.

The City's *Securing L.A.'s Water Supply* serves as a blueprint for creating sustainable sources of water for the City of Los Angeles in order to reduce dependence on imported supplies by expanding 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 its recycled water distribution system to provide water for irrigation, industrial use, and groundwater recharge. In addition, compliance by the Project and future development projects with regulatory requirements that promote water conservation such as the LAMC, including the City's Green Building Ordinance, as well as AB 32, would assist in assuring that adequate water supply is available on a cumulative basis. As a result, it is anticipated that LADWP would be able to supply the demands of the Project and future growth through 2017 (the Proposed Project's buildout year) and beyond.

**Finding**: The City finds based on substantial evidence that cumulative impacts to water supply would be less than significant.

*iv. Water Infrastructure (Operation)*

**Facts:** Pressure fluctuations in the existing water distribution system due to the additional domestic water demand associated with the Project would range from 0.2 to 3.1 pounds per square inch ("psi"), as would pressure fluctuations on days when no existing Convention Center activity occurs. Based on the Proposed Project's pressure fluctuations compared to existing conditions, pipe pressures for the Project would be generally comparable to the average pipe pressure of 53 psi in the Project vicinity. Furthermore, pipe pressures from the Project would be within acceptable pressure levels within the 386 water distribution system elevation zone, which range from 38 to 120 psi. Thus, as the anticipated pipe pressures associated with the Project would be within the acceptable pressure levels for the water distribution system elevation zone and as flow levels would vary by no more than 9.3 percent, the incremental impact on pressure and flow in the water mains surrounding the Project site due to the Proposed Project's additional domestic water demands would be less than significant.

The pressure fluctuations in the water distribution system due to the worst-case fire flow scenario would be less than 5 psi, with the exception of the existing 8-inch main in Pico

Boulevard, which would drop by over 30 psi to below the minimum 20 psi requirement for fire emergencies. In addition, the average pipe velocity in the 8-inch main would increase to 112.3 percent of the pipe capacity. Therefore, the Project would result in a potentially significant impact to the existing water infrastructure system. However, with implementation of Mitigation Measure K.1-1, the lowest pressure would increase from 19 psi to 43 psi, well above the Fire Department's minimum pressure requirement of 20 psi. In addition, the pipe velocity would decrease from 112.3 percent to 71 percent. Thus, after implementation of the following mitigation measure, the existing water infrastructure would be adequate to accommodate the water demands of the Proposed Project, and impacts would be reduced to a less than significant level.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measure K.1-1, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to the Project's operational impacts to water infrastructure. Thus, with implementation of this mitigation measure the Project's operational water infrastructure impacts would be less than significant.

*vi. Water Infrastructure (Cumulative)*

**Facts:** 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. Furthermore, LADWP, the Los Angeles Department of Public Works, and the City of Los Angeles Fire Department would conduct ongoing evaluations to ensure facilities are adequate.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measure K.1-1, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to cumulative operational impacts to water infrastructure. Thus, with implementation of this mitigation measure cumulative operational water infrastructure impacts would be less than significant.

*vii. Wastewater (Construction Project)*

**Facts**: Construction of the Proposed Project would result in a temporary and incremental increase in wastewater generation as a result of construction workers on-site. However, such generation would be nominal and is not anticipated to substantially or incrementally exceed the future scheduled capacity of any treatment plant beyond that anticipated in the City of Los Angeles Integrated Resources Plan ("IRP").

As part of the Project, a portion of an existing 66" PVC lined Reinforced Concrete Pipe (RCP) sanitary sewer line in the northeast corner of the Event Center would need to be relocated to accommodate a new connection between the Event Center loading dock and the existing STAPLES Center loading dock (below grade). The relocation would be subject to review and approval of the City of Los Angeles Department of Public Works under a type B-Permit. Prior to construction, the contractor would be required to prepare and implement a sewer by-pass plan and emergency spill prevention plan to the satisfaction of the City Engineer. Construction impacts associated with infrastructure upgrades would primarily be confined to trenching for the sewer lines that connect the individual buildings to the City's existing in-street infrastructure. These impacts would be relatively short-term in duration, and would cease once installation is complete.

**Finding:** The City finds based on substantial evidence that construction impacts to the wastewater system would be less than significant.

*viii. Wastewater (Project - Operational)*

**Facts:** The Proposed Project would generate an annual wastewater flow of 72.3 million gallons. When accounting for the existing buildings and central plants that would be removed under the Proposed Project (which currently generate an annual flow of 6.8 million gallons), the Proposed Project would result in an annual net increase of 65.5 million gallons. On a daily basis, the Proposed Project would generate an increase of 632,277 gpd (0.632 million gallons per day ("mgd")), of which the Convention Center and its ancillary uses would generate approximately 13,129 gpd (0.0.13 mgd). Proposed Project daily generation on days with no existing Convention Center activity (referred to in the analysis as the Daily Project Impacts with No Existing Convention Center Activity scenario) would be 719,158 gpd (0.719 mgd), of which the Convention Center and its ancillary uses would generate approximately 92,857 gpd (0.093 mgd).

Based on existing wastewater flows and constraints within the local sewer systems, up to 22,000 gpd (0.022 mgd) of Project flows could discharge to System 1, with the balance discharging to System 2, or the entire Proposed Project could discharge to System 2. The Convention Center currently discharges to System 1, which would have sufficient available capacity (i.e., 0.022 mgd) to accommodate the additional forecasted flows of 0.013 mgd from the Convention Center. The total flow from the Convention Center under the Daily Project Impacts with No Existing Convention Center Activity scenario would be 0.093 mgd. However, since 0.08 mgd of this total is from existing flows, the incremental flow would be the same as the additional daily projected flows of 0.013 mgd. Accordingly, System 1 would also have sufficient available capacity to accommodate the forecasted flows of the Convention Center under the Daily Project Impacts with No Existing Convention Center Activity scenario. With respect to System 2, the City Bureau of Sanitation has indicated that the remaining capacity of System 2 would be able to sufficiently accommodate the increased flow generated by the Proposed Project. In addition, if the Proposed Project were to connect to System 2, a local sewer line would need to be constructed that would feed into the existing 66-inch line.

As sufficient capacity is available within System 2, the impacts of the Proposed Project as well as under the Daily Project Impacts with No Existing Convention Center Activity scenario would be less than significant. The final decision as to whether the Proposed Project would connect to a combination of the two systems or only System 2 would be made during the final design stage based on available capacity and whichever approach is more efficient from a design perspective. Further, as required by the Bureau of Sanitation, detailed gauging and evaluation would also be needed as part of the normal permit process to identify a specific sewer connection point.

Wastewater generated by the Proposed Project would be conveyed via the existing wastewater conveyance systems for treatment at the Hyperion Treatment Plant ("HTP"), which is part of the Hyperion Service Area ("HSA"). Based on the IRP, the existing effective capacity of the HTP is approximately 450 mgd. Based on these forecasts and the City Bureau of Sanitation's analysis, the Proposed Project's increase in wastewater generation would be adequately accommodated by the HTP. Thus, operation of the Project would have a less than significant impact on wastewater treatment facilities.

In accordance with Goal 9A of the City's General Plan Framework, the Proposed Project would connect to the existing sewer system which has been shown to have adequate capacity to meet the demands of the Proposed Project. The Proposed Project would be required to obtain an S-permit pursuant to LAMC Sections 64.11 and 64.12 and pay a Sewerage Facilities Charge to

connect to the existing sewer system. Payment of the fees ensures that the Proposed Project would pay for its fair share for any necessary expansions of the sewer system, additional improvements to conveyance, treatment, and disposal facilities.

The City would be required to perform a Sewer Capacity Availability Request (SCAR) analysis in accordance with LAMC Section 64.15 to confirm that there is adequate capacity in the sewer collection system to safely convey project-generated wastewater to HTP. This determination would be indicated by acceptance of plans and specifications for plan check and issuance of the Project's S-permit. Additionally, all Project-related wastewater infrastructure improvements and individual building connections would be designed to meet applicable requirements, including those set forth in the Bureau of Engineering's Special Order No. SO06-0691. Therefore, impacts relative to consistency with regulations would be less than significant.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measure IV.K-2-1 and IV.K.2-2, changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect with regard to operational wastewater impacts. Thus, with implementation of these mitigation measures the Project's operational wastewater impacts would be less than significant.

*ix. Wastewater (Cumulative)*

**Facts:** Development within the Project area would be anticipated to add wastewater flows to the local sewer systems. To the extent that some of the related projects may connect to Systems 3 and 4, cumulative impacts would not occur in conjunction with the Proposed Project. However, capacity constraints could occur with respect to Systems 1 and 2, to which the Proposed Project could connect. New development would be subject to LAMC Sections 64.11 and 64.12, which require approval of a sewer permit (S-Permit) prior to connection to the sewer system. If system upgrades are required as a result of a given related project's additional flow, construction of necessary improvements would be required. As such, cumulative wastewater conveyance impacts would be less than significant.

Cumulative impacts on wastewater treatment facilities were analyzed in the context of growth projected in the HSA through 2020. The IRP projects average flow for the HTP to be approximately 435 mgd in 2020. Therefore, based on the HTP's projected design capacity of 450 mgd in 2020, the HTP would have an available capacity of 15 mgd. The Proposed Project would generate an increase of 0.632 mgd in average daily flows, or 0.719 mgd under the Daily Project Impacts with No Existing Convention Center Activity scenario. Under either scenario, the wastewater flows generated by the Proposed Project combined with the HTP's forecasted 2020 flow would increase the total cumulative wastewater flow to less than 436 mgd, well within the HTP's 2020 design capacity of 450 mgd.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measure IV.K-2-1 and IV.K.2-2, changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect with regard to cumulative operational wastewater impacts. Thus, with implementation of these mitigation measures cumulative operational wastewater impacts would be less than significant.

*x. Solid Waste Disposal Facilities (Construction)*

**Facts:** Assuming approximately 272 days of demolition, the projected total demolition of 87,851.6 tons would result in approximately 323 tons of demolition debris on a daily basis. With regard to construction waste, assuming approximately 1,422 days of construction, and not accounting for diversion, the amount of daily construction waste would be an average of 5.6 tons per day on non-

demolition days. When accounting for diversion, based on the forecasted need to dispose of approximately 81 tons per day of demolition over the assumed 272 days when demolition activity would occur, the Proposed Project's demolition waste would represent 4.7 percent of the maximum permitted daily capacity of the County's inert landfills open to the City of Los Angeles (1,710 tpd), and 5.1 percent of the expected average daily tonnage capacity at the Chiquita Canyon Landfill (1,574 tpd) which also accepts construction and demolition waste. In addition, the disposal of approximately 1.41 tons per day of non-demolition construction debris over the course of the Proposed Project's construction period would represent 0.08 percent of the maximum permitted daily capacity of the County's inert landfills open to the City of Los Angeles (1,710 tpd) and 0.09 percent of the expected average daily tonnage capacity at the Chiquita Canyon Landfill (1,574 tpd). While it is unlikely that the quantity of construction and demolition waste generated would be distributed evenly throughout the construction period, even on peak construction days, the amount of daily construction waste would not approach the maximum daily remaining capacity at the inert landfills within Los Angeles County that are open to the City of Los Angeles. Furthermore, the Applicants' demolition and construction debris recycling plan would require recycling during all phases of site preparation and building construction.

**Finding:** The City finds based on substantial evidence that the Project's construction related impact to solid waste disposal facilities would be less than significant.

*xi. Solid Waste Disposal Facilities (Operation)*

**Facts:** Operation of the Proposed Project would involve the continued implementation of on-site waste management and recycling programs to divert solid waste generated at the Project site from requiring disposal at regional landfills. The Los Angeles County Integrated Waste Management Plan (CIWMP) 2010 Annual Report identifies multiple scenarios in which sufficient and on-going landfill capacity would be available. However, due to the uncertainty in the availability of future landfill capacity, it is conservatively assumed that the Proposed Project's operational impacts with regard to landfill capacity would remain significant and unavoidable. Other than waste minimization and diversion, which are project design features, no other feasible mitigation measures have been identified to address this potential impact.

**Finding**: The City conservatively finds that operational impacts to solid waste would be significant and unavoidable and that no feasible mitigation measures exist that would substantially reduce the severity of such impacts.

*xii. Solid Waste Disposal Facilities (Construction - Cumulative)*

**Facts**: Cumulative development in the City of Los Angeles, prior to recycling, would generate approximately 894,694.696 tons of non-hazardous construction debris between 2011 and 2017. When the Proposed Project's 95,869.05 tons of demolition and construction debris is added to this amount, it brings the total to approximately 990,563.746 tons of non-hazardous construction debris that would need to be disposed of over the Proposed Project's five-year construction cycle. In addition, the Proposed Project's net to landfill disposal of 24,903.30 tons of non-hazardous construction debris would account for 5.6 percent of the cumulative non-hazardous construction waste disposed of throughout the Los Angeles City during the five year construction period for the Proposed Project. As the Proposed Project's contribution to the depletion of regional inert landfill capacity is not cumulatively considerable, the Project's cumulative construction impacts would be less than significant.

**Finding:** The City finds based on substantial evidence that cumulative construction related impacts to solid waste disposal would be less than significant.

*xiii. Solid Waste Disposal Facilities (Operational-Cumulative)*

**Facts:** Cumulative development within the City of Los Angeles with a diversion rate of 55 percent would generate 193.1 tons per day in 2017. When the increase in solid waste generated from Proposed Project is added to the forecasted growth in the City solid waste to be landfilled, the total becomes 224.372 tons per day, of which the Proposed Project's increase would be 31.3 tons per day, or approximately 13.9 percent. On days where the Proposed Project impacts with no existing Convention Center activity would occur, the net City waste to be landfilled would 226.163 tons per day, of which the Proposed Project would contribute 35.5 tons per day, or approximately 15.5 percent. With successful implementation of planned landfill facilities, cumulative impacts would be less than significant. However, as landfill capacity may not be available to meet the cumulative solid waste disposal needs of the Proposed Project and related projects, it is conservatively concluded that the Proposed Project may make a considerable contribution to a significant cumulative impact with respect to landfill capacity.

**Finding:** The City finds that cumulative operational impacts with regard to solid waste disposal will be significant and unavoidable and that no feasible mitigation measures exist that would substantially reduce the severity of such impacts.

*xiv. Solid Waste Regulatory Consistency and Solid Waste Collection Routes (Construction and Operational)(Project and Cumulative)*

**Facts**: The Project would promote source reduction and recycling, consistent with AB 939 and the City's SWIRP, Framework Element, RENEW LA Plan, Green LA Plan, and the LA Green Building Code. Therefore, the Project would not conflict with solid waste policies and objectives.

Proposed on-site development would continue to be served by existing solid waste routes both within the Project site as well as off the Project site. As such, proposed development within the Convention and Event Center areas would not create a need for additional solid waste collection routes to adequately handle Project-generated solid waste. Development within the proposed Convention and Event Center areas would also include the completion of a new and modified loading dock configuration that would provide easy access to on-site waste collection locations.

The cumulative solid waste generation associated with the development of the related projects could create a need for additional solid waste collection routes to adequately handle future solid waste generated by this development, which is considered a potentially significant cumulative impact. However, as no Project-related impacts would occur, the Proposed Project's contribution to cumulative impacts with regard to solid waste collection routes is concluded to be less than significant.

**Finding:** The City finds based on substantial evidence that all project specific and cumulative impacts with regard to solid waste regulatory consistency and solid waste collection routes would be less than significant.

*xv. Project Electricity Impacts (Construction)*

**Facts:** Electrical power would be consumed during construction of the Proposed Project buildings and facilities. This demand would be supplied from existing electrical services within the Project site and would not affect other services as there is sufficient existing capacity to also meet the Project's construction demands. Overall, demolition and construction activities would require minimal electricity consumption and would not be expected to have any adverse impact on available electricity supplies and infrastructure.

**Finding**: The City finds based on substantial evidence that the Project would result in less than significant construction related electricity impacts.

*xvi. Project Electricity Consumption Impacts (Operation)*

**Facts:** The projected increase in electrical consumption under the Proposed Project is forecasted to be 33,542 megawatt-hours (MWh) per year at Project build out. On an annual basis, the Event Center would consume 20,203 MWh (60.2 percent of the Proposed Project total), the Convention Center would consume 10,267 MWh (30.6 percent of the Proposed Project total), and the new Parking Garages would consume 3,072 MWh per year (9.2 percent of the Proposed Project total).

At buildout, the Proposed Project's forecasted electrical usage would be approximately 33,542 MWh per year, which would represent a 26,023 MWh annual net increase from existing conditions. Daily Project consumption is forecasted to be 151,768 kilowatt-hours (kWh), which would represent a 131,170 kWh net increase from existing conditions. Daily Project Impacts with No Existing Convention Center Activity would be an increase in consumption of 151,768 kWh per day. The Los Angeles Department of Water and Power forecasts that energy consumption within its service area would increase from 23,493 gigawatt-hours (GWh) per year in the 2010–2011 fiscal year to 24,795 GWh in fiscal year 2016-2017, an increase of 1,302 GWh over the next 6 years. Based on the Proposed Project's projected increase in electrical consumption of 33,542 MWh per year within the Project site, this increase in consumption accounts for only 2.57 percent of the Los Angeles Department of Water and Power's projected increase in electrical consumption over the next six years. The Proposed Project's percentage of the total increase in consumption is sufficiently low to support the conclusion that the Proposed Project's impacts relative to electricity consumption are less than significant.

**Finding**: The City finds based on substantial evidence that the Project would result in less than significant impacts with regard to operational electricity consumption impacts.

*xvii. Project Electricity Demand Impacts (Operation)*

**Facts:** The projected peak electrical demand associated with the operation of the Proposed Project would be a net increase of 8,861 kilovolt amperes (kVA). Projected peak electrical demand associated with the operation of the Proposed Project with No Existing Convention Center Activity would be a net increase of 19,286 kVA.[5] Based on LADWP's analysis, the Convention Center's existing electrical infrastructure system may not be adequate to meet the Project's demand and system upgrades may be required. As a result a significant impact with regard to electrical infrastructure would occur. To respond to this shortfall in capacity, an additional redundant 35 kV underground electrical feeder may be added by LADWP in Pico Boulevard paralleling the existing feeders to increase service capacity and reliability to the Project site. Additional LADWP transformation and switching equipment is anticipated to be added to the existing below grade vault south of Pico Boulevard and east of Convention Center Way. New LADWP transformation and switching equipment is also anticipated in the lot between Convention Center Way and L.A. Live Way in an above ground screened location, to serve the New Hall and Central Plant loads at the west end of the complex.

To expand service to the Event Center, two 34.5 KV circuits from the intersection of Figueroa Street and Chick Hearn Court or from the intersection of Figueroa Street and Pico Boulevard are anticipated to be constructed. The circuits would be extended in concrete encased conduits with manholes located approximately 300 feet on center to a new LADWP vault at the Event Center. The conduits, manholes and vault would be installed per LADWP requirements. With the implementation of these improvements, if determined to be required by LADWP, adequate electrical infrastructure would be in place to serve the Convention Center, Event Center, and other Project components. In the event impacts on electrical demand loads exceed available capacity, potentially significant impacts would result. Should this occur, mitigation measures

K.4-1 through K.4-4 would be implemented, which would reduce impacts to a less than significant level.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measure K.4-1 through K.4-4, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to operational electricity demand impacts. Thus, with implementation of these mitigation measures Project impacts to operational electricity demand would be reduced to a level of less than significant.

*xviii. Cumulative Electricity Consumption Impacts (Operation)*

**Facts:** Forecasted growth is anticipated to substantially increase the overall consumption of electricity within the LADWP service area. The LADWP currently supplies approximately 23,493 GWh of electricity a year to approximately 1.4 million customers located within the City of Los Angeles. In 2017, the buildout year for the Proposed Project, the LADWP forecasts a total available annual capacity of 27.99 million MWh and total annual sales of 24.795 million MWh, which includes cumulative growth, within the Los Angeles Department of Water and Power service area. Thus, there would be 3.195 million MWh of available capacity beyond projected sales. This projected forecast in consumption, coupled with the Proposed Project, would yield a total of roughly 24.821 million MWh per year of electricity consumption. As such, the Proposed Project's consumption represents 0.81 percent of the 3.195 million MWh of the forecasted excess annual capacity in 2017. As this level of cumulative consumption is below the LADWP forecasted available capacity in 2017, a less than significant cumulative impact would result.

Converting these annual forecasts to daily levels, the IRP forecasts daily sales of 67.93 million kWh of electricity and a daily capacity of 76.69 million kWh, which yields an excess daily capacity of 8.76 million kWh. The Proposed Project would account for approximately 0.19 percent of cumulative consumption (68,062,677 kWh) and approximately 1.4 percent of the daily capacity (8,753,424 kWh) not used by others. These small increases would also occur under the Proposed Project with No Existing Convention Center Activity; at approximately 0.22 percent of cumulative consumption (68,083,275 kWh) and approximately 1.73 percent of the daily capacity not used by others (8,753,424 kWh).

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measure K.4-1 through K.4-4, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to cumulative operational electricity demand impacts. Thus, with implementation of these mitigation measures cumulative impacts to operational electricity demand would be reduced to a level of less than significant.

*xix. Cumulative Electricity Demand Impacts (Operation)*

**Facts**: The IRP forecasts an increase in peak demand from 5,797,000 kVA during the 2010-2011 fiscal year to 6,152,000 kVA in the 2016-2017 for a total of 355,000 kVA. Based on the forecasts the Proposed Project would utilize approximately 2.49 percent of the forecasted unused peak demand capacity. Furthermore, under the Proposed Project with No Existing Convention Center Activity analysis, the percentage increases to approximately 5.43 percent. It is anticipated that the IRP's forecasted peak demand levels would be sufficient to meet cumulative demand, particularly given the decrease, rather than increase in peak demand over the 2006–2007 to 2008–2009 period. Furthermore, the IRP does not forecast excess peak demand capacity. For these reasons, the Proposed Project's impact on system capacity would not be cumulatively considerable and would be less than significant.

With regard to local infrastructure capacity, developers of individual future projects, as well as the Proposed Project, would provide for all Los Angeles Department of Water and Power required improvements to facilitate the provision of electrical services to each individual development site. Thus, through this process, the Los Angeles Department of Water and Power would continue to have the ability to meet demand to accommodate future growth and maintain acceptable levels of service. Furthermore, Project-related impacts would contribute to cumulative off-site effects in the surrounding area since Project related impacts would be significant with regard to electrical infrastructure. Therefore, the Proposed Project's cumulative impacts with regard to local electrical infrastructure would also be significant, but reduced to a less than significant level with the implementation of Mitigation Measures K.4-1 through K.4-4.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measure K.4-1 through K.4-4, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the cumulative significant environmental effect with regard to operational electricity demand impacts. Thus, with implementation of these mitigation measures cumulative impacts to operational electricity demand would be reduced to a level of less than significant.

*xx. Natural Gas (Construction)*

**Facts**: Construction activities for the Project would not require the consumption of natural gas. Construction impacts associated with the installation of new natural gas distribution lines would primarily involve trenching and would not have any significant impacts for the Project site or to adjoining property, including the upsizing of the existing 4-inch natural gas line to a proposed 6-inch natural gas line within Chick Hearn Court between L.A. Live Way and Georgia Street. Prior to ground disturbance, Project contractors would coordinate with Southern California Gas (SCG) to identify the locations and depth of all lines. Further, SCG would be notified in advance of proposed ground disturbance activities to avoid natural gas lines and disruption of natural gas service.

As discussed further in Section IV.B.1, Transportation, of the Draft EIR, to reduce any temporary pedestrian access and traffic impacts, the contractor would implement a Construction Management Plan, which would provide for safe pedestrian access and vehicle travel in general, and emergency vehicle access, in particular, throughout the construction period. When considering impacts resulting from the installation of any required natural gas distribution lines, all impacts would be of a relatively short-term duration (i.e., months) and would cease to occur once the installation is complete.

**Finding:** The City finds based on substantial evidence that construction related impacts to utilities (Natural Gas) would be less than significant.

*xxi. Natural Gas (Project - Operational)*

**Facts**: Operation of the Project would increase the demand for natural gas resources within the Project site. The connected load for the Event Center and the peak demand in terms of therms per hour for the Event Center and the Convention Center based on usage type (i.e., boilers, kitchen cooking, or water heaters). The Proposed Project is forecasted to result in an increase in peak demand from 158 therms per hour to 706 therms per hour. While the Event Center represents a completely new source, a 72 percent increase in peak demand is forecasted for the Convention Center, while the total forecasted Proposed Project would represent a 346 percent increase in peak demand over existing conditions. This increase in natural gas consumption would result from the following two factors: (1) the New Hall would be heated by natural gas whereas the existing West Hall is heated via electricity; and (2) the increase in annual attendance from approximately 2.7 million annual patrons under existing conditions to

approximately 4.0 million annual patrons under the Proposed Project. Even though there would be a substantial increase in peak demand, the existing infrastructure is capable of delivering this increase in demand except for the natural gas line located in Chick Hearn Court between L.A. Live Way and Georgia Street. To provide adequate service to the Event Center, this particular line would be upgraded from a 4-inch to a 6-inch line with implementation of Mitigation Measure K.5-1.

At buildout, the forecasted natural gas usage for the Event Center would be approximately 356,596 therms per year. The forecasted increase in natural gas usage at the Convention Center would be 88,140 therms per year, which would account for a 154 percent increase in natural gas consumption at the Convention Center. As described above, the increase in peak demand at the Convention Center would be due to the use of natural gas to heat the New Hall and the increase in annual patronage at the Convention Center. Overall, the Proposed Project is forecasted to consume approximately 501,835.7 therms per year, a four-fold increase under the Proposed Project. As these increases constitute a small percentage of the supply available to SCG, long-term impacts associated with the consumption of natural gas would be less than significant.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measure K.5-1, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to operational impacts to Utilities (Natural Gas). Thus, with implementation of this mitigation measure operational natural gas impacts would be reduced to a level of less than significant.

*xxii. Natural Gas (Cumulative)*

**Facts:** As population and growth forecasts are not available for the entire SCG service area, the County of Los Angeles is selected as the geographic area of analysis. Therefore, in estimating the cumulative projected increase in natural gas demand within this service area, the Southern California Association of Governments population and growth forecasts between 2011 and 2017 for Los Angeles County was used.

The Proposed Project, as well as cumulative growth in the region, would result in a substantial increase in demand for natural gas. Based on forecasted growth within Los Angeles County, an increase in demand amounting to 2,485.6 million therms per year would be consumed. With the addition of the Proposed Project cumulative natural gas demand would increase to approximately 2,486.04 million therms per year. Based on these forecasts, the Project constitutes approximately 0.017 percent of the forecasted cumulative natural gas demand. It is anticipated that the forecasted growth would incorporate design features and energy conservation measures, as required by Title 24, which would lessen the impact on natural gas demand. Additionally, the 2010 California Gas Report prepared by the California Gas and Electric Utilities forecasts that California natural gas demand is expected to be flat for the next 20 years due to modest economic growth, decline in commercial and industrial demand, renewable goals, and savings linked to advanced metering methods. These facts in conjunction with the relatively small increase in demand represented by the Proposed Project as well as the fact that all system deficiencies related to Proposed Project development are mitigated to a less than significant level, demonstrates that the Proposed Project's incremental effects are not cumulatively considerable.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measure K.5-1, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant cumulative environmental effect with regard to impacts to Utilities (Natural Gas). Thus, with implementation

of this mitigation measure cumulative natural gas impacts would be reduced to a level of less than significant.

### s. Public Services (Police Protection, Fire Protection)

*i. Police Protection (Project – Construction)*

**Facts**: Construction activities at the Project site could potentially affect emergency vehicle access within the Project area from temporary lane closures and the introduction of construction traffic, which could add to congestion problems on the surrounding street and highway network and impede traffic flow and possibly emergency vehicle access. Potential traffic problems could be compounded during those construction phases that occur at the same time as a major daytime event is occurring within the Project site or at a nearby venue. However, a construction traffic management program will be implemented to ensure that adequate and safe access and parking remains available within the Project site and surrounding area throughout the construction process. In addition, truck queuing, equipment staging, and construction worker parking would be confined to the Project site (off-street) and/or would occur at a nearby off-site lot or lots or streets, in order to minimize disruptions to emergency access. The LAPD would also be notified of the days, times, and locations of any lane closures, and appropriate detour signage would be employed as necessary to provide that emergency access is maintained to the Project site and that traffic flow is maintained on adjacent street rights-of-way. With implementation of these project design features, together with the features set forth in the Proposed Project's Construction Traffic Management Plan set forth in Section IV.B.1, Transportation, of the Draft EIR, emergency access impacts from construction activities would be less than significant.

In addition, impacts associated with the potential for theft and vandalism of on-site construction materials, equipment, vehicles, temporary offices, or other communication centers would be reduced with incorporation of the project design features. Moreover, the temporary increase in the number of construction workers to the Project area is expected to be negligible as construction workers would be occupied with construction activities during work hours and would likely return to their place of residence upon completion of daily construction activities.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation transportation Mitigation Measures B.1-9 and B.1-29, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to construction related impacts to police protection services. Thus, with implementation of these mitigation measures construction-related police protection service impacts would be reduced to a level of less than significant.

*ii. Police Protection Crime Impacts (Project – Operational)*

**Facts:** The LAPD notes that the predominant crime type in the Project area is currently property crime, including burglary from motor vehicles, theft of motor vehicles, grand theft auto, and personal theft. In addition, large entertainment venues are often the scene of ticket scalping, fraud, pick-pocketing, theft of property and merchandise, and other civil and criminal violations. Moreover, tailgating (i.e., drinking (sometimes alcohol) and eating in small groups within vehicle parking areas prior to an event) can lead to drunk and disorderly conduct in the parking lots, en route to the Event Center and at the Event Center. As such, with the increases in numbers of people and vehicles and in the number and size of events, the Proposed Project would result in a potential increase in the aforementioned types of crimes. However, through the implementation of the proposed Comprehensive Security Plan (CSP) and associated project design features, the potential crimes described above would be minimized. In addition,

traditional tailgating would be expressly prohibited within any and all parking facilities under the Applicants' control.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measure J.1-1, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to impacts to police protection (crime). Thus, with implementation of this mitigation measure operational police protection (crime) related impacts would be reduced to a level of less than significant.

*iii. Police Protection Crowd Management Impacts (Project – Operational)*

**Facts:** The Project would result in an increase in the number and frequency of events within the Project site, and on some days would attract a larger number of people when compared with existing conditions. Thus, crowd management associated with the Proposed Project has the potential to create an additional demand for LAPD services. However, crowd management features would be implemented as part of the Proposed Project to minimize the number of police personnel required to secure special events, facilitate crowd management strategies as needed, and minimize the effect of pedestrian crowds on traffic.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measure J.1-1, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to impacts to police protection (crowd management). Thus, with implementation of this mitigation measure operational police protection (crowd management) impacts would be reduced to a level of less than significant.

*iv. Police Protection (Traffic Flow and Management)(Project and Operational)*

**Facts:** Concurrent events within the Event Center, the Convention Center, Staples Center and other nearby venues in the area have the potential to impact traffic flow in the Project vicinity. However, as set forth in Mitigation Measure B.1-9 of Section IV.B.1, Transportation, of the Draft EIR, the Project would implement a Neighborhood Traffic and Parking Management Program to reduce potential parking and traffic impacts. In addition, traffic flow features would be implemented as part of the Transportation Management Plan (TMP) presented in Section IV.B.1, Transportation, of the Draft EIR, which would include directional and information signage, use of traffic cameras to provide real-time traffic information to the personnel staffing the Unified Field Command Center, and measures to encourage the use of transit. With implementation of the proposed Neighborhood Traffic and Parking Management Program and the TMP, potential impacts on police protection services associated with parking, traffic, and traffic flow and management would be reduced to less than significant levels.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures B.1-9, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to police protection service impacts (parking, traffic and traffic flow and management). Thus, with implementation of this mitigation measure operational police protection service impacts with respect to parking, traffic and traffic flow and management would be reduced to a level of less than significant.

*v. Police Protection (Event Management and Command Operations)(Project and Operational)*

**Facts**: LAPD has stated that policing and securing the Project site would be complex and dynamic, requiring the collective capabilities and efforts of many organizations. The proposed CSP would include features related to event management, including a dedicated Unified Field Command Center, training of event management and security supervisors, and partnerships in the development of internal security plans. With implementation of these CSP and associated project design features, impacts on LAPD services associated with command and control would be less than significant.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measure J.1-1, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to impacts to police protection (event management and command operations). Thus, with implementation of this mitigation measure operational police protection (event management and command operations) impacts would be reduced to a level of less than significant.

*vi. Police Protection (Terrorist Attack Response)(Project and Operational)*

**Facts**: Commercial Facilities and Mass Gathering Venues, such as the Proposed Project, are classified as soft targets. Local, state, and federal law enforcement agencies have indicated that soft targets are a priority for terrorists determined to inflict damage within the United States. The CSP would include features to address potential terrorist threats including early design planning prior to the beginning of actual construction, development of a Unified Field Command Center, identification of secure staging areas for responders, and screening. With implementation of the CSP and associated project design features, impacts to police protection resources resulting from prevention and response to terrorist threats would be reduced to a less than significant level.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measure J.1-1, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to impacts to police protection (terrorist attack response). Thus, with implementation of this mitigation measure operational impacts to police protection (terrorist attack response) would be reduced to a level of less than significant.

*vii. Police Protection (Natural Disasters, Special Events and Unified Emergency Response)(Project and Operational)*

**Facts:** The City of Los Angeles is an area susceptible to natural disasters such as earthquakes, wildfires, and severe weather, and human induced events. In addition to natural events that could rise to the level of disaster, the City has numerous large-scale special events (including demonstrations) that occur throughout the year. LAPD indicates that these incidents (spontaneous) and events (preplanned) require a substantial response of personnel and equipment from the LAPD. In the case of no warning or short notice incidents, there may be little time to obtain personnel and equipment from external sources to support a large-scale rapid response. This would be further compounded by the size, complexity, and density of the Proposed Project and its anticipated maximum attendee population (and other large-scale venues in the vicinity of the Project site). Thus, a natural disaster or a special event impacting the Project area has the potential to result in a substantial demand for LAPD services and the services of other agencies. However, as part of the Proposed Project, ongoing training programs would be developed with a specific focus on the California Large Stadium Initiative (CA-LSI), emergency response, evacuation, hazardous devices, persons with Access and Functional Needs (AFN), and active natural disaster and special event response. The CSP would include bi-yearly CA-LSI hazard training, specific training for LAPD personnel responding to the Project site, and specific planning for AFN populations. With implementation of the CSP

and associated project design features, potential police protection impacts associated with natural disasters and large-scale special events would be less than significant.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measure J.1-1, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to impacts to police protection services (natural disasters, special events and unified emergency response). Thus, with implementation of this mitigation measure operational police protection impacts (natural disasters, special events and unified emergency response) would be reduced to a level of less than significant.

*viii. Police Protection (Cumulative )(Construction and Operational)*

**Facts**: Projects with construction underway during the same time frame as the Project may result in an increased need for security measures to prevent theft and vandalism of construction materials, supplies, equipment, and vehicles at all active construction sites. As with the Proposed Project, the related projects would be expected to implement similar security measures as part of construction.

As with the Proposed Project, related projects also have the potential to result in construction activities that could have negative impacts on traffic. However, like the Proposed Project, it is expected that the related projects would also implement transportation management plans that would include traffic management personnel (flag persons) and provisions for truck queuing, equipment staging, and construction worker parking. Furthermore, adequate emergency access along roadways adjacent to the related projects would be provided throughout the construction process, consistent with LAPD and LAFD requirements. In addition, every related project would be reviewed by LAPD as part of the normal building permit process, and appropriate measures would be identified to address potential impacts on LAPD resources. Thus, the combined cumulative impacts on police protection associated with the Project's incremental effect and the effects of the related projects during construction would be less than significant.

Numerous related projects are located within the service area of the Central, Rampart, Southwest, and Newton Police Stations. These projects would be completed at various times over the next several years, and, as this additional development occurs, both daytime and night time populations within the Project area would increase. However, some of the increased demand for police protection services associated with the related projects would be met through security features designed into future projects. The LAPD would also continue to evaluate the need for its services on a regular basis, including the review of individual development projects as they are in the City permitting process to identify project-level measures relative to impacts on LAPD resources. LAPD would also continue to make adjustments in capital investment and staffing resources, based on an on-going analysis of crime data, population density, and other variables that could change over time. In addition, similar to the Proposed Project, the identified related projects would generate revenues to the City that could be applied to the provision of police facilities and/or related staffing. Thus, while the cumulative impacts of the related projects on police protection may remain significant, the Proposed Project's contribution to these impacts, taking into account the Proposed Project's design features and mitigation measures, would not be cumulatively considerable.

Emergency access impacts during operations would be reduced to less than significant levels during design review of each of the related projects which occurs during the normal building permit process. In addition, while traffic levels would increase during operations of the related projects, each related project would be required to implement all feasible transportation mitigation measures which would reduce impacts to emergency response times to some degree. Further, the drivers of emergency vehicles are highly experienced in navigating through

areas of high traffic volumes using their sirens to clear a path of travel or driving in the lanes of opposing traffic. The combination of these factors results in less than significant cumulative impacts with regard to emergency response times.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further find that with implementation of Mitigation Measures J.1-1 and B.1-9 and B.1-29, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to cumulative construction and operational related impacts to police protection services. Thus, with implementation of these mitigation measures cumulative construction and operational police protection impacts (all areas) would be reduced to a level of less than significant.

*ix. Fire Protection (Construction)*

**Facts**: The primary concern with regard to fire protection services during the Project's construction phases would involve temporary closures of public street lanes and limited street segments that currently provide vehicular access for LAFD response units. Closures could affect a single lane, multiple lanes or the entire roadway segment for periods of up to one year associated with the construction of the New Hall and the two new parking garages, and one lane on L.A. Live Way and Chick Hearn Court for up to three years for construction of the Event Center. As a consequence, response times from the local fire stations when they travel adjacent to the Project site could be adversely impacted. However, a Construction Traffic Management Plan would be implemented throughout the construction phases, to minimize disruptions to through traffic flow, efficiently redistribute traffic to alternate routes, and to provide that emergency vehicle access to the Project site and neighboring land uses is maintained at all times. In addition, impacts associated with the potential for accidental on-site fires during construction from the operation of mechanical equipment and the use of flammable construction materials would be minimized through the maintenance of mechanical equipment in good operating condition; careful storage of flammable materials in appropriate containers; and the immediate and complete cleanup of spills of flammable materials when they occur. With implementation of Mitigation Measure B.1-30 and Project Design Features J.2-1 through J.2-5, construction-related impacts related to fire protection services would be less than significant.

**Finding:** The City finds based on substantial evidence that construction-related impacts to fire protection services would be less than significant.

*x. Fire Protection (Operational)*

**Facts**: Based on current forecasts most events at the Event Center would occur on a weekend day, and in the evenings during the weekday. A large portion of the service population for the fire stations located in the Project area relate to the large daytime population associated with the Downtown business community. As such, the operating hours of the Event Center would not coincide with the time periods when the greatest demands currently occur for the local fire stations. Moreover, the increase in service population brought about by activities at the Event Center is anticipated to be well below what occurs during the current daytime weekday period. However, due to the overall size of the facility and the nature of the incidents that may occur, additional resources, particularly with regard to the delivery of emergency medical services, would be required. In recognition of these potential impacts, project design features have been identified and a Fire Life Safety Resources Management Plan would be prepared. In addition, the LAFD would be one of the public agencies that would staff the Unified Command Center and participate in the preparation and implementation of the Proposed Project's Comprehensive Security Plan. While unlikely and highly infrequent, the potential also exists for a major fire event or natural disaster (e.g., earthquake) to occur that would require response by multiple fire stations in the area. However, the proposed Fire Life Safety Resources Management Plan

would include an emergency plan that sets forth, among other provisions, the pre-deployed on-site and off-site resources required to respond to a major emergency event at the Event Center.

The Project site is well within required distances from existing truck and engine-equipped fire stations, with Station No. 10, the first-in-responder, located 0.6 miles away. Three other truck and/or engine equipped fire stations are located less than 1.5 miles from the Project site.

Multiple points of access to the Project site would be provided. As a result, the Proposed Project would not result in significant impacts due to inadequate emergency vehicle access. However, increased vehicular traffic generated by the Proposed Project would result in significant impacts at a number of intersections, freeway ramps and segments of mainline freeways in the Downtown area, on the peak event days or nights, including weekday and weekend events. During these periods of heightened traffic, response times to the Project site and immediately adjacent locations could be significantly impaired as emergency vehicles find it more difficult to move through the heavy traffic. However, the drivers of emergency vehicles are highly experienced in navigating through areas of high traffic volumes using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, the Proposed Project's Transportation Management Plan would include features to facilitate emergency vehicle access/egress. With implementation of these measures, as well as project design features J.2-6 through J.2-9, impacts with regard to distances to LAFD facilities and access would be less than significant.

The LAFD has set the fire flow requirement for the Proposed Project at 12,000 gallons per minute flowing from eight hydrants. Upgrades to the existing water infrastructure serving the Project site may be required to meet City Fire Code fire flow standards for the new Event Center and the New Hall. This could involve replacement of one or more of the water mains, replacement/relocation/additional fire hydrants, and possibly water storage facilities on-site. Specific water infrastructure improvements required to achieve fire flow standards would be determined by the Los Angeles Department of Water and Power through hydraulic modeling, as part of the City's standard construction plan check and permitting process. Construction of required water infrastructure improvements, as set forth in Section IV.K.1, Utilities—Water, of the Draft EIR, would reduce fire flow impacts to a less than significant level.

> **Finding:** The City finds based on substantial evidence that operational impacts to fire protection services would be less than significant.

*i. Fire Protection (Cumulative)*

**Facts**: As with the Proposed Project, construction activities associated with the related projects could involve temporary closures of public street lanes and limited street segments that currently provide vehicular access for LAFD response units. However, like the Proposed Project, it is expected that the related projects would also implement transportation management plans throughout the construction process that would minimize disruptions to through traffic flow, efficiently redistribute traffic to alternate routes, and to ensure that emergency vehicle access is maintained at all times. In addition, every related project would be reviewed by the LAFD as part of the normal building permit process, and appropriate measures would be identified to address potential impacts on LAFD resources. Thus, the combined cumulative impacts on LAFD resources associated with the Project's incremental effect and the effects of the related projects during construction would be less than significant.

Projects with construction underway during the same timeframe as the Proposed Project may also result in an increased potential for accidental on-site fires from the operation of mechanical equipment and the use of flammable construction materials. As discussed above, construction contractors and work crews would implement measures to minimize these hazards during

construction of the Proposed Project, such as the maintenance of mechanical equipment in good operating condition, careful storage of flammable materials in appropriate containers, and the immediate and complete cleanup of spills of flammable materials. Similar measures would also be expected to be imposed on related projects during the normal building permit process and would be implemented as part of the construction of these related projects. Thus, cumulative impacts associated with the provision of fire protection services during construction would be less than significant.

The Proposed Project in combination with related projects could have a potential to increase the cumulative demand for LAFD resources. However, as these projects would occur within the existing urban area of the City, they would be located within an acceptable distance of one or more existing fire stations. In addition, each project would be subject to the City's routine construction permitting process, which includes a review by LAFD for compliance with building and site design standards related to fire life safety, as well as coordinating with LADWP to provide that local fire flow infrastructure meets current code standards for the type and intensity of land use involved. Moreover, LAFD would continue to monitor population growth and land development throughout the City, and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatus, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. However, in the current economic climate, many funding sources for a variety of City services, including the LAFD, have been significantly reduced, which could hamper and delay funding of additional fire department resources that may be needed to respond to growth, as well as impact current service levels. Though the Project would not worsen this situation directly, by increasing potential demand on the LAFD, especially if there is a multiple alarm fire on-site, the Proposed Project would indirectly contribute to a potentially adverse cumulative effect occurring on a City-wide basis, and specifically involving the five fire stations that would serve the Project site and the Central City area. However, Proposed Project-related impacts would be reduced to less than cumulatively considerable through implementation of a Fire Life Safety Resources Management Plan. Through the implementation of the project design features J.2-1 through J.2-9, the impact of the Proposed Project would be reduced such that it would not be cumulatively considerable.

Emergency access impacts during operations would be reduced to less than significant levels during design review of each of the related projects which occurs during the normal building permit process. In addition, while traffic levels would increase during operations of the related projects, each related project would be required to implement all feasible transportation mitigation measures which would reduce impacts to emergency response times to some degree.

**Finding:** The City finds based on substantial evidence that cumulative impacts to fire protection services would be less than significant.

### t. Geology and Soils

*i. Project Impact (Construction and Operational)*

**Facts**: No known active or potentially active faults with the potential for surface rupture cross or project toward the Project site. The closest active fault to the Project site is the Hollywood Fault, and the Project site would be subject to strong seismic ground shaking typical of areas within Southern California. The Proposed Project would not cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, nor expose people to substantial risk of injury from strong seismic ground shaking. Impacts associated with surface fault rupture, seismicity, and ground shaking would be less than significant.

The Project site is not located within a State-designated seismic hazard zone for liquefaction potential or within a City-designated liquefiable or potentially liquefiable area. Prior borings drilled to a depth of 100 feet in the vicinity of the Project site did not report groundwater above that depth, except for minor seepage between approximately 17 and 36 feet below ground surface. The Project site is not located within an area of known subsidence associated with oil or groundwater withdrawal, peat oxidation, or hydro-compaction. It is anticipated that site soils that could be susceptible to seismic-induced settlement would be removed during excavation; therefore, the risk of seismic-induced settlement is considered low. Impacts associated with liquefaction, groundwater, subsidence, and settlement would therefore be less than significant.

Temporary excavations at the Project site with slopes steeper than approximately 1:1 may not be stable, thus slope stability impacts would be potentially significant. Mitigation Measure G-2 has been included to provide that impacts related to slope stability during construction would be less than significant.

The expansion potential of fine-grained soils at the Project site is expected to range from low to medium. Project site soils are expected to be mildly to severely corrosive to ferrous metals, aggressive to copper, and exposure of concrete to sulfate attack is expected to be negligible to moderate. Mitigation Measure G-3 is included to provide that potential impacts associated with expansive and corrosive soils would be reduced to a less than significant level.

The Project site is located approximately 12 miles from San Pedro Bay and at an elevation of 230 to 235 feet above mean sea level. The Project site is not within a tsunami or seiche hazard zone, and the risk of tsunami or seiche affecting the site is low. However, a very small portion of the southeastern corner of the Project site is within a potential inundation hazard zone. The potential for inundation at the Project site as a result of an earthquake-induced dam failure is considered low. Therefore, the Proposed Project would not expose people to substantial risk of injury due to inundation by seiche/dam failure, and impacts with respect to tsunamis, inundation, flooding and seiches would be less than significant.

Sedimentation and erosion could potentially occur from exposed soils during Proposed Project construction. However, construction activities would occur in accordance with erosion control requirements, including grading and dust control measures, imposed by the City pursuant to grading permit regulations. During operation, the Proposed Project may result in a limited degree of soil erosion effects within vegetated areas.

There are no distinct or prominent geologic or topographic features (e.g., hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands) on the Project site or in the immediate vicinity. Therefore, the Proposed Project would not destroy, permanently cover, or materially and adversely modify any distinct and prominent geologic or topographic features. Impacts associated with landform alteration would not occur.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures G-1 through G-3, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect with regard to geology and soils as identified in the Final EIR. Thus, with implementation of these mitigation measures construction and operational related project impacts to geology and soils would be less than significant.

*ii. Cumulative Impacts(Construction and Operational)*

**Facts**: Geotechnical impacts related to future development in the City of Los Angeles would involve hazards associated with site-specific soil conditions, erosion, and ground shaking during earthquakes. The impacts on each site would be specific to that site and its users and would not

be common or contribute to the impacts on other sites. In addition, development on each site would be subject to uniform site development and construction standards that are designed to protect public safety, including the requirements specified by the LAMC and the California Building Code.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures G-1 through G-3, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant potential cumulative environmental effect with regard to geology and soils as identified in the Final EIR. Thus, with implementation of these mitigation measures cumulative geology and soils impacts would be reduced to a level of less than significant.

**u. Environmental Hazards**

*i. Project Impacts (Prior Use of the Project Site)*

**Facts**: It is possible that development within certain areas of the Project site could encounter contaminated soil or underground features such as USTs and an abandoned oil well. However, Mitigation Measures L-1, L-2, and L-12 would be incorporated to provide that any contaminated soils encountered during Proposed Project construction be treated or disposed of properly. In addition, Mitigation Measure L-3 would provide that any USTs uncovered during construction be removed in accordance with applicable regulations. Moreover, Mitigation Measure L-4 would provide that Proposed Project construction activities meet construction requirements associated with the former on-site oil well as well as provide that if construction activities uncover remnants of, or materials associated with, the former oil well or additional currently unknown oil wells these would be treated in accordance with applicable regulations.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measures L-1 through L-4 and L-12, changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant potential impact of environmental hazards relative to prior use of the Project site. Thus, with implementation of these mitigation measures Project environmental hazards impacts relative to prior use of the Project site would be reduced to a level of less than significant.

*ii. Project Impacts (Hazards Associated with Hazardous Sites Listing and Regulatory Agency Review)*

**Facts:** While the Project site is identified in the databases reviewed in the EDR report, the potential environmental impact from a majority of these listings is considered low due to the type of regulatory listings and involvement of a regulatory agency in remedial efforts. However, three listings associated with the Convention Center are considered recognized environmental conditions based on potential soil contamination in the form of total petroleum hydrocarbons (TPH), volatile organic compounds, and/or metals. Therefore, it is possible that contaminated soil or underground features such as USTs exist below portions of the Project site. However, Mitigation Measures L-1 through L-3, L-5, and L-12 would be incorporated to provide that any contaminated soils or USTs that are encountered are treated in accordance with applicable regulations.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures L-1 through L-3, L-5 and L-12 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant potential impact of environmental hazards relative to hazards associated with hazardous sites listing and regulatory agency review. Thus, with implementation of these

mitigation measures Project environmental hazard impacts (hazardous sites listing and regulatory review) would be reduced to a level of less than significant.

*iii. Project Impacts (Hazardous Materials Use, Storage, and Management)*

**Facts:** During on-site grading and building construction, fuel, and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners, could be used, handled, and stored on the Project site. The use, handling, and storage of these materials could increase the possibility for exposure of people and the environment to hazardous materials. However, compliance with the project design features as well as existing regulations and plans at the Project site during construction would reduce this risk. Therefore, impacts associated with hazardous materials usage, storage, and management during construction would be less than significant.

The Proposed Project has the potential to increase the acquisition, use, handling and storage of existing hazardous materials on-site through the expansion of existing facilities and development of new facilities. With continued implementation of hazardous materials management at the Project site and continued compliance with applicable laws, as well as implementation of the identified project design features, impacts associated with the use, storage, and management of hazardous materials during operation of the Proposed Project would be less than significant.

The Project site also contains several grease interceptors and three-stage clarifiers. Construction activities associated with the Proposed Project may require removal of these facilities. Therefore, Mitigation Measure L-6 is proposed below to provide that all local sanitation district requirements and regulations are followed for proper removal and disposal. As such, with implementation of Mitigation Measure L-6, no significant impacts associated with the removal of on-site interceptors and clarifiers are anticipated.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures L-6 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant potential impact of environmental hazards relative to hazardous materials use, storage and management. Thus, with implementation of this mitigation measure Project environmental hazard impacts (hazardous materials use, storage and management) would be reduced to a level of less than significant.

*iv. Project Impacts (Hazardous Waste) (Construction)*

**Facts:** There is the potential for on-site grading to increase the use, handling and storage of hazardous materials, and encounter contaminated soil, resulting in a corresponding increase in hazardous waste. Implementation of the Proposed Project design features, Mitigation Measures L-1, L-2, L-7, L-11, and L-12, as well as existing regulations and plans at the Project site during construction of the Proposed Project would prevent exposure of people to substantial risk resulting from the release of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures L-1, L-2, L-7, L-11 and L-12 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant potential construction related environmental hazard (hazardous waste) impact. Thus, with implementation of these mitigation measures construction related hazardous waste impacts would be reduced to a level of less than significant.

*v. Project Impacts (Hazardous Waste) (Operation)*

**Facts:** Existing hazardous waste at the Project site includes asbestos containing waste, PCB-containing waste, fuel components/tank sludge, unspecified oil-containing waste, aqueous solutions, oxygenated solvents, waste oil/mixed oil, paint sludge, oil/water separator sludge, liquids with halogenated solvents, and other organic solids. Additional environmentally regulated hazardous wastes identified or presumed to be at the Project site include universal, electronic, and radioactive wastes including, but not limited to, fluorescent light tubes, thermostats, fire detection/alarm devices, exit signs, CRTs, batteries, and aerosol cans. With implementation of the Proposed Project, it is anticipated that hazardous waste generating activities could increase. However, in compliance with the Hazardous Waste Source Reduction and Management Review Act (i.e., Senate Bill 14), source reduction measures to reduce the generation of hazardous waste on-site would be implemented. For example, under STAPLES Center's ISO 14001 Environmental Management System, hazardous materials are subject to hazardous waste management programs and all chemicals brought into the site are subject to review and approval by management. With the implementation of existing hazardous waste reduction efforts on-site, and the fact that the majority of typical/operational hazardous waste is conveyed to licensed treatment, disposal, and resource recovery facilities, impacts associated with hazardous waste generation and disposal during operation of the Proposed Project would be less than significant.

**Finding**: The City finds based on substantial evidence that operational project impacts to environmental hazards (hazardous waste generation) would be less than significant.

*vi. Project Impacts (Asbestos and Lead Based Paints)(Construction)*

**Facts:** The demolition of several structures within the Project site would have the potential to encounter asbestos and lead-based paints. However, Project Design Features L-2 and L-3, would require that a comprehensive asbestos-containing materials survey is conducted prior to renovation or demolition and that all procedural requirements and regulations are followed for proper removal and disposal of any lead-based paint found on site. In addition, as the removal of asbestos is regulated by SCAQMD Rule 1403, any asbestos found on-site would be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Furthermore, per applicable regulations, workers associated with the Proposed Project would be protected by worker safety requirements. Therefore, construction of the Proposed Project would not expose people to substantial risk resulting from the release of or exposure to asbestos, asbestos-containing materials, or lead-based paint in excess of regulatory standards and no significant impact associated with these hazardous materials is anticipated from construction of the Proposed Project.

**Finding**: The City finds based on substantial evidence that construction related project impacts to environmental hazards (asbestos and lead based paints) would be less than significant.

*vii. Project Impacts (Asbestos and Lead Based Paints) ( Operation)*

**Facts:** New on-site construction and/or renovation due to the Proposed Project would include use of commercially sold construction materials that would not include asbestos, asbestos-containing materials, or lead-based paint and are therefore not anticipated to increase the occurrence of friable asbestos, asbestos-containing materials, or lead-based paint at the Project site. As such, operation of the new development proposed at the Project site is not anticipated to expose persons to friable asbestos or lead-based paint.

**Finding**: The City finds based on substantial evidence that operational project impacts to environmental hazards (asbestos and lead based paints) would be less than significant.

*viii. Project Impacts (Polychlorinated Biphenyls) (Construction)*

**Facts:** Multiple secured transformer enclosures, hydraulic escalators, hydraulic lifts, passenger elevators (hydraulic and cable-traction), and hydraulic compactors were observed throughout the Project site. In addition, given the original date (1971) of construction of portions of the Project site, there is a potential for capacitors and fluorescent lighting unit ballasts to contain polychlorinated biphenyls (PCBs). The demolition of structures within the Project site would have the potential to remove on-site transformers, hydraulic equipment and ballasts, resulting in a potential for exposure to PCBs. Therefore, Mitigation Measure L-8 is provided below to provide that all procedural requirements and regulations are followed for proper removal and disposal of PCB-containing materials.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures L-8 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant potential construction related environmental hazard (polychlorinated biphenyls) impact. Thus, with implementation of this mitigation measure construction related polychlorinated biphenyl impacts would be reduced to a level of less than significant.

*ix. Project Impacts (Polychlorinated Biphenyls) (Operation)*

**Facts**: The new electrical systems to be installed in the Proposed Project would not contain PCBs. Therefore, during operation of the Proposed Project, maintenance of such electrical systems would not expose people to PCBs. In addition, the Applicants would continue to comply with applicable laws regulating PCBs. As such, the operation of the Proposed Project would not expose people to substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, no significant human exposure to PCBs is anticipated from the operation of the Proposed Project.

**Finding**: The City finds based on substantial evidence that operational project impacts to environmental hazards (polychlorinated biphenyls) would be less than significant.

*x. Project Impacts (Aboveground and Underground Storage Tanks)-(Construction)*

**Facts:** Proposed Project-related grading could uncover or disturb existing known and unknown USTs, which could lead to soil and/or groundwater impacts and the potential exposure of people and the environment to hazardous materials. If USTs or impacted soils are encountered, existing comprehensive policies and programs specifically related to environmental safety would continue to be implemented. In addition, Mitigation Measures L-1, L-2, and L-12 would be incorporated to provide that any contaminated soils encountered during Proposed Project construction be treated or disposed of properly and Mitigation Measure L-3 would provide that any USTs uncovered during construction be removed in accordance with applicable regulations.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City further finds that with implementation of Mitigation Measures L-1 through L-3 and L-12 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant potential construction related environmental hazard (aboveground and underground storage tanks) impact. Thus, with implementation of these mitigation measures construction related AST and UST impacts would be reduced to a level of less than significant.

*xi. Project Impacts (Aboveground and Underground Storage Tanks) (Operation)*

**Facts:** Expanded operations on the Project site could require the installation and operation of additional aboveground storage tanks (ASTs) for the storage of motor oil, vegetable oil, propane, and other substances and additional underground storage tanks to accommodate increased hazardous materials demand. The increase in the number of ASTs and USTs on-site could potentially increase the potential for accidental releases and subsequent impacts to soil and surface water and groundwater, as well as the potential for environmental and human exposure to hazardous materials. However, new ASTs and USTs would be installed and maintained in accordance with applicable regulatory requirements. As such, implementation of the identified project design features and continued compliance with applicable laws associated with ASTs and USTs would minimize impacts to human health and the environment associated with ASTs and USTs.

**Finding**: The City finds based on substantial evidence that operational project impacts to environmental hazards (aboveground and underground storage tanks) would be less than significant.

*xii. Project Impacts (Oil and Gas) ( Construction)*

**Facts:** Construction of the Proposed Project would require excavation of subsurface materials for building foundations, etc. As a result, construction workers could potentially be at risk during excavation activities if methane gases are present in high concentrations. Therefore, appropriate precautionary measures shall be taken to provide for construction worker safety. Mitigation Measure L-10 below will provide that potential methane impacts during construction are reduced to a less than significant level.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measures L-10 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant potential construction related environmental hazard (oil and gas) impacts. Thus, with implementation of this mitigation measure construction related environmental hazard (oil and gas) impacts would be reduced to a level of less than significant.

*xiii. Project Impacts (Oil and Gas) ( Operation)*

**Facts:** Given the location of the Project site in a Methane Zone, new buildings and paved areas of the Project would be required to comply with the City's Methane Seepage Regulations and the specifications of the City of Los Angeles Department of Building and Safety as set forth in Section 91.7101, *et seq*. of the City's Municipal Code and as described in Mitigation Measure L-10. Compliance with these regulations would assure that methane concentrations would be below the level that would present a risk to human health and safety.

The Environmental Data Resources report identified the presence of one abandoned oil well beneath the "Blue" parking zone of the West Hall and is reportedly plugged. To the extent that Proposed Project construction occurs in proximity to this well, the California Department of Oil, Gas and Geothermal Resources may require the re-abandonment of this well in accordance with current regulatory requirements. Through this process, any potential significant impacts would be reduced to a less than significant level.

**Finding:** In accordance with CEQA Guideline Section 15091(a)(1), the City finds that with implementation of Mitigation Measure L-10 changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant potential operational related environmental hazard (oil and gas) impacts. Thus, with implementation of

this mitigation measure operational environmental hazard impacts (oil and gas) would be reduced to a level of less than significant.

*xiv. Environmental Hazard (Cumulative)*

**Facts:** Development of the Proposed Project in combination with the related projects has the potential to increase the risk for an accidental release of hazardous materials. However, each of the related projects would require evaluation for potential threats to public safety, including those associated with the use, storage, and/or disposal of hazardous materials, asbestos-containing materials, lead-based paint, polychlorinated biphenyls, and oil and gas would be required to comply with all applicable local, state, and federal laws, rules and regulations. Since environmental safety issues are largely site-specific, this evaluation would occur on a case-by-case basis for each individual project affected, in conjunction with development proposals on these properties. Therefore, with full compliance with all applicable local, state, and federal laws, rules and regulations, cumulative impacts would be less than significant.

**Finding**: The City finds based on substantial evidence that cumulative project and operational impacts to environmental hazards (including those associated with the use, storage, and/or disposal of hazardous materials, asbestos-containing materials, lead-based paint, polychlorinated biphenyls, and oil and gas) would be less than significant.

**v. Water Resources - Hydrology and Surface Water Quality**

*i. Hydrology (Construction)*

**Facts:** Construction activities associated with the Project would have the potential to temporarily alter existing drainage patterns and flows by exposing the underlying soils and making the Project site temporarily more permeable. However, construction of new drainage facilities would be required in a manner and sequence that would preclude flooding. Specifically, any new storm drain connections would be installed to support development and would be in place and functioning as development progresses to serve their respective catchments. Installation of the new connections would primarily occur on-site and the new connections would be sized appropriately to convey runoff to the existing storm drain piping network in accordance with City standards. In addition, during construction, a Storm Water Pollution Prevention Plan (SWPPP) would be implemented to provide for temporary stormwater management. This plan would prevent construction from adversely affecting the amount of surface water in a water body. In addition, the Project would be required to comply with applicable City grading permit regulations that require necessary measures, plans, and inspections to reduce sedimentation and erosion. Thus, construction of the Proposed Project would not cause flooding, substantially increase or decrease the amount of surface water in a water body, or result in a permanent, adverse change to the movement of surface water.

**Finding:** The City finds based on substantial evidence that potential construction related impacts to hydrology would be less than significant.

*ii. Hydrology (Operational)*

**Facts**: The Project would involve the development of new buildings, paved areas, and landscaping. Through the provision of additional landscaped areas, the Project would serve to reduce the impervious surface area from 94 percent to 93 percent of the Project site, thereby resulting in a corresponding decrease in surface water flows. Thus, the Project would not result in an incremental increase in stormwater runoff and therefore would not adversely impact the capacity of the existing storm drain system. Furthermore, runoff from the Project site would continue to follow the same discharge paths and drain to the same outlet pipes as under

existing conditions, thus maintaining existing drainage patterns. Since the Proposed Project's peak flow rates would be unchanged from existing peak flow rates, no detention facilities would be required for hydrologic purposes. Nonetheless, Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) requirements would be implemented throughout the operational life of the Proposed Project. As part of these requirements, the Proposed Project would incorporate BMPs to ensure that at a minimum, no increase in flows from existing conditions would result with the Proposed Project. Given the Project would not (i) result in on- or off-site flooding during a 50-year storm event, (ii) substantially reduce or increase the amount of surface water in a water body, (iii) result in a permanent adverse change to the movement of surface water, or (iv) impact the existing storm drain system serving the Project site, impacts to hydrology during operation of the Project would be less than significant.

The Project site is not located within a Federal Emergency Management Agency (FEMA) or City of Los Angeles designated 100- or 500-year flood plain. In addition, the Proposed Project does not include a residential component. However, according to the City of Los Angeles General Plan Safety Element, within the Project site, the southeast corner near Venice Boulevard and Figueroa Street is located within a potential inundation area. This area includes a small portion of the existing Venice Boulevard Garage, which would remain under the Project.

Dam safety regulations are the primary means of reducing damage or injury due to inundation occurring from dam failure. The California Division of Safety of Dams regulates the siting, design, construction, and periodic review of all dams in the State. Mitigation of potential seiche hazards has also been implemented by the Los Angeles Department of Water and Power (LADWP) through regulation of the level of water in its storage facilities and the provision of walls of extra height to contain seiches and prevent overflow or inundation. In addition, dams and reservoirs are monitored during storms, and measures are instituted in the event of potential overflow. These measures apply to facilities within the City's borders and facilities owned and operated by the City within other jurisdictions. Appropriate measures to be implemented in the event of potential overflow are specific to each dam and are based on the risk level associated with the dam. The City determines the risk of each dam that would impact the City based on the age and design of the dam, the holding capacity, as well as the density of existing and planned development within the inundation area. In addition, the City's Local Hazard Mitigation Plan 2011, contains a comprehensive set of more than 400 hazard mitigation projects and programs designed to reduce the potential risks of dam failure. Mitigation measures include a broad range of approaches to hazard mitigation including retrofit/relocation, code enforcement, development of new regulations, public education, surveillance and security, development of redundant facilities, among others. Thus, the risk of flooding from inundation by a seiche or a dam failure is considered low and impacts related to inundation by seiche/dam failure would be less than significant.

**Finding:** The City finds based on substantial evidence that potential operational impacts to hydrology would be less than significant.

*iii. Surface Water Quality (Construction)*

**Facts**: Construction activities such as earth moving, maintenance/operation of construction equipment, and handling/storage/disposal of construction materials could contribute to pollutant loading in stormwater runoff. However, a site-specific SWPPP would be implemented which would specify BMPs to be used during construction that would reduce or eliminate the discharge of potential pollutants from stormwater runoff to the maximum extent practicable. In addition, the Project Applicants would be required to comply with City grading permit regulations, which require standard measures, plans (including a wet weather erosion control plan if construction occurs during the rainy season), and inspections to reduce sedimentation and erosion.

**Finding:** The City finds based on substantial evidence that potential construction related impacts to surface water quality would be less than significant.

*iv. Surface Water Quality (Operational)*

**Facts:** As is typical of most major urban developments, stormwater runoff from the Project site has the potential to introduce pollutants into the stormwater system. However, SUSMP requirements would be implemented throughout the operational life of the Proposed Project which would include BMPs to address water quality in stormwater runoff. Source control BMPs would be used to prevent pollutants from entering into stormwater discharges and may include effective site design and landscape planning, storm drain signage, properly managed maintenance bays and docks, properly managed trash storage areas, proper design and maintenance of outdoor material storage areas, and proper maintenance of structural/treatment control BMPS. Treatment BMPs remove pollutants from stormwater discharges and may include vegetative systems, vortex/hydrodynamic systems, catch basin systems, infiltration/retention, pervious pavement, and media filtration. LID BMPs use the aforementioned to address infiltration, capture and use, and biofiltration of stormwater runoff. In addition, the Proposed Project would reduce impervious surfaces slightly through the introduction of additional landscaped areas, thus increasing opportunities to direct stormwater flows through the planting media where pollutants are filtered, absorbed, and biodegraded by the soil and plants, prior to infiltrating to the ground below. Nitrates often used in landscaping fertilizers would also be controlled through the selection of native plants and minimal use of nitrogen-based fertilizers in on-going landscape maintenance.

**Finding:** The City finds based on substantial evidence that potential operational related Impacts to surface water quality would be less than significant.

*v. Hydrology and Surface Water Quality (Cumulative)*

**Facts:** The Proposed Project in conjunction with forecasted 2017 growth in the Ballona Creek watershed (inclusive of the related projects) would cumulatively increase stormwater runoff flows, potentially resulting in cumulative impacts to surface water hydrology. However, in accordance with City requirements, the related projects and other future development projects would be required to implement BMPs such that post-development peak stormwater runoff discharge rates would not exceed the estimated pre-development rates. Furthermore, the City of Los Angeles Department of Public Works would review each future development project on a case-by-case basis to provide that sufficient local and regional drainage capacity is available to accommodate stormwater runoff. Similar to the Proposed Project, forecasted growth in the Ballona Creek watershed also would be subject to National Pollutant Discharge Elimination System (NPDES) requirements regarding water quality for both construction and operation. Moreover, since the identified related projects are located in a highly urbanized area, future development and land use changes are not likely to cause substantial changes in regional surface water quality. It is also anticipated that related projects and other future development projects would be subject to SUSMP requirements and implementation of measures to comply with total maximum daily loads.

**Finding:** The City finds based on substantial evidence that potential cumulative hydrology and surface water quality impacts would be less than significant.

**w. Water Resources – Groundwater**

*i. Groundwater Level and Groundwater Quality (Construction)*

**Facts:** Construction of the Project would require excavations with average depths ranging from one foot for the New Hall to a maximum depth of approximately 50 feet for the Event Center. Since the historic high groundwater level in the vicinity of the Project site is approximately 90 feet below ground surface, and prior borings drilled to a depth of 100 feet in the vicinity of the Project site did not report groundwater above that depth (except for minor seepage between approximately 17 and 36 feet), it is not expected that groundwater would be encountered during construction. Thus neither temporary nor permanent dewatering operations would be required. Therefore, the Project would not have an impact on groundwater levels during construction.

The Proposed Project would necessitate soil export in conjunction with site excavations. In accordance with regulatory requirements, any contaminated soils within the Project site would be captured within the volume of excavated material, removed from the site, and remediated at an approved disposal facility.

Compliance with all applicable federal, State, and local requirements concerning the handling, storage and disposal of hazardous waste would also effectively reduce the potential for construction of the Proposed Project to release contaminants into groundwater that could expand the area or increase the level of groundwater contamination or cause the violation of regulatory water quality standards at an existing production well as defined in the California Code Regulations, Title 22, Division 4, Chapter 15 and the Safe Drinking Water Act. In addition, as there are no groundwater production wells or public water supply wells within one mile of the Project site, construction activities are not anticipated to affect existing wells.

**Finding:** The City finds based on substantial evidence that potential construction related impacts to groundwater level and groundwater quality would be less than significant.

*ii. Groundwater Level and Groundwater Quality (Operational)*

**Facts:** Operation of the Proposed Project would not require direct discharge to or extraction from the groundwater supply. In accordance with NPDES requirements, the Proposed Project may utilize infiltration as a means of treatment and disposal of the first flush or 0.75 inch of rainfall of any rain event. Incidental percolation of irrigation water and precipitation from landscaped areas may also contribute marginal volumes of runoff to groundwater. The majority of pollutants of concern for stormwater runoff would be captured and filtered out by soils, with the exception of nitrates often used in landscaping fertilizers. Nitrates would be controlled through the selection of native plants and minimal use of nitrogen based fertilizers in on-going landscape maintenance.

The Proposed Project would also result in increased activity at the Project site, which would result in an increase in the usage of fuels, lubricants and other potential pollutants. Surface spills from the handling of hazardous materials most often involve small quantities and can be cleaned up in a timely manner, resulting in little threat to groundwater. Compliance with applicable regulations and plans would prevent the Project from affecting or expanding any potential areas of contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated. In addition, there are no production water wells within a one-mile radius of the Project site that would have the potential to be affected by operation of the Proposed Project.

**Finding:** The City finds based on substantial evidence that potential operational impacts to groundwater level and groundwater quality would be less than significant.

*iii. Groundwater Level and Groundwater Quality (Cumulative)*

**Facts:** Cumulative groundwater level impacts could result from construction activities located in close proximity to the Project site. However, since the historic high groundwater level on-site is at a depth of 90 feet below grade, it is not expected that groundwater would be encountered and temporary or permanent dewatering operations would not be required. Additionally, there are no production wells, spreading grounds, or injection wells within a one-mile radius of the Project site. Therefore, cumulative impacts to groundwater levels resulting from construction activities or due to interruptions to wells or spreading grounds would be less than significant.

Cumulative groundwater level impacts could also result from the over-utilization of groundwater basins located in proximity to the Project site. To the extent that public supply wells are located within or near the related Project sites and the related projects involve groundwater extraction, the cumulative utilization of groundwater could adversely affect groundwater levels. However, it is expected that the related projects would typically depend on public water supply systems, and since all significant local groundwater basins are adjudicated, they are essentially protected from over-production due to limitations on water rights. Any cumulative increase in water demand would be met by other sources (e.g., recycled and imported water).

Cumulative groundwater hydrology impacts could result from the net conversion of existing pervious surfaces to impervious surfaces (or vice-versa), which has the potential to change groundwater levels. However, the Proposed Project and related projects are located in a highly urbanized area, and any change in groundwater recharge would be minimal from a regional groundwater basin perspective.

Although development of the related projects could involve groundwater remediation, the Project is not expected to include activities that would require groundwater remediation that could affect groundwater quality. Therefore, the Proposed Project would not contribute to cumulative groundwater quality impacts. In addition, the related projects are unlikely to cause or increase groundwater contamination based on existing statutes that prohibit new contamination and require remediation of existing contamination. Moreover, the Proposed Project is not anticipated to affect the rate or direction of movement of existing contaminants, expand the areas affected by contaminants, increase the level of groundwater contamination, or cause regulatory water quality standards of existing production wells to be violated.

**Finding:** The City finds based on substantial evidence that potential cumulative impacts to groundwater level and groundwater quality would be less than significant.

### x. Significant Irreversible Environmental Changes

**Facts:** Section 15126.2(c) of the State CEQA 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 that "irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The Proposed Project would necessarily consume limited, slowly renewable, and non-renewable resources, resulting in irreversible environmental changes. This consumption would occur during construction of the Proposed Project and would continue throughout its operational lifetime. The development of the Proposed Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation and the associated impacts related to air quality.

Construction and operation of the Proposed Project would require the irretrievable commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of

these resources and the Proposed Project's building site for future generations or for other uses. However, the consumption of such resources would be on a relatively small scale and consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions and such resources would not be used in a wasteful manner.

**Finding:** The City finds based on substantial evidence that although irreversible environmental changes would result from the Project, such changes would be less than significant.

### y. Growth Inducing Impacts/Other CEQA Considerations

Section 15126.2(d) of the State CEQA Guidelines requires a discussion of the ways in which a proposed 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. Section 12126.2(d) of the State CEQA Guidelines states:

> *"Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."*

**Facts:** Growth-inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a waste water treatment plant that, for example, may allow for more construction in service areas). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, thus requiring construction of new facilities that could cause significant environmental effects. The CEQA Guidelines also require a discussion of the characteristics of projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Finally, the CEQA Guidelines also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.

Growth can be induced or fostered as follows:

- Direct growth associated with a project;
- Indirect growth created by either the demand not satisfied by a project or the creation of surplus infrastructure not utilized by a project.

Because the Proposed Project does not include the construction of new housing that would generate new population, it would not result in direct population growth. However, the Proposed Project is expected to result in varying types of indirect growth. At present, the Convention Center is the largest public assembly venue in the market and it would remain so after completion of the Project. The Proposed Project improvements would not prevent the opportunity for any of the existing facilities in the market from competing with the Los Angeles

Convention Center in the classes of business where they presently compete. As stated above, NFL football is not presently accommodated in the market. Although some classes of spectator events may shift from existing spectator facilities, as a whole the potential loss of this activity would not in itself lead to significant capital disinvestment. The capacities of the Proposed Project do not fundamentally alter the market dynamics for public assembly events in Los Angeles County.

**Finding:** The City finds based on substantial evidence that the Proposed Project would not result in the closure of, or disinvestment in, competing facilities leading to their abandonment or decay or decay of the surrounding area. Thus, potential impacts associated with urban decay would be less than significant.

**Finding:** The City recognizes that the environmental analysis of the Project raises several controversial environmental issues, and that a range of technical and scientific opinion exists with respect to those issues. The City acknowledges that there is differing and conflicting information and other opinions regarding the Project. Some of the differences of opinion pertain to the methodologies the EIR employed regarding social, economic and health impacts; vulnerability of the Pico Union community and other neighborhoods in the vicinity of the Project to gentrification and housing displacement; the causes of any projected or existing gentrification; whether housing prices or hiring practices would occur as a result of the project and the extent such changes might affect physical impacts; population, housing and employment projections; and the ability to make reliable forecasts regarding physical impacts that might result from socio-economic impacts. The City has, by its review of the evidence and analysis presented in the EIR and in the record, acquired a better understanding of the breadth of this technical and scientific opinion and of the full scope of the environmental issues presented by the Project. In sum, this understanding has enabled the City to make fully informed, thoroughly considered decisions after taking account of the various viewpoints on these important issues. These findings are based on full appraisal of all viewpoints expressed in the EIR and in the record, as well as other relevant information in the record of proceedings for the Project. This information includes expert reports, which were prepared to assist the City in the independent review of issues related to social, economic and health impacts. These reports included the Response to Social and Economic Impact Comments, dated July 26, 2012, prepared by MR&E; Response to Human Impact Partners Health Impact Assessment, dated July 25, 2012, prepared by MR&E; and Review of Human Impact Partners Health Impact Assessment, dated July 24, 2012, prepared by Professors William S. Comanor and Jon Riddle. The City adopts the analysis, methodology and opinions that support these findings for the reasons stated in the EIR, in staff reports presented to the Planning Commission and the City Council, and in presentations made by the applicants.

**Finding:** The City acknowledges that there is substantial controversy, differences of opinion, and conflicting evidence regarding whether the Project will cause socioeconomic impacts that will lead to physical impacts. The City has reviewed extensive information presented by commentors, some of whom, in turn, cite other reports and studies and community surveys, regarding these issues. The City adopts the conclusions of the several experts, including those contained in the reports prepared by MR&E and Professors William S. Commonor and Jon Riddle, whose opinions support the conclusions stated in the EIR that the Project would not result in significant indirect physical impacts arising from socioeconomic impacts, for the reasons stated in the EIR.

These experts support the City's conclusions regarding whether social and economic issues (including but not limited to gentrification, housing, jobs and displacement) will in turn cause any significant effects on the environment. The City acknowledges the community surveys presented by commentors and numerous citations to studies and reports presented in support of conclusions opposite to those reached by the City. However, that evidence and the studies

cited were reviewed by other experts, who explained how the evidence and analysis submitted by the commentors did not establish a reasonable probability either that the Project would result in significant adverse social or economic impacts or that such impacts, if they were to occur, would cause significant physical or public health impacts. (See, for example, Appendix E of the Final EIR.) The City finds these explanations reasonable. In support of this finding, the City has determined that insufficient evidence has been presented that would allow the City to reasonably quantify or project what contribution, if any, the Project would make toward gentrification and housing displacement, or assess the Project's possible contribution to it in any meaningful way. The City also finds it speculative to conclude that the Project would cause displacement for the reasons set forth in the EIR or that, any Project-caused displacement, should it occur, would cause the physical impacts the commentors claim.

## F. Alternatives

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of the proposed project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. The Draft EIR Alternatives Analysis, therefore, identified a reasonable range of project alternatives focused on avoiding or substantially reducing the project's significant impacts.

### I. Project Objectives

Section 15124(b) of the CEQA Guidelines states that the 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." The following is a list of Project Objectives as contained in Section II, Project Description, of the Draft EIR, and is restated below:

1. Modernize and enhance the marketability of the Convention Center.
    a. Replace the outmoded West Hall with a modern New Hall contiguous to the existing South Hall.
    b. Enhance the marketability of the Convention Center by creating a more efficient exhibit hall contiguous to the existing South Hall that would substantially improve the rank of the Convention Center and make it more competitive nationally.
    c. Increase the number of trade shows and conventions attracting largely out-of-town visitors.
    d. Provide a new multi-purpose room of a size that can function as exhibit hall space, meeting rooms or a ballroom, a new amenity that the Convention Center cannot offer today.
    e. Through joint booking with the Event Center, provide Convention Center expansion capabilities for Exhibition Events through the use of the event floor, premium suites and club spaces for exhibit and meeting use.
2. Construct a multi-purpose Event Center that complements and promotes the adjacent convention and sports and entertainment uses.

a. Construct a state-of-the-art venue capable of attracting and maintaining up to two NFL teams, with a seating capacity that is competitive with venues in other major media markets and with other stadia proposals in the region.

b. Develop an Event Center that would also be used for event floor exhibit hall space and premium meeting rooms, with direct physical connections to the Convention Center.

c. Develop an Event Center that would accommodate a variety of other Spectator Events beyond NFL games, including, but not limited to, college football championship and bowl games, MLS and international soccer matches and championship games, music concerts or festivals, and religious gatherings.

d. Develop an Event Center that would be expandable to host occasional major sporting events such as an NFL Super Bowl or NCAA Final Four Tournament.

3. Develop a Project that promotes General Plan goals, objectives and policies related to the ongoing revitalization of the nearby area and downtown Los Angeles.

a. Promote the development of major sports, entertainment and Convention Center facilities in downtown Los Angeles and in close proximity to transportation corridors and transit stations.

b. Create a dynamic and exciting urban sports and entertainment destination within the downtown Los Angeles area.

c. Synergistically build upon existing venues, including STAPLES Center and L.A. LIVE, to create a sports and entertainment center recognized at a local, regional, national, and international level.

d. Create a catalyst to enhance further the downtown Los Angeles area in terms of overall economic growth and as a 24-hour environment with a diversity of uses that complement one another.

4. Design a Project that is compatible with existing Convention Center facilities, promotes the spectator experience at Event Center events and is consistent with smart growth and urban design principles.

a. Through appropriate design, location and massing, seamlessly integrate the additional exhibition space with the existing South Hall and Concourse Building to create an overall complex that is efficient, architecturally compatible, and maximizes opportunities for contiguous event and meeting space.

b. Design the Event Center to take advantage of Southern California's climate, and meet fans' expectations, through an open-air stadium design for NFL and other Spectator Events.

c. Design the Event Center to include a deployable roof to enable a broad range of uses, including exhibition use by the Convention Center.

d. Design the Event Center to allow for a visitor experience both within and outside the Event Center comparable to, and competitive with, other major new spectator event venues across the Unites States, including, but not limited to, state-of-the-art sound and lighting systems, and other features.

e. Implement a sustainability program as one of the key design and operational criteria for the Proposed Project.

f. Create additional open space assembly areas for fans and visitors that can serve as pre-event and post-event gathering places to enhance the fan and visitor experience,

including a reconfigured Gilbert Lindsay Plaza with open space that can be used by the community on non-event days.

g. Incorporate signage into the design of the Project in a manner that is compatible with the signage program of the neighboring Los Angeles Sports and Entertainment District, is capable of attracting sponsorship revenues to assist in the private financing of the Event Center, and reinforces the site's sense of place as a major urban sports and entertainment destination venue.

5. Take maximum advantage of existing and planned transportation infrastructure and efficiently utilize existing parking resources to conserve resources, reduce environmental impacts and improve access.

   a. Locate the Project at an existing and expanding regional transit hub currently served by multiple local and regional rail and bus lines that would offer visitors and employees a viable alternative to the automobile.

   b. While encouraging transit, nonetheless locate the Project at the regional freeway hub that is well served by multiple freeway ramps to decentralize automobile travel and parking opportunities to balance demands on the regional and local system.

   c. Conserve resources and avoid environmental impacts by taking advantage of the existing parking supply, and distribute parking consistent with arrival and departure directions to disperse Project traffic, facilitate automobile access to and from the Project site, and reduce traffic in the immediate Project site vicinity to avoid potential pedestrian/vehicular conflicts.

   d. Avoid the need for new infrastructure through a transportation management plan, including information systems to advise patrons of transportation options and preferred alternatives, to maximize use of existing facilities and ensure flexibility to be responsive to changing conditions.

   e. Implement the provisions of SB 292 to reduce traffic congestion and global climate change impacts that may result from private automobile trips to the Event Center by undertaking a range of measures in the effort to achieve a vehicle trip ratio that is no more than 90 percent of the trip ratio of the next best NFL stadium.

   f. Foster job growth in an area served by mass transit.

   g. Create inviting and appropriately scaled pedestrian environments to facilitate the safe movement of pedestrians and to encourage transit use.

6. Construct the Proposed Project in a manner that limits disturbance to ongoing Convention Center operations, while still completing the Event Center prior to the 2016 NFL season.

7. Promote economic development and job creation in the Project area and greater Los Angeles areas through increased private investment, event activity and tourism.

   a. Finance construction of the New Hall at no risk to the City's General Fund.

   b. Construct the Event Center and new parking structures solely from private funding sources, including signage, naming rights and project sponsorship.

   c. Develop entertainment and sports facilities on public lands that provide a return to the City's General Fund and/or provide civic, cultural, and sporting amenities that serve a wide range of public interests in the City and the region.

   d. Generate substantial additional revenues for the City government, stimulate economic activity in the greater Los Angeles area, and create thousands of good paying construction and permanent jobs as soon as possible.

e. Provide economic development opportunities in Pico-Union and South Los Angeles by attracting out of town visitors to additional Exhibition Events and local and out of town fans to additional Spectator Events.

II. Alternatives Rejected as Being Infeasible

Section 15126.6(c) of the CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination. The Draft EIR discussed a number of alternatives considered but rejected as infeasible during the scoping process. Each of these alternatives, and a brief explanation for the rejection of each as infeasible, is included herein:

a. Event Center of 54,000 Seats. An event center with 54,000 seats, a further-reduced intensity alternative when compared with the Reduced Intensity Alternative considered in the Draft EIR, was rejected as being infeasible. The reduction of seats in the Event Center proposed in this alternative would reduce impacts to air quality, noise, traffic, and views proportionally, as related to the reduction in size of the event center. However, the impacts resulting from these areas would remain significant, like in the Proposed Project. In addition, an event center with 54,000 seats would be unable to meet the capacity standards for NFL stadiums nationally and would not possess the requisite flexibility to meet market demand. An event center with 54,000 seats would not be able to meet expectations for a visitor experience desired for the event center, and, without NFL support, a 54,000 seat event center would not meet the requirements for financing to enable construction and operation. An event center with 54,000 seats would fail to meet several project objectives either fully or in part, including Project Objectives 1, 2, 3, and 7. For this reason, this alternative was rejected as infeasible during the scoping process.

b. New Hall with 375,000 s.f. of Floor Area. New Hall with 375,000 s.f. of Floor Area, a reduced-intensity alternative reducing the Proposed Project New Hall by 25%, was rejected as being infeasible. The reduction of the size of New Hall to 375,000 s.f. proposed in this alternative would reduce the size of the entire Convention Center by eight percent. This alternative would reduce the mass and scale of the New Hall, result in less overall construction, and potentially reduce Project impacts that are associated with increased square footage, such as traffic and solid waste. New Hall with 375,000 s.f. of floor area would fail to meet two key project objectives, including Project Objectives 1 and 7. For this reason, this alternative was rejected as infeasible during the scoping process.

III. Alternative Sites Rejected as Being Infeasible

Section 15126.6(f) of the CEQA Guidelines requires EIRs to identify only those alternatives necessary to permit a reasoned choice. Specifically, "the alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project." The Draft EIR determined that no feasible alternative locations exist, consistent with section 15126.6(f)(2) of the CEQA Guidelines, as explained in the Final EIR and as discussed below:

a. Event Center Alternative Site: Los Angeles Memorial Coliseum. Using the Los Angeles Memorial Coliseum Site as an Event Center Alternative Site was rejected as being infeasible. The Los Angeles Memorial Coliseum Site is committed, via a lease with 47 years remaining on its term, to the University of Southern California. In

addition, the Los Angeles Memorial Coliseum Site would fail to meet several project objectives either fully or in part, including Project Objectives 1, 2, 3, 4, and 5. For this reason, this alternative site was rejected as infeasible during the scoping process.

b. Event Center Alternative Site: Rose Bowl. Using the Rose Bowl as an Event Center Alternative Site was rejected as being infeasible. The Rose Bowl Site is committed for football uses, via lease with 30 years remaining, to the University of California at Los Angeles. In addition, neighborhood opposition to the Rose Bowl for a NFL use culminated in a 2006 ballot measure where Pasadena City voters rejected the use of the Rose Bowl for a NFL team. The City of Pasadena, the Rose Bowl Operating Committee, and the University of California at Los Angeles possess full operational control of the site. In addition, the Rose Bowl would fail to meet several project objectives either fully or in part, including Project Objectives 1, 2, 3, 4, 5, and 7. For these reasons, this alternative site was rejected as infeasible during the scoping process.

c. Event Center Alternative Site: City of Industry. Using the City of Industry "Industry Business Center" as an Event Center Alternative Site was rejected as being infeasible. The "Industry Business Center" site is not available to the Event Center applicant as an alternative site for the Event Center. In addition, the "Industry Business Center" would fail to meet several project objectives either fully or in part, including Project Objectives 1, 2, 3, 4, 5, and 7. For this reason, this alternative site was rejected as infeasible during the scoping process.

d. Event Center Alternative Site: Dodger Stadium. Using Dodger Stadium as an Event Center Alternative Site was rejected as being infeasible. Dodger Stadium is not available to the Event Center applicant as an alternative site for the Event Center. In addition, Dodger Stadium would fail to meet several project objectives either fully or in part, including Project Objectives 1 and 2. For this reason, this alternative site was rejected as infeasible during the scoping process.

IV. Alternatives Analyzed in the Draft EIR

Section 15126.6 of the CEQA Guidelines requires that an EIR analyze "a range of reasonable 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." The Draft EIR considered a reasonable range of alternatives to the project to provide informed decision-making in accordance with Section 15126.6 of the CEQA Guidelines. By analysis of seven specific alternatives, the EIR meets the requirements of CEQA.

Based on the potentially significant environmental impacts identified in the Draft EIR and the Final EIR and the objectives established by the City as lead agency for the Project, as well as consideration of the applicable plans and zoning designations that guide development of the project site, the Draft EIR analyzed the following seven alternatives in addition to the Proposed Project: (i) No Project—Status Quo; (ii) No Project—Buildout Per Existing Approvals; (iii) Reduced Intensity Alternative; (iv) Enclosed Stadium Alternative; (v) New Hotel and Expansion Alternative; (vi) Maximum Convention Center Expansion Alternative; and (vii) Rehabilitation of West Hall and Limited Expansion Alternative. These alternatives are discussed below and more fully in Section V the Draft EIR, as modified by the Final EIR. The City finds that the alternatives evaluated represent a reasonable range of alternatives, and that the alternatives were properly evaluated, including a "No Project" alternative, consistent with Section 15126.6(e) of the CEQA Guidelines.

1. Alternative 1: No Project – Status Quo

   a. Description of Alternative: The No Project—Status Quo Alternative assumes that the Project would not be implemented and that on-site activities would be limited to the maintenance of the existing on-site structures (e.g., paint and carpeting), with no increase in floor area.

   b. Impact Summary of Alternative 1: Alternative 1 would result in greater, but still less than significant, impacts to land use plans, geology and soils, surface water hydrology, surface water quality, groundwater levels, groundwater quality, and operational environmental safety related to methane when compared with the Proposed Project. Alternative 1 will result in a less than significant, and lesser impact, to construction traffic, operational traffic, parking, pedestrian safety, construction artificial light and glare, operational artificial light and glare, construction noise, operational noise, construction air quality, operational air quality, climate change, cultural resources, construction solid waste, electricity, construction environmental safety, and operational environmental safety (except for methane) when compared to the Proposed Project. Alternative 1 would result in no impact to land use compatibility, urban decay, visual quality, views, natural light, archaeological resources, police, fire, water, sewer, operational solid waste, and natural gas.

   c. Finding: Alternative 1 would avoid the following significant impacts that would occur with the Proposed Project: transportation, visual resources/views, artificial light, air quality, noise, historical resources, and solid waste. Alternative 1 would also result in the avoidance of most of the adverse, less than significant impacts anticipated to occur with the development of the Proposed Project, including among other things: parking, pedestrian safety, natural light, public services, and utilities. On the other hand, impacts with regard to seismic, methane hazards, hydrology, groundwater, and land use plans are greater under Alternative 1. Further, Alternative 1 would eliminate the net beneficial effects that would otherwise occur with implementation of the Proposed Project, including advancing key regional, City, and County land use policies, and creating new employment opportunities.

      This Alternative does not meet the objectives of the Project. It is found pursuant to Public Resources Code section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section H, Statement of Overriding Considerations, make infeasible the No Project—Status Quo Alternative described in the Draft EIR.

   d. Rationale for Finding: The No Project—Status Quo Alternative would not meet the underlying purpose to “enhance the marketability of the Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue that builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District (LASED).” Nor would it meet any of the Project Objectives.

      Alternative 1 would not meet the Project Objective to modernize or enhance the marketability of the Convention Center. Specifically, it would not replace the outmoded West Hall with a modern New Hall contiguous to the existing South Hall, or enhance the marketability of the Convention Center by creating a more efficient exhibit hall contiguous to the existing South Hall that would substantially improve the rank of the Convention Center and make it more competitive nationally. In addition, because Alternative 1 would not modernize the Convention Center, it would not

increase the anticipated number of trade shows and conventions attracting largely out-of-town visitors or provide a new multi-purpose room. Because the Event Center would not be developed under this Alternative, it would not provide Convention Center expansion capabilities through joint booking with the Event Center.

Alternative 1 would also not meet the Project Objective related to constructing a multi-purpose Event Center that complements and promotes the adjacent convention and sports and entertainment uses. Because the Event Center would not be developed under this Alternative, it would not provide a state-of-the-art venue capable of attracting and maintaining up to two NFL teams that would be expandable to 76,250 seats to host occasional major sporting events (e.g., a NFL Super Bowl) and that could be used for event floor exhibit hall space. Nor would it accommodate a variety of other spectator events beyond NFL games.

The Project Objective to develop a project that promotes General Plan goals, objectives, and policies related to the ongoing revitalization of the nearby area and downtown Los Angeles would also not be realized under Alternative 1. Specifically, without an Event Center it would not promote the development of major sports, entertainment, and Convention Center facilities in the Downtown Center and in close proximity to transportation corridors and transit stations, or create a dynamic and exciting urban sports and entertainment destination within the downtown Los Angeles area. Nor would it synergistically build upon existing venues, includes STAPLES Center and L.A. LIVE, to create a sports and entertainment center recognized at a local, regional, national, and international level, or create a catalyst to enhance further the downtown Los Angeles area in terms of overall economic growth and as a 24-hour environment with a diversity of uses that complement one another.

Because no new development would occur under Alternative 1, it would not meet the Project Objectives to design a Project that is compatible with existing Convention Center facilities, promotes the spectator experience at the Event Center events and is consistent with smart growth and urban design principles or take maximum advantage of existing and planned transportation infrastructure and efficiently utilize existing parking resources to conserve resources, reduce environmental impacts, and improve access.

Finally, under this Alternative no new development would occur and without modernization, the existing Convention Center would lose its current market share. Therefore, Alternative 1 would not achieve the Project Objective to promote economic development and job creation in the Project area and greater Los Angeles areas through increased private investment, event activity, and tourism. Specifically, the Alternative would not construct the Event Center and new parking structures solely from private funding sources, including signage, naming rights, and project sponsorship. In addition, it would not develop entertainment and sports facilities on public lands that provide a return to the City's General Fund and/or provides civic, cultural, and sporting amenities that serve a wide range of public interests in the City and region, or generate substantial additional revenues for the City government, stimulate economic activity in the greater Los Angeles area, and create thousands of good paying construction and permanent jobs as soon as possible. Nor would it provide economic development opportunities in Pico-Union and South Los Angeles by attracting out of town visitors to additional exhibition events, and local and out of town fans to additional spectator events.

Therefore, the City finds that Alternative 1 is infeasible and less desirable than the Proposed Project and rejects this Alternative for the reasons stated above.

e. Reference: For a complete discussion of impacts associated with Alternative 1, please see Section V of the Draft EIR.

2. Alternative 2: No Project – Buildout Per Existing Approvals

a. Description of Alternative: The No Project – Buildout Per Existing Approvals Alternative consists of constructing additional Convention Center Floor Area permitted by the City's October 29, 1987, Conditional Use Permit (CPC-1987-0595-CU), and Convention Center related uses on a portion of the Los Angeles Sports and Entertainment District (LASED) Specific Plan designated for this purpose. A total of 323,329 s.f. of floor area would be construed within two new structures under this Alternative. Including the South Hall, Kentia Hall, Concourse Building, and West Hall (which would remain under this alternative) the total Convention Center square footage under the No Project—Existing Approvals Alternative would be 1,862,000 s.f. of Floor Area. The Event Center would not be developed under this Alternative.

b. Impact Summary of Alternative 2: Alternative 2 would not introduce additional significant environmental impacts, and in a few cases would avoid and in others lessen the Proposed Project's beneficial effects. Alternative 2 would result in significant impacts to construction traffic, operational traffic, construction noise, operational noise, construction air quality, operational air quality, and operational solid waste, although these impacts would be lesser than those associated with the Proposed Project. Alternative 2 would result in greater, but still less than significant, impacts to land use plans, geology and soils, operational surface water hydrology, and operational environmental safety related to methane, when compared with the Proposed Project. Alternative 2 would result in similar but less than significant impacts to surface water quality, groundwater quality, and archaeological resources when compared to the Proposed Project. Alternative 2 would result in a less than significant and lesser impact to land use compatibility, urban decay, parking, pedestrian safety, visual quality, views, natural light, construction artificial light and glare, operational artificial light and glare, climate change, construction surface water hydrology, groundwater levels, historical resources, police, fire, water, sewer, construction solid waste, electricity, natural gas, construction environmental safety, and operational environmental safety (except for methane) when compared to the Proposed Project.

c. Finding: Alternative 2 would reduce the Proposed Project's land use intensity by replacing the proposed Event Center with 323,329 additional s.f. of Convention Center related uses. As many of the Proposed Project's potential environmental impacts are directly related to the types of events at the Project site and their corresponding attendance levels, Alternative 2 would lessen these types of impacts, including most of those for which the Proposed Project would result in significant impacts. As a result of these and other factors, Alternative 2 would avoid the Proposed Project's significant impact with regard to visual resources, artificial light, operational noise (with the exception of parking garage noise), and historical resources, and would lessen many of the other impacts, including those that would be significant under both the Proposed Project and Alternative 2. As such, Alternative 2, as is the case with the Proposed Project, would result in significant impacts with regard to traffic, air quality, construction noise, operational parking garage noise, and solid waste disposal. However, this Alternative would have greater impacts than the Proposed Project with respect to land use plans, geology

and hydrology during operations. While impacts for a number of other issues would also be reduced under Alternative 2, the change in uses as well as the reduced levels development under this Alternative also serve to reduce the beneficial effects of the Proposed Project, particularly with regard to advancing key land use policies and the provision of new employment opportunities in an existing urbanized area located in proximity to multiple transit lines.

This Alternative does not meet the objectives of the Project. It is found pursuant to Public Resources Code section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section H, Statement of Overriding Considerations, make infeasible the No Project—Buildout Per Existing Approvals Alternative described in the Draft EIR.

d. Rationale for Finding: Alternative 2 would only partly achieve the Project's underlying purpose to "enhance the marketability of the Los Angeles Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue that buildings upon the character and success of the adjacent Los Angeles Sports and Entertainment District." Although Alternative 2 would provide additional exhibition space for the Convention Center, such additional space would consist of non-contiguous floor area. Moreover, this Alternative would not replace the existing outmoded West Hall with a modern New Hall contiguous to the South Hall. It would therefore not improve the marketability of the Convention Center to the same degree as the Proposed Project. In addition, Alternative 2 would not add a major multi-purpose sports and entertainment venue that builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District.

Alternative 2 would meet the Project Objective to modernize or enhance the marketability of the Convention Center to a lesser extent then the Proposed Project. Specifically, it would not replace the outmoded West Hall with a modern New Hall contiguous to the existing South Hall, or enhance the marketability of the Convention Center by creating a more efficient exhibit hall contiguous to the existing South Hall that would substantially improve the rank of the Convention Center and make it more competitive nationally.

Alternative 2 would not increase the anticipated number of trade shows and conventions attracting largely out-of-town visitors to the same extent as the Proposed Project. In addition, this Alternative would not provide a new multi-purpose room of a size that can function as exhibit hall space, meeting rooms or a ballroom, which is a new amenity that the Convention Center cannot provide today. Because the Event Center would not be developed under this Alternative, it would not provide Convention Center expansion capabilities through joint booking with the Event Center.

Alternative 2 would also not meet the Project Objective to construct a multi-purpose Event Center that compliments and promotes the adjacent convention and sports and entertainment uses. Because the Event Center would not be developed under this Alternative, it would not provide a state-of-the-art venue capable of attracting and maintaining up to two NFL teams that would be expandable to 76,250 seats to host occasional major sporting events (e.g., an NFL Super Bowl) and that could be used for event floor exhibit hall space. Nor would this Alternative accommodate a variety of other spectator events beyond NFL games.

Alternative 2 would realize the Project Objective to develop a project that promotes General Plan goals, objectives, and policies related to the ongoing revitalization of

the nearby area and downtown Los Angeles, but to a much lesser extent than the Proposed Project. Specifically, without an Event Center the Alternative would not promote development of major sports, entertainment, and convention center facilities in the Downtown Center and in close proximity to transportation corridors and transit station, or create a dynamic and exciting urban sports and entertainment destination within the downtown Los Angeles area. Nor would it synergistically build upon existing venues, including STAPLES Center and L. A. LIVE, to create a sports and entertainment center recognized at a local, regional, national, and international level, or create a catalyst to enhance further the downtown Los Angeles area in terms of overall economic growth and as a 24-hour environment with a diversity of uses that complement one another.

Alternative 2 would not meet the Project Objectives to design a Project that is compatible with existing Convention Center facilities, promotes the spectator experience at Event Center events, and is consistent with smart growth and urban design principles to the same extent as the Proposed Project. This Alternative would design a Project that is compatible with existing Convention Center facilities. However, it would not implement a sustainability program to the same extent as the Proposed Project because this Alternative would retain the West Hall instead of replacing it with a modern LEED Gold New Hall. In addition, this Alternative would not develop the Event Center and therefore would not promote the spectator experience at Event Center events. Unlike the Proposed Project, this Alternative would not create additional open space assembly area for fans and visitors, including a reconfigured Gilbert Lindsay Plaza.

Alternative 2 would not include the Event Center. It would therefore not take maximum advantage of existing and planned transportation infrastructure, as the Event Center would attract many more visitors who would use existing and planned transportation infrastructure, especially public transit. In addition, this Alternative would not implement the provisions of SB 292, which applies only to the Event Center. Alternative 2 would also generate far fewer jobs, and therefore would not foster job growth in an area served by mass transit to the same degree as the Proposed Project.

Alternative 2 would achieve the Project Objective to promote economic development and job creation in the Project area and greater Los Angeles areas through increased private investment, event activity, and tourism to a much lesser degree than the Proposed Project. Specifically, Alternative 2 would not replace the outmoded West Hall, or add contiguous exhibition space and a multi-purpose room, all of which are necessary to allow the Convention Center to be competitive with other venues. Without modernization, the marketability of the Convention Center would not improve and it may continue to lose its market share. Moreover, this Alternative would not develop the Event Center. Therefore, while Alternative 2 would create some additional temporary and permanent jobs during construction and operation, it would create substantially fewer new jobs than the Proposed Project. Without the Event Center, the Alternative would not finance construction of the New Hall at no risk to the City's General Fund, as a private developer, including the Event Center Applicant, would not finance the West Hall unless it can construct the Event Center. In addition, Alternative 2 would not construct the Event Center and new parking structures solely from private funding sources, including signage, naming rights, and project sponsorship. Similarly, this Alternative would not develop entertainment and sports facilities on public lands that provide a return to the City's General Fund and/or provides civic, cultural, and sporting amenities that serve a wide range of public interests in the City and region. Without the Event Center and

contiguous space added to the Convention Center, Alternative 2 would not generate substantial additional revenues for the City government. It would also not stimulate economic activity in the greater Los Angeles area to the extent of the Proposed Project. While some jobs would be created under Alternative 2, it would not create the magnitude of good paying construction and permanent jobs as the Proposed Project. In addition, because Alternative 2 would retain the outmoded West Hall and would develop only non-contiguous new exhibition space, it would not increase the anticipated number of trade shows and conventions attracting largely out-of-town visitors to the same extent as the Proposed Project. In addition, because Alternative 2 would retain the outmoded West Hall and would develop only non-contiguous new exhibition space, it would not increase the anticipated number of trade shows and conventions attracting largely out-of-town visitors to the same extent as the Proposed Project. Therefore, this Alternative would provide economic development opportunities in Pico-Union and South Los Angeles by attracting out of town visitors to additional exhibition events to a lesser degree as the Proposed Project. Because it would not develop the Event Center, Alternative 2 would not attract any local or out of town fans to additional spectator events.

Therefore, the City finds that Alternative 2, No Project—Buildout Per Existing Approval is infeasible and less desirable than the Proposed Project and rejects this Alternative for the reasons stated above.

e. Reference: For a complete discussion of impacts associated with Alternative 2, please see Section V of the Draft EIR.

3. Alternative 3: Reduced Density Alternative

a. Description of the Alternative: The Reduced Density Alternative (Alternative 3) includes the same land uses and structures as the Proposed Project. However, the overall Floor Area within the Project site would be reduced by approximately 293,299 s.f. and the overall Rentable Area would be reduced by approximately 36,623 s.f. when compared with the Proposed Project. When accounting for existing buildings to remain, the total floor area within the Project site would be approximately 3.0 million s.f. The height of the Event Center would be reduced from 220 feet to 200 feet, and the number of seats would be reduced from 72,000 to 61,500.

b. Impact Summary of Alternative 3: Alternative 3 would not introduce additional significant environmental impacts, and in many cases would lessen the Proposed Project's overall impacts as well as its beneficial effects. Alternative 3 would result in significant impacts to construction traffic, operational traffic, visual quality, views, construction artificial light and glare, operational artificial light and glare, construction noise, operational noise, construction air quality, operational air quality, historical resources, and operational solid waste, although these impacts are lesser than those that would result from the Proposed Project. Alternative 3 would result in less than significant impacts to land use plans, land use compatibility, geology and soils, surface water hydrology, surface water quality, groundwater levels, and groundwater quality, and these impacts would be similar to those resulting from implementation of the Proposed Project. Alternative 3 would result in less than significant impacts to urban decay, parking, pedestrian safety, natural light, climate change, archaeological resources, police, fire, water, sewer, construction solid waste, electricity, natural gas, construction environmental safety, and operational environmental safety and these impacts would be lesser than those resulting from implementation of the Proposed Project.

c. Finding: Alternative 3 would reduce the Event Center's seating by 15 percent and reduce the Floor Area of the New Hall. As many of the Proposed Project's environmental impacts are directly related to the amount of development that occurs, Alternative 3 would lessen these types of impacts, including most of those for which the Proposed Project would result in significant impacts. Even though most of the Proposed Project's significant impacts would be reduced under Alternative 3, they would not be sufficiently reduced to less than significant levels. As such, Alternative 3, as is the case with the Proposed Project, would result in significant impacts with regard to transportation, visual resources, artificial light, noise, air quality, historical resources, and solid waste. While impacts for a number of issues would be reduced under Alternative 3, the reduced levels of development under this Alternative also serve to reduce the beneficial effects of the Proposed Project, particularly with regard to advancing key land use policies and the provision of new employment. In summary, Alternative 3 would not introduce additional significant environmental impacts, and in many cases would lessen the Proposed Project's overall impacts as well as its potential beneficial effects.

   This Alternative does not meet the objectives of the Project. It is found pursuant to Public Resources Code section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section H, Statement of Overriding Considerations, make infeasible Alternative 3: Reduced Density Alternative described in the Draft EIR.

d. Rationale for Finding: Alternative 3 would largely meet the underlying purpose of the Proposed Project to enhance the marketability of the Los Angeles Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue that builds upon the character and success of the adjacent LASED. However, because of the reduced intensity proposed under this Alternative, most of the Project Objectives would be achieved to a lesser extent and a prime Project Objective related to the Event Center would likely not be achieved at all, as discussed below.

   Alternative 3 would meet the Project Objective to modernize or enhance the marketability of the Convention Center to a lesser extent than the Proposed Project. Specifically, it would replace the outmoded West Hall with a modern New Hall contiguous to the existing South Hall, and enhance the marketability of the Convention Center by creating a more efficient exhibit hall contiguous to the existing South Hall. However, with less overall new square footage, it would improve the rank of the Convention Center and make it more competitive nationally and increase the anticipated number of trade shows and conventions attracting largely out-of-town visitors to a lesser extent than the Proposed Project. In addition, this Alternative would not provide a new multi-purpose room of a size that can function as exhibit hall space, meeting rooms or a ballroom, which is a new amenity that the Convention Center cannot provide today.

   Alternative 3 would meet the Project Objective related to constructing a multi-purpose Event Center that complements and promotes the adjacent convention and sports and entertainment uses, but to a lesser extent than the Proposed Project due to the reduced seating capacity of the Event Center. This Alternative would provide a state-of-the-art venue capable of attracting and maintaining up to two NFL teams and that could be used for event floor exhibit hall space. However, with the reduced seating capacity, the Event Center would be less attractive to NFL teams. Ticket sales are an important revenue source for a team and fewer seats would mean less revenue to the team. Moreover, the Event Center would not be expandable to 76,250

seats to host occasional major sporting events (e.g., an NFL Super Bowl) under this Alternative. However, even with the reduced capacity Event Center, this Alternative would accommodate a variety of other spectator events beyond NFL games.

Alternative 3 would realize the Project Objective to develop a project that promotes General Plan goals, objectives, and policies related to the ongoing revitalization of the nearby area and downtown Los Angeles, but to a lesser extent than the Proposed Project due to the reduced square footage of exhibition space and Event Center seating capacity.

Alternative 3 would meet the Project Objectives to design a Project that is compatible with existing Convention Center facilities, promote the spectator experience at Event Center events and is consistent with smart growth and urban design principles. However, it would meet these objectives to a lesser extent than the Proposed Project due to the reduced square footage of exhibition space and Event Center seating capacity. For the same reason, Alternative 3 would not meet Project Objective No. 5 to, "Take maximum advantage of existing and planned transportation infrastructure" and would generate fewer jobs and therefore would not foster job growth in an area served by mass transit to the same degree as the Proposed Project. In addition, a smaller Event Center would not meet fans' expectations to the same degree as the Proposed Project, as discussed above.

Due to reduced square footage of exhibition space and Event Center seating capacity, Alternative 3 would not achieve the Project Objective to promote economic development and job creation in the Project area and greater Los Angeles areas through increased private investment, event activity, and tourism to the same degree as the Proposed Project. Specifically, this Alternative would provide economic development opportunities in Pico-Union and South Los Angeles by attracting out-of-town visitors to additional exhibition events to a lesser degree than the Proposed Project.

Therefore, the City finds that Alternative 3, Reduced Density Alternative, is infeasible and less desirable than the Proposed Project and rejects this Alternative for the reasons stated above.

e. Reference: For a complete discussion of impacts associated with Alternative 3, please see Section V of the Draft EIR.

4. Alternative 4: Enclosed Stadium

a. Description of Alternative: The Enclosed Stadium Alternative is exactly the same as the Proposed Project, with the exception that the deployable roof is replaced by a permanent fixed roof that would enclose the Event Center.

b. Impact Summary of Alternative 4: Alternative 4 eliminates the operational significant artificial lighting and some operational noise impacts, but significant impacts would remain for all of the same issues as the Proposed Project (i.e., transportation, visual resources, air quality, historical resources, solid waste, and noise except as otherwise noted herein). In addition, impacts associated with demand for electricity, GHG emissions, and construction-related traffic, air quality, artificial light, noise during construction, and electricity, under Alternative 4 would increase relative to the Proposed Project. Alternative 4 would result in significant impacts to construction traffic, construction artificial light and glare, construction noise, construction air quality, and operational air quality, and these impacts would be greater than those

that would result from implementation of the Proposed Project. Alternative 4 would also result in significant impacts to operational traffic, visual quality, views, historical resources, and operational solid waste, and these impacts would be similar to those that would result from implementation of the Proposed Project. Alternative 4 would result in a significant impact to operational noise, but this impact would be less than the impact resulting from the Proposed Project. Alternative 4 would result in less than significant impacts to climate change, electricity, and operational environmental safety, and these less than significant impacts would be greater than the impacts resulting from the Proposed Project. Alternative 4 would result in less than significant impacts to land use plans, land use compatibility, urban decay, parking, pedestrian safety, natural light, geology and soils, surface water hydrology, surface water quality, groundwater levels, groundwater quality, archaeological resources, police, fire, water, sewer, construction solid waste, natural gas, and construction environmental safety, similar in impact to implementation of the Proposed Project. Alternative 4 would result in less than significant impacts to operational artificial light and glare, and this impact would be less than the Proposed Project.

c. Finding: The roof design and façade for the Event Center are the only differences between Alternative 4 and the Proposed Project. The analyses conducted for this Alternative indicate that the impacts of Alternative 4 would be the same as those of the Proposed Project for all issues except artificial light, construction traffic, construction and operational regional air quality emissions, construction and operational noise, and electricity. As such, Alternative 4 would result in significant impacts, as is the case with the Proposed Project, with regard to transportation, visual resources, construction and operational noise, air quality, historical resources, and solid waste (I.e., due to limitations on regional landfill capacity). By placing a fixed roof on the Event Center and façade treatments that keep the Event Center's lighting within the structure, the Proposed Project's significant operational artificial light impacts from Event Center operations would be reduced to a less-than-significant level. However, with the increased duration of construction activities, artificial light impacts during construction activities would increase relative to the Proposed Project. Under Alternative 4, a fixed Event Center roof would reduce the significant noise impacts attributable to crowd noise, the in-house sound system and fireworks during operation of the Event Center to a less than significant level. However, similar to the Proposed Project, significant noise impacts would continue to occur from the following sources under Alternative 4: (1) construction; (2) parking garage operations; (3) outdoor public areas; (4) off-site traffic; (5) public transit operations; and (6) media helicopters. In addition, due to the increased duration of construction activities, Alternative 4 would result in increased impacts associated with artificial light, traffic, noise, and regional air quality emissions during construction. With the permanently enclosed Event Center building, impacts associated with demand for electricity, GHG emissions, and environmental safety would also be increased under Alternative 4 when compared with the Proposed Project.

In conclusion, Alternative 4 eliminates the operational significant artificial lighting and some operational noise impacts, but significant impacts would remain for all of the same issues as the Proposed Project (i.e., transportation, visual resources, air quality, historical resources, solid waste, and noise except as noted above). In addition, impacts associated with demand for electricity, GHG emissions, and construction-related traffic, air quality, artificial light, noise during construction, and electricity, under Alternative 4 would increase relative to the Proposed Project.

This Alternative does not meet the objectives of the Project. It is found pursuant to Public Resources Code section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section H, Statement of Overriding Considerations, make infeasible Alternative 4: Enclosed Stadium Alternative described in the Draft EIR.

d. Rationale for Finding: Alternative 4 would meet the underlying purpose of the Proposed Project to enhance the marketability of the Los Angeles Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue which builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District. Alternative 4 would also meet most of the Project Objectives, except as noted below.

Alternative 4 would not meet the Project Objective to construct a multi-purpose Event Center that complements and promotes the adjacent convention and sports and entertainment uses to the same extent as the Proposed Project. Specifically, it would not design the Event Center to include a deployable roof to enable a broad range of uses.

In terms of the national perspective, one of Southern California's defining characteristics is its weather and the outdoor lifestyle it supports. As such, an Event Center without an open roof would deprive fans of one of the most important elements that shape the Southern California experience. Moreover, the closed roof would deprive spectators of the views of the Downtown skyline that would be expected in a downtown venue. Further, a deployable roof is the preferred design for modern stadiums including Cowboy Stadium in Arlington, Texas (opened 2009); Reliant Stadium in Houston, Texas (2002); University of Phoenix Stadium in Glendale, Arizona (2006); and Lucas Oil Stadium in Indianapolis, Indiana (2008). The MetLife Stadium which opened in 2010 in New Jersey was originally planned with a retractable roof system, but was ultimately constructed as an open roof stadium due to financial constraints. Therefore, under Alternative 4 the visitor experience would not be comparable to, and competitive with, other major new spectator event venues across the United States.

As noted, construction of the Event Center under Alternative 4 would take about six months longer than under the Proposed Project. This would jeopardize the ability of this Alternative to complete the Event Center prior to the 2016 NFL Season. Therefore, this Alternative would meet this Project Objective to a lesser extent than the Proposed Project.

Therefore, the City finds that Alternative 4, Enclosed Stadium Alternative, is infeasible and less desirable than the Proposed Project and rejects this Alternative for the reasons stated above.

e. Reference: For a complete discussion of impacts associated with Alternative 4, please see Section V of the Draft EIR.

5. Alternative 5: New Hotel and Expansion Alternative

a. Description of Alternative: The New Hotel and Expansion Alternative includes the development of a 1,000-room convention hotel at the north end of the Project site adjacent to Chick Hearn Court in close proximity to the JW Marriott and the Ritz Carlton hotels at L.A. LIVE. It would also increase the size of the Convention Center through the development of the New Hall, as proposed under the Project, and

additional convention center floor area to the north of the New Hall. Under this Alternative, the total rentable area within the Convention Center would be increased to approximately 1.20 million s.f. The Event Center would not be developed under this Alternative and therefore would not include spectator uses. When accounting for existing buildings to remain, the total floor area under Alternative 5 would be approximately 3.0 million s.f.

b. Impact Summary of Alternative 5: Alternative 5 would not introduce significant environmental impacts associated with artificial light and aspects of operational noise associated with the Event Center, and in many cases would lessen the Proposed Project's overall impacts as well as its beneficial effects. Alternative 5 would result in significant impacts to visual quality, views, and historical resources, similar in impact to the Proposed Project. Alternative 5 would result in significant impacts to construction traffic, operational traffic, construction noise, operational noise, construction air quality, operational air quality, and operational solid waste, but would result in a lesser impact than the Proposed Project. Alternative 5 would result in less than significant impacts to natural light and natural gas and water, and those impacts would be greater than the Proposed Project. Alternative 5 would also result in less than significant impacts to land use plans, land use compatibility, urban decay, geology and soils, surface water hydrology, surface water quality, groundwater levels, groundwater quality, and archaeological resources, and those impacts would be similar to those resulting from the Proposed Project. Alternative 5 would result in a less than significant impact to parking, pedestrian safety, construction artificial light and glare, operational artificial light and glare, climate change, police, fire, sewer, construction solid waste, electricity, construction environmental safety, and operational environmental safety, and the resulting impacts would be less than those that would result from implementation of the Proposed Project.

c. Finding: Alternative 5 would result in significant impacts for most of the same issues as the Proposed Project. As this Alternative does not include the Event Center, significant impacts with regard to artificial light and aspects of operational noise associated with the Event Center would be avoided. In addition, as Alternative 5 would not involve nighttime construction, the significant nighttime noise and artificial light impacts that occur under the Proposed Project would also be avoided. As peak daily guest and attendance levels under Alternative 5 are considerably lower than those of an Event Day under the Proposed Project, the significant traffic impacts that occur under the Proposed Project would be reduced. In addition, as many of the Proposed Project's potential environmental impacts are directly related to the amount of development that occurs, Alternative 5 would lessen these types of impacts, including most of those for which the Proposed Project would result in significant impacts. Even though most of the Proposed Project's significant impacts would be reduced under Alternative 5, they would not all be reduced to less than significant levels. As such, Alternative 5, as is the case with the Proposed Project, would result in significant impacts with regard to transportation, visual resources, construction and operational noise, air quality, historical resources, and solid waste. While impacts for a number of issues would also be reduced under Alternative 5, the elimination of the Event Center also eliminates important beneficial effects of the Proposed Project. In summary, Alternative 5 would not introduce additional significant environmental impacts, would avoid the Proposed Project's significant impacts associated with artificial light and aspects of operational noise associated with the Event Center, and in many cases would lessen the Proposed Project's overall impacts as well as its beneficial effects.

This Alternative does not meet the objectives of the Project. It is found pursuant to Public Resources Code section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section H, Statement of Overriding Considerations, make infeasible the New Hotel and Expansion Alternative described in the Draft EIR.

d. Rationale for Finding: Alternative 5 would only partially achieve the underlying purpose of the Proposed Project. Although this Alternative would enhance the marketability of the Los Angeles Convention Center through modernized facilities (i.e., in increase in rentable area and the creation of a contiguous exhibition space among the South Hall and the New Hall), it would not add a major multi-purpose sports and entertainment venue which builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District.

This Alternative would generally meet most of the Project Objectives under the category to modernize and enhance the marketability of the Convention Center. In addition, the 1,000 room hotel proposed under this Alternative would be expected to further enhance the attractiveness of the Convention Center to out-of-town visitors for trade shows and conventions. Although this Alternative would not provide Convention Center expansion capabilities for Exhibition Events through joint booking of the Event Center, the additional square footage of the Convention Center proposed under this Alternative would offset the loss of the Event Center as exhibit space.

Alternative 5 would also not meet the Project Objective to construct a multi-purpose Event Center that complements and promotes the adjacent convention and sports entertainment uses. Because the Event Center would not be developed under this Alternative, it would not provide a state-of-the-art venue capable of attracting and maintaining up to two NFL teams that would be expandable to 76,250 seats to host occasional major sporting events (e.g., an NFL Super Bowl) and that could be used for event floor exhibit hall space. Nor would this Alternative accommodate a variety of other spectator events beyond NFL games.

Alternative 5 would realize the Project Objective to develop a project that promotes General Plan goals, objectives, and policies related to the ongoing revitalization of the nearby area and downtown Los Angeles, but to a lesser extent than the Proposed Project. Specifically, this Alternative would not create a dynamic and exciting urban sports and entertainment destination within the downtown Los Angeles area. Nor would it synergistically build upon existing venues, including STAPLES Center and L.A. LIVE, to create a sports and entertainment center recognized at a local, regional, national, and international level.

Alternative 5 would not meet the Project Objective to promote the spectator experience at Event Center events, since the Event Center would not be built. However, this Alternative would design a Project that is compatible with existing Convention Center facilities and consistent with smart growth and urban design principles to a similar extent as the Proposed Project. Unlike the Proposed Project, this Alternative would not create additional open space assembly area for fans and visitors, including a reconfigured Gilbert Lindsay Plaza.

Alternative 5 would not develop the Event Center. It would therefore not take maximum advantage of existing and planned transportation infrastructure, as the Event Center would attract many more visitors who would use existing and planned transportation infrastructure, especially public transit. In addition, this Alternative

would not implement the provisions of SB 292, which applies only to the Event Center.

Alternative 5 would not achieve the Project Objective to promote economic development and job creation through increased private investment, event activity, and tourism to the same degree as the Proposed Project. Alternative 5 would replace the outmoded West Hall, and add contiguous exhibition space and a multi-purpose room, all of which are necessary to allow the Convention Center to be even more competitive with other venues. However, this Alternative would not develop the Event Center. Without the Event Center, the Alternative would not finance construction of the New Hall at no risk to the City's General Fund, as a private developer, including the Event Center Applicant, would not finance the West Hall unless it can construct the Event Center. In addition, Alternative 5 would not construct the Event Center and new parking structures solely from private funding sources, including signage, naming rights, and project sponsorship. Similarly, this Alternative would not develop entertainment and sports facilities on public lands that provide a return to the City's General Fund and/or provides civic, cultural, and sporting amenities that serve a wide range of public interests in the City and region, or generate substantial additional revenues for the City government, stimulate economic activity in the greater Los Angeles area, and create thousands of good paying construction and permanent jobs as soon as possible to the same extent as the Proposed Project.

Therefore, the City finds that Alternative 5, New Hotel and Expansion Alternative, is infeasible and less desirable than the Proposed Project and rejects this Alternative for the reasons stated above.

e. Reference: For a complete discussion of impacts associated with Alternative 5, please see Section V of the Draft EIR.

6. Alternative 6: Maximum Convention Center Expansion

a. Description of Alternative: The Maximum Convention Center Alternative would not include development of the Event Center and, therefore, would not include spectator uses. Rather, the West Hall site would be developed with two levels of Convention Center uses over one level of at-grade parking and half a level of below-grade parking. The New Hall would be developed with 500,000 s.f. of floor area as proposed under the Project. These new structures would provide a total of approximately 1.22 million s.f. of net new floor area and 0.97 million s.f. of net new rentable area. The Convention Center Expansion Parcel within the LASED Specific Plan Are would be developed with 250,000 s.f. of floor area for Convention Center uses. When combined with the floor area of the existing South Hall and Concourse Building, this Alternative would provide a total of approximately 2.76 million s.f. of floor area.

b. Impact Summary of Alternative 6: Alternative 6 would not introduce additional significant environmental impacts, would avoid two of the Proposed Project's significant impacts, and in many cases would lessen the Proposed Project's overall impacts including its beneficial effects. Alternative 6 would result in significant impacts to construction traffic that would be greater than those impacts resulting from implementation of the Proposed Project. Alterative 6 would result in significant impacts to visual quality, views, and historical resources that would be similar to the impacts resulting from the Proposed Project. Alternative 6 would result in significant impacts to operational traffic, construction noise, operational noise, construction air quality, operational air quality, and operational solid waste that would be less than

those of the Proposed Project but still significant. Alternative 6 would result in less than significant impacts to land use plans, urban decay, and electricity that would still be greater than the Proposed Project. Alternative 6 would result in less than significant impacts to land use compatibility, parking, natural light, geology and soils, surface water hydrology, surface water quality, groundwater levels, groundwater quality, and archeological resources and would result in impacts similar to those resulting from the Proposed Project. Alternative 6 would result in less than significant impacts to pedestrian safety, construction artificial light and glare, operational artificial light and glare, climate change, police, fire, water, sewer, construction solid waste, natural gas, construction environmental safety, and operational environmental safety, and those impacts would be lesser than those resulting from the Proposed Project.

c. Finding: Alternative 6 would result in significant impacts for most of the same issues as the Proposed Project. As this Alternative does not include the Event Center, significant impacts with regard to artificial light and aspects of operational noise associated with the Event Center would be avoided. In addition, as this Alternative would not involve nighttime construction, the significant nighttime noise and artificial light impacts that occur under the Proposed Project would also be avoided. As traffic volumes under Alternative 6 would be lower than those of an event day under the Proposed Project, the significant traffic impacts that occur under the Proposed Project and would be reduced. However, impacts with respect to lane closures would be greater under this Alternative than under the Proposed Project. In addition, as many of the Proposed Project's potential environmental impacts are directly related to the amount of development that occurs. Alternative 6 would lessen these types of impacts, including most of those for which the Proposed Project would result in significant impacts. Even though a number of the Proposed Project's significant impacts would be reduced under Alternative 6, they would not be sufficiently reduced to less than significant levels. As such, both Alternative 6 and the Proposed Project would result in significant impacts with regard to transportation, visual resources, construction and operational noise, air quality, historical resources, and solid waste. The elimination of the Event Center also eliminates important beneficial effects of the Proposed Project. In summary, Alternative 6 would not introduce additional significant environmental impacts, and in many cases would lessen the Proposed Project's overall impacts including its beneficial effects.

   This Alternative does not meet the objectives of the Project. It is found pursuant to Public Resources Code section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section H, Statement of Overriding Considerations, make infeasible the Maximum Convention Center Alternative described in the Draft EIR.

d. Rationale for Finding: Alternative 6 would only partly achieve the Project's underlying purpose to "enhance the marketability of the Los Angeles Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue that builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District." Although Alternative 6 would provide additional exhibition space for the Convention Center, it would not add a major multi-purpose sports and entertainment venue that builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District.

   Alternative 6 would meet the Project Objective to modernize or enhance the marketability of the Convention Center as it would provide more new exhibition space. However, without the development of an additional 4,000 to 5,000 hotel

rooms, the potential that this Alternative create in terms of increasing convention and trade shows attracting out of town visitors would not be realized as the required off-site facilities to support this Alternative would not occur.

Alternative 6 would not meet the Project Objective to construct a multi-purpose Event Center that complements and promotes the adjacent convention and sports and entertainment uses. Because the Event Center would not be developed under this Alternative, it would not provide a state-of-the-art venue capable of attracting and maintaining up to two NFL teams that would be expandable to 76,250 seats to host occasional major sporting events (e.g., an NFL Super Bowl) and that could be used for event floor exhibit hall space. Nor would this Alternative accommodate a variety of other spectator events beyond NFL games.

Alternative 6 would realize the Project Objective to develop a project that promotes General Plan goals, objectives, and policies related to the ongoing revitalization of the nearby area and downtown Los Angeles, but to a much lesser extent than the Proposed Project. Specifically, without an Event Center the Alternative would not promote the development of major sports, entertainment, and Convention Center facilities in the Downtown Center and in close proximity to transportation corridors and transit stations, or create a dynamic and exciting urban sports and entertainment destination within the downtown Los Angeles area. Nor would it synergistically build upon existing venues, including STAPLES Center and L.A. LIVE, to create a sports and entertainment center recognized at a local, regional, national, and international level, ore create a catalyst to enhance further the downtown Los Angeles area in terms of overall economic growth and as a 24-hour environment with a diversity of uses that complement one another.

Alternative 6 would not meet the Project Objectives to design a Project that is compatible with existing Convention Center facilities, promotes the spectator experience at Event Center events and is consistent with smart growth and urban design principles to the same extent as the Proposed Project. This Alternative would design a Project that is compatible with existing Convention Center facilities. However, this Alternative would not develop the Event Center and therefore would not promote the spectator experience at Event Center events. Unlike the Proposed Project, this Alternative would not create additional open space assembly area for fans and visitors as this Alternative would remove landscaping from the existing Gilbert Lindsay Plaza in order to provide necessary bus parking for the modernized Convention Center uses.

Alternative 6 would not develop the Event Center. It would therefore not take advantage of existing and planned transportation infrastructure to the extent the Proposed Project would, as the Event Center would attract many more visitors who would use existing and planned transportation infrastructure, especially public transit. In addition, this Alternative would not implement the provisions of SB 292, which applies only to the Event Center.

Alternative 6 would only partially achieve the Project Objective to promote economic development and job creation in the Project area and greater Los Angeles areas through increased private investment, event activity and tourism to a much lesser degree than the Proposed Project. Specifically, this Alternative would not develop the Event Center. Without the Event Center, a private developer, including the Event Center Applicant, would not finance the project. The City would not be able to undertake the cost of constructing the new Convention Center facilities and the general fund would be at risk. In addition, Alternative 6 would not construct the Event

Center and new parking structures solely from private funding sources, including signage, naming rights, and project sponsorship.

Similarly, this Alternative would not develop entertainment and sports facilities on public lands that provide a return to the City's General Fund and/or provides civic, cultural, and sporting amenities that serve a wide range of public interests in the City and region. Without the Event Center and contiguous space added to the Convention Center, Alternative 6 would generate not substantial additional revenues for the City government, stimulate economic activity in the Greater Los Angeles area, and create thousands of good paying construction and permanent jobs as soon as possible. Because it would not develop the Event Center, Alternative 6 would not attract any local and out of town fans to additional spectator events.

Therefore, the City finds that Alternative 6: Maximum Convention Center Alternative, is infeasible and less desirable than the Proposed Project and rejects this Alternative for the reasons stated above.

e. Reference: For a complete discussion of impacts associated with Alternative 6, please see Section V of the Draft EIR.

7. Alternative 7: Rehabilitation of West Hall and Limited Expansion Alternative

a. Description of Alternative: The Rehabilitation of West Hall and Limited Expansion Alternative would include retention of the West Hall to avoid a potential impact that could result if the West Hall was determined to be eligible for the California Register, the National Register, or as a City of Los Angeles Historical-Cultural Monument. No new convention center facilities would be constructed on the Project site other than a pedestrian bridge to connect the West Hall to a new two-level Event Deck Hall on the Convention Center Expansion Parcel within the LASED Specific Plan Area.The Event Deck Hall would consist of 216,000 s.f. of floor area with one level of meeting rooms on top of one level for exhibit use. When combined with the existing South Hall and Concourse Building, this Alternative would result in a Convention Center comprised of 1.75 million s.f. of floor area and approximately 1.01 million s.f. of rentable area. The Event Center would not be developed under this Alternative.

b. Impact Summary of Alternative 7: Alternative 7 would not introduce additional significant environmental impacts, and in several cases would reduce or lessen the Proposed Project's significant impacts, while also lessening the Proposed Project's beneficial effects. Alternative 7 would result in significant impacts to operational traffic, construction noise, construction air quality, operational air quality, and solid waste operations, although these impacts would be lesser than those resulting from implementation of the Proposed Project. Alternative 7 would result in less than significant impacts to land use plans, geology and soils, operational surface water quality, and operational environmental safety (methane only) but these impacts would be greater than those presented by the Proposed Project. Alternative 7 would result in less than significant impacts to land use compatibility, surface water quality, groundwater quality, and archaeological resources similar to those impacts that would result from implementation of the Proposed Project. Alternative 7 would result in less than significant impacts to urban decay, construction traffic, parking, pedestrian safety, visual quality, views, natural light, construction artificial light and glare, operational artificial light and glare, operational noise, climate change, construction surface water hydrology, groundwater levels, historical resources, police, fire, water, sewer, construction solid waste, electricity, natural gas, construction environmental safety, and operational environmental safety (except with

respect to methane) would be lesser than those when compared to impacts resulting from the Proposed Project.

c. Finding: Alternative 7 would reduce the Proposed Project's land use intensity by replacing the proposed Event Center with additional Convention Center related uses consisting of 216,000 s.f. of floor area. As many of the Proposed Project's potential environmental impacts are directly related to the types and sizes of events, Alternative 7 would lessen these types of impacts, including most of those for which the Proposed Project would result in significant impacts. Specifically, Alternative 7 would avoid the Proposed Project's significant impacts with regard to visual resources, artificial light, operational noise (i.e., noise from crowd cheering, the use of the sound system at the Event Center, firework display shows, and the outdoor plazas) and historical resources. Alternative 7 would also lessen many of the other impacts, including those that are significant under the Proposed Project. However, this Alternative would have greater impact than the Proposed Project with respect to land use plans, geology, methane, and hydrology during operations. Moreover, Alternative 7, as is the case with the Proposed Project, would result in significant impacts with regard to traffic, air quality, construction noise, and solid waste disposal. While impacts for a number of the other issues would also be reduced under Alternative 7, the change in uses as well as the reduced levels of development under this Alternative also serve to reduce the beneficial effects of the Proposed Project, particularly with regard to advancing key land use policies and the provision of new employment opportunities in an existing urbanized area located in proximity to multiple transit lines. In summary, Alternative 7 would not introduce additional significant environmental impacts, and in several cases would avoid or lessen the Proposed Project's significant impacts, while also lessening the Proposed Project's beneficial effects.

Therefore, the City finds that Alternative 7: Rehabilitation of West Hall and Limited Expansion Alternative, is infeasible and less desirable than the Proposed Project and rejects this Alternative for the reasons stated above.

d. Rationale for Finding: Alternative 7 would only partly achieve the Project's underlying purpose to "enhance the marketability of the Los Angeles Convention Center through modernized facilities and the addition of a major multi-purpose sports and entertainment venue that builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District." Although Alternative 7 would provide additional exhibition space for the Convention Center, such additional space would consist of non-contiguous floor area. Moreover, this Alternative would not replace the existing outmoded West Hall with a modern New Hall contiguous to the existing South Hall. It would therefore not improve the marketability of the Convention Center to the same degree as the Proposed Project. In addition, Alternative 7 would not add a major multi-purpose sports and entertainment venue that builds upon the character and success of the adjacent Los Angeles Sports and Entertainment District.

Alternative 7 would meet the Project Objective to modernize or enhance the marketability of the Convention Center to a lesser extent than the Proposed Project. Specifically, it would not replace the outmoded West Hall with a modern New Hall contiguous to the existing South Hall, or enhance the marketability of the Convention Center by creating a more efficient exhibit hall contiguous to the existing South Hall that would substantially improve the rank of the Convention Center and make it more competitive nationally. In addition, because Alternative 7 would not retain the outmoded West Hall and would develop only non-contiguous new exhibition space, it would not increase the anticipated number of trade shows and conventions attracting

largely out-of-town visitors to the same extent as the Proposed Project. In addition, this Alternative would not provide a new multi-purpose room of a size that can function as exhibit hall space, meeting rooms, or a ballroom which is a new amenity that the Convention Center cannot provide today. Because the Event Center would not be developed under this Alternative, it would not provide Convention Center expansion capabilities through joint booking with the Event Center.

Alternative 7 would also not meet the Project Objective to construct a multi-purpose Event Center that complements and promotes the adjacent convention and sports and entertainment uses. Because the Event Center would not be developed under this Alternative, it would not provide a state-of-the-art venue capable of attracting and maintaining up to two NFL teams that would be expandable to host occasional major sporting events (e.g., an NFL Super Bowl) and that could be used for event floor exhibit hall space. Nor would this Alternative accommodate a variety of other spectator events beyond NFL games.

Alternative 7 would realize the Project Objective to develop a project that promotes General Plan goals, objectives, and policies related to the ongoing revitalization of the nearby area and downtown Los Angeles, but to a much lesser extent than the Proposed Project. Specifically, without an Event Center the Alternative would not promote the development of major sports, entertainment, and Convention Center facilities in the Downtown Center and in close proximity to transportation corridors and transit stations or create a dynamic and exciting urban sports and entertainment destination within the downtown Los Angeles area. Nor would it synergistically build upon existing venues, including STAPLES Center and L.A. LIVE, to create a sports and entertainment center recognized at a local, regional, national, and international level, or create a catalyst to enhance further the downtown Los Angeles area in terms of overall economic growth and as a 24-hour environment with a diversity of uses that complement one another.

Alternative 7 would not meet the Project Objectives to design a Project that is compatible with existing Convention Center facilities, promotes the spectator experience and Event Center events, and is consistent with smart growth and urban design principles to the same extent as the Proposed Project. This Alternative would design a Project that is compatible with existing Convention Center facilities. However, it would not implement a sustainability program to the same extent as the Proposed Project because this Alternative would retain the West Hall instead of replacing it with a modern LEED Gold New Hall. In addition, this Alternative would not develop the Event Center and therefore would not promote the spectator experience at Event Center events. Unlike the Proposed Project, this Alternative would not create additional open space assembly area for fans and visitors, including a reconfigured Gilbert Lindsay Plaza.

Alternative 7 would not develop the Event Center. It would therefore not take maximum advantage of existing and planned transportation infrastructure, as the Event Center would attract many more visitors who would use existing and planned transportation infrastructure, especially public transit. In addition, this Alternative would not implement the provisions of SB 292, which applies only to the Event Center. Alternative 7 would also generate far fewer jobs, and therefore would not foster job growth in an area served by mass transit to the same degree as the Proposed Project.

Alternative 7 would achieve the Project Objective to promote economic development and job creation in the Project area and greater Los Angeles areas through

increased private investment, event activity, and tourism to a much lesser degree than the Proposed Project. Specifically, Alternative 7 would not replace the outmoded West Hall, or add contiguous exhibition space and a multi-purpose room, all of which are necessary to allow the Convention Center to be competitive with other venues. Without modernization and expansion, the marketability of the Convention Center would not substantially improve and it is expected to continue to lose market share. Moreover, this Alternative would not develop the Event Center. Therefore, while Alternative 7 would create some additional temporary and permanent jobs during construction and operation, it would create substantially fewer new jobs than the Proposed Project. Under the Proposed Project, risk to the general fund is eliminated due to the transactions surrounding development of the Event Center and use as an NFL stadium. Without the Event Center, a private developer, including the Event Center Applicant, would not finance construction of the New Hall or rehabilitation of the West Hall at no risk to the City's fund. Given the rehabilitation and new construction costs associated with this Alternative, it is not likely that the City could undertake it without risk to the general fund.

In addition, Alternative 7 would not construct the Event Center and new parking structures solely from private funding sources, including signage, naming rights, and project sponsorship. Similarly, this Alterative would not develop entertainment and sports facilities on public lands that provide a return to the City's General Fund and/or provides civic, cultural, and sporting amenities that serve a wide range of public interest in the City and region. Without the Event Center and contiguous space added to the Convention Center, Alternative 7 would generate not substantial additional revenues for the City Government, stimulate economic activity in the greater Los Angeles area, and create thousands of good paying construction and permanent jobs as soon as possible. In addition, because Alternative 7 would retain the outmoded West Hall and would develop only non-contiguous new exhibition space, it would not increase the anticipated number of trade shows and conventions attracting largely out-of-town visitors to the same extent as the Proposed Project. Therefore, this Alternative would provide economic development opportunities in Pico-Union and South Los Angeles by attracting out of town visitors to additional exhibition events to a lesser degree as the Proposed Project. Because it would not develop the Event Center, Alternative 7 would not attract any local and out of town fans to additional spectator events. In addition, this Alternative would not finance construction of the New Hall at no risk to the City's General Fund.

Therefore, the City finds that Alternative 7: Rehabilitation of West Hall and Limited Expansion Alternative, is infeasible and less desirable than the Proposed Project and rejects this Alternative for the reasons stated above.

e. Reference: For a complete discussion of impacts associated with Alternative 7, please see Section V of the Draft EIR.

V. Environmentally Superior Alternative

Section 15126.6(e)(2) of the State CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. The State 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 from among the remaining alternatives.

With respect to identifying an Environmentally Superior Alternative among those alternatives analyzed in the Draft EIR, the range of alternatives includes the following: (i) No Project—Status

Quo; (ii) No Project—Buildout Per Existing Approvals; (iii) Reduced Intensity Alternative; (iv) Enclosed Stadium Alternative; (v) New Hotel and Expansion Alternative; (vi) Maximum Convention Center Expansion Alternative; and (vii) Rehabilitation of West Hall and Limited Expansion Alternative. Of the alternatives analyzed in the Draft EIR, the No Project—Status Quo Alternative (Alternative 1) would be the Environmentally Superior Alternative, as it would result in less impacts relative to the Proposed Project than the other alternatives. However, as indicated herein, this Alternative would not meet the project objectives established for the Proposed Project.

In accordance with the CEQA Guidelines requirement to identify an Environmentally Superior Alternative other than the No Project Alternative, a comparative evaluation of the remaining alternatives indicates that the Rehabilitation of the West Hall and Limited Convention Center Expansion Alternative (Alternative 7) is the Environmentally Superior Alternative. This Alternative would have relatively less environmental impact than the Proposed Project or any of the other project alternatives, other than the No Project Alterative. Alternative 7 is distinguished from the Proposed Project since it would have less overall development and more limited types of uses (e.g., no Event Center).

As many of the Proposed Project's potential environmental impacts are directly related to the types and sizes of events, Alternative 7 would lessen these types of impacts, including most of those for which the Proposed Project would result in significant impacts. Specifically, Alterative 7 avoids the Proposed Project's significant impacts with regard to visual resources (both visual quality and views), artificial light and glare, and historical resources. However, similar to the Proposed Project, Alternative 7 would still result in significant impacts with regard to traffic during construction and operations, noise during construction, parking structure noise during operations, solid waste during operations, and air quality during both construction and operations, although to a lesser extent than the Proposed Project. With less overall development, Alternative 7 would have incrementally fewer and reduced impacts for those issues where the amount and type of development defines the impact, including impacts to traffic, visual resources, artificial light and glare, noise, historical resources, public services, utilities, air quality, and environmental safety.

In addition, Alternative 7 would only partially achieve some portions of the Project Objectives, and would not achieve any Project Objectives related to the Event Center. Beneficial effects of the Proposed Project, particularly with regard to advancing key land use policies and the provision of new employment opportunities in an existing urbanized area located in proximity to multiple transit lines, would also be significantly reduced under this Alternative.

### G. Significant and Unavoidable Impacts

All of the relevant mitigation measures set forth in the Final EIR for the Project would be implemented as set forth therein and in the Mitigation Monitoring and Reporting Plan. Notwithstanding the foregoing, the Final EIR determines and the Planning Commission finds that certain impacts of the Project will have significant and unavoidable environmental effects, and therefore, these Findings conclude that certain project related impacts of the Project are significant and unavoidable impacts and that certain cumulative impacts of the Project, which take into account the related projects listed in the Final EIR, are also cumulatively considerable and have significant and unavoidable impacts. The Final EIR determined and the City hereby finds that the following significant and unavoidable impacts:

- Transportation (construction, intersections, freeway segments, freeway on- and off-ramps, and Congestion Management Program freeway monitoring locations);
- Air Quality (construction, operational and concurrent construction and operational

emissions);

- Aesthetics/Visual Resources (resulting from the demolition of the West Hall if a regulatory commission with jurisdiction, such as the California State Historical Resources Commission or the Los Angeles Cultural Heritage Commission, were to determine the West Hall eligible for the California Register, the National Register or as a local Historic Cultural Monument);
- Cultural/Historic Resources (resulting from the demolition of the West Hall if a regulatory commission with jurisdiction, such as the California State Historical Resources Commission or the Los Angeles Cultural Heritage Commission, were to determine the West Hall eligible for the California Register, the National Register or as a local Historic Cultural Monument);
- Views;
- Artificial Light and Glare;
- Noise; and
- Utilities/Solid Waste.

The City hereby finds that all feasible mitigation measures to substantially reduce or avoid the Project's significant impacts and significant cumulative impacts have been incorporated into the Project. Despite these measures, Project impacts and cumulative impacts as set forth above will remain significant and unavoidable.

### H. Statement of Overriding Considerations

The Final EIR has identified certain unavoidable significant project and cumulative impacts of the Project. The City concludes, as described above, that the Project will have certain project and cumulative significant impacts on the environment.

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 allows 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. Section 15093 (b) of the CEQA Guidelines requires 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 significant and unavoidable impacts of the Project and its cumulative 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 Project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the

significant unavoidable project and cumulative 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 significant unavoidable impacts of the Project as described above, the City certifies the Final EIR and approves the Project entitlement approvals based on the following contributions of the Project to the community:

- The direct on and off-site economic impact associated with construction of the Project is expected to generate over $3.3 billion in output supporting 19,359 full time equivalent (FTE) positions with earnings of over $960 million over the course of the construction period.
- Annual operation of the Project is expected to generate over $183 million in total output throughout the Los Angeles economy supporting 3,546 full time equivalent (FTE) positions with earnings over $77 million per year.
- The Project would generate $27.3 million in annual revenues to the City's general fund from on and off-site operations.
- The Project would serve as a catalyst for economic growth in downtown Los Angeles and synergistically build upon existing venues including STAPLES Center and L.A. Live.
- The New Hall, Event Center and new parking structures will be financed solely from private funding sources, at no risk to the City's General Fund.
- The Project promotes smart growth and sound urban planning principles by developing a major sports, entertainment and Convention Center venue in close proximity to transportation corridors and transit stations.
- The Project would modernize and enhance the marketability of the Convention Center by: (i) replacing the outmoded West Hall with a modern New Hall contiguous to the existing South Hall, (ii) creating a more efficient exhibit hall, (iii) increasing the number of trade shows and conventions attracting out of town visitors, (iv) providing Convention Center expansion capabilities for certain events through the use of the event floor, premium suites and club spaces for exhibit and meeting use.
- Completion of the Project and modernization of the Convention Center will propel Los Angeles from 15$^{th}$ to 5$^{th}$ in the nation for convention center size.
- An upgraded convention center will result in an estimated 80 annual booked event days in downtown Los Angeles, significantly benefiting the local economy.
- The Project will provide a state of the art Event Center capable of attracting and maintaining up to two NFL teams. In addition, the Event Center will enable the City to attract major national and international sporting events, such the Super Bowl, Pro Bowl, NCAA Final Four, Rodeos, Motor Cross, MLS and international soccer matches, other collegiate championships, potentially the Olympic Games, as well as music concerts, festivals and religious gatherings.
- The Project would incorporate sustainability as one of its key design and operational criteria. The proposed New Hall would be designed to achieve LEED® Gold Certification while the Event Center would be designed to achieve a minimum of LEED Certification.
- As part of the effort to pursue LEED Certification, the Event Center would incorporate the AEG 1EARTH environmental program already implemented at

STAPLES Center and across L.A. Live for the purpose of reducing greenhouse gas emissions.

- The Project will include substantial open space assembly areas for fans and visitors that can be utilized for pre-event and post-event gatherings.

- The Gilbert Lindsay Plaza will be reconfigured as part of the Project design to provide additional open space available to the community on non-event days.

- The Event Center will incorporate an open air stadium design with a deployable roof to take advantage of Southern California's temperate climate.

- The Project would provide economic development opportunities in Pico-Union and South Los Angeles by attracting out of town visitors to additional exhibition events and local and out of town fans to additional spectator events.

- The Project will provide an extensive community benefits program in collaboration with a coalition of community-based organizations, as specified in Exhibit D to the Development Agreement proposed for the Project:

    - Local hiring and job training, including $500,000 in seed funding to a non-profit organization to staff and operate a first source referral system.

    - A living wage program with the goal of maintaining 100% of the jobs in the Project as living wage jobs.

    - A commitment of $500,000 in funding towards a neighborhood protection and land use analysis plan to be implemented in the vicinity of the Project covering the following communities: Pico Union, South Park and South Los Angeles.

    - Preparation of a plan and a commitment of $500,000 for the implementation of streetscape improvements (such as street trees, sidewalk scoring, street furniture and street lighting) covering the portal or connection points between the South Park and Pico Union communities.

    - Small business development program that includes the following hiring goals: (1) 25% Small Business Enterprise (SBE) participation for construction and operation of the Project, (2) 20% participation for Minority Business Enterprise (MBE), (3) 5% participation for Women Business Enterprises (WBE) and 3% participation for Disabled Veteran Business Enterprises (DVBE).

    - A commitment of $200,000 to a non-profit organization that supports the development and growth of Emerging Business Enterprises (EBE) in the vicinity of the Project, including the Pico-Union, South Park and South Los Angeles communities.

    - A commitment of $1,300,000 for the creation or improvement of green space and parks and recreation facilities, including but not limited to land acquisition, park design and construction, soccer field

development and the development of community gardens within a five mile radius of the Project.

- Establishment of a job shadowing program designed to introduce youth who live within a five mile radius of the Project to careers in the Sports, Entertainment and Hospitality industries.

- A commitment of $1,000,000 towards a college scholarship program for students who reside within a five mile radius of the Project.

- A commitment of $50,000 in seed funding to support a summer youth employment program for students living within a five mile radius of the Project.

- Preparation of an outreach program for the (i) promotion of existing college internship opportunities to area colleges and universities within a five mile radius of the Project and (ii) development of a paid college internship program for interns from the same communities.

**I. Mitigation Monitoring and Reporting Program**

The Mitigation Monitoring and Reporting Program ("MMRP") includes all of the mitigation measures identified in the Final EIR and 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 MMRP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code §21081.6, the City hereby adopts the MMRP and finds that the impacts of the Project have been mitigated to the extent feasible by the mitigation measures identified in the MMRP, incorporated by reference and located in the administrative file, and finds that the Project meets the mitigation monitoring program requirement of Section 21081.6 of the Public Resources Code. The City reserves the right to make amendments and/or substitutions of mitigation measures if the City determines that the amended or substituted mitigation measure will mitigate the identified potential environmental impacts to at least the same degree as the original mitigation measure, and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

**J. Consideration of Record; Independent Judgment**

In approving the Project, the City decision-makers have reviewed and considered the Draft EIR and appendices, the Final EIR and appendices, and all other pertinent evidence in the record of proceedings.

The Applicant's consultants prepared the screen check versions of the Draft EIR, Final EIR and technical studies. All such materials and all other materials related to the EIR were extensively reviewed and, where appropriate, modified by the Planning Department or other City representatives. As such, the City finds that the Draft EIR, Final EIR, technical studies, and all other related materials reflect the independent judgment and analysis of the Lead Agency.

**K. Substantial Evidence**

The City finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR, Final EIR, technical studies, and other CEQA related materials, the administrative record, staff reports, information provided by the Applicant, each and all of which are incorporated herein by this reference. Moreover, the City finds that where more than one

reason exists for any finding, each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

### L. Relationship of Findings to EIR

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control and the Draft EIR and Final EIR or both, as the case may be, are hereby amended as set forth in these Findings.

### M. Project Conditions of Approval

Each of the Project features and mitigation measures referenced in these Findings shall be conditions of Project approval to be monitored and enforced by the City pursuant to the building permit process and the Mitigation Monitoring and Reporting Program. To the extent feasible, each of the other findings and conditions of approval made by or adopted by the City in connection with the Project are also incorporated herein by this reference.

### N. Custodian of Documents

The custodian of the documents or other material which constitutes the record of proceedings upon which the City's decision is based is the City of Los Angeles, Planning Department, located at 200 North Spring Street, Room 750, Los Angeles, California 90012.

### O. Recirculation Not Required

The Final EIR documents changes to the Draft EIR. The Final EIR provides additional analysis 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 is no new significant information in the record of proceedings, in the Final EIR and finds that neither recirculation of the Draft EIR, nor preparation of a supplemental or subsequent EIR is required. Specifically, the City finds that:

- 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 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.

- 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 with respect to the Project