

III. GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING

Section 15125 of the *California Environmental Quality Act (CEQA) Guidelines* requires that an EIR include a description of the existing environment. This section is intended to give a general overview of the environmental setting for this project. More detailed information on existing conditions is provided under each individual environmental topic studied in **Section IV, Environmental Impact Analysis**. This section also provides an overview of the related projects that are considered as part of the future conditions in evaluating cumulative impacts.

A. OVERVIEW OF ENVIRONMENTAL SETTING

1. Project Site and Surrounding Area

Location

The Herald Examiner project consists of three components on three separate sites: the Broadway site, the Hill Street site and the 12th Street site. As stated in **Section II, Project Description**, the project sites are located in Downtown Los Angeles approximately one-half mile north of the Santa Monica Freeway (I-10) and approximately three-quarters of a mile east of the Harbor Freeway (I-110). The proposed sites are located in the South Park neighborhood within Downtown Los Angeles. The Herald Examiner project consists of three components on three separate sites: the Broadway site, the Hill Street site and the 12th Street site. The Broadway building is located on the southwest corner of West 11th Street and South Broadway at 1111 South Broadway. The site on which the building sits is 41,860 square feet and is bounded by South Broadway on the east, West 11th Street on the north, the Hill Street site on the west and an alley and the Transamerica Center on the south.

The Hill Street site, which is located west of, and adjacent to, the Broadway site discussed above, consists of an approximately 46,220-square-foot parcel and is located along South Hill Street between 11th Street and 12th Street. The site is bounded by the Broadway site on the east, West 11th Street on the north, South Hill Street on the west and the Transamerica Center on the south.

The 12th Street site is located on the south side of West 12th Street between South Broadway and South Main Street at 120 West 12th Street. The site is bounded by West 12th Street on the north, South Main Street on the east, an alley and commercial buildings on the south and South Broadway on the west.

Existing Land Uses

The three sites included in the project are adjacent to the high-rise office complex commonly known as the Transamerica Center, which consists of the former Transamerica tower currently known as the SBC Tower, Transamerica Center 2 and Transamerica Center 3. The 32-story, 452-foot SBC Tower and the 10-

story Transamerica Center 2 building front West 12th Street, between Olive Street and Hill Street. The 10-story Transamerica Center 3 building fronts West 12th Street on the same block and is directly south of the Broadway and Hill Street sites.

Other land uses in the immediate vicinity of the three project sites include retail stores, wholesale outlets, parking structures and surface parking lots, as shown in **Figure III-1, Surrounding Land Uses**. Other prominent land uses within the South Park neighborhood area include the Los Angeles Convention Center, Staples Center, the Fashion Institute of Design and Merchandising (FIDM) and the California Hospital Medical Center. The photographs contained in **Figures III-2, Surrounding Land Use**, through **III-7, Surrounding Land Use**, depict surrounding land uses.

Broadway Site

The Broadway project site currently contains the Broadway (former Herald Examiner) building, which was designed by Julia Morgan in 1913 for the Hearst Corporation. The building formerly housed the Los Angeles *Herald Examiner* newspaper publishing operation. Completed in 1915, the Herald Examiner building remained the offices of the *Herald Examiner* newspaper until it closed in 1989. Currently the building is unoccupied and used only periodically for filming. The site is within the C2 commercial zone.

Land uses surrounding the Broadway site generally include commercial uses. Specifically, surrounding the site are the following uses:

- **North:** Existing land uses north of the Broadway site include restaurants, a theater, parking lots, office buildings, a sewing building, a fashion manufacturing and design outlet, parking and retail shops.
- **South:** Existing land uses south of the Broadway site currently include office buildings.
- **East:** Existing land uses east of the Broadway site include a Job Corp building, parking, storage, textile and import buildings.
- **West:** Existing land uses west of the Broadway site include office buildings, a bank and a manufacturing building.

Hill Street Site

The Hill Street site currently houses an unoccupied and unused industrial press building, built adjacent to the Herald Examiner building in 1948 to house large printing presses associated with the production of the *Herald Examiner* newspaper. Other than use as an occasional filming location, the building has remained vacant for the past 16 years. The site is within the C2 commercial zone.

Land uses surrounding the Hill Street site are to the same as those surrounding the Broadway site, as the two sites are adjacent to one another.

Figure III-1, Surrounding Land Uses

(Use Context Map and add to it)

Figure III-2, Photographs:

Ned pics: 10, 14

Figure III-3, Photographs

Nedpics: 15,25

Figure III-4, Photographs
Willowpics 2

Figure III-5, Photographs

Ned pics24, 22

**Figure III-6, Photographs
Willowpics 1,11**

**Figure III-7 Photographs:
Willow pics 12,10**

12th Street Site

The 12th Street site currently consists of an approximately 47,916-square-foot paved surface parking lot. No aboveground structures are located on the site. The site is within the C2 commercial zone.

Land uses surrounding the 12th Street site generally include commercial and industrial uses. Specifically, surrounding the site are the following uses:

- **North:** Existing land uses north of the 12th Street site currently consist of retail, parking, office buildings, the Job Corp building, imports and textiles.
- **South:** Existing land uses south of the 12th Street site currently include a club, parking, a warehouse, imports, clothing, luggage and handbag retail.
- **East:** Existing land uses east of the 12th Street site currently include a fashion and jewelry plaza, retail shops, textile uses, manufacturing, offices and retail outlets.
- **West:** Existing land uses west of the 12th Street site currently include a parking structure and storage.

Transportation

Roadway Infrastructure

The entire project site (the Broadway site, Hill Street site and 12th Street site) is served by the local road system. Regional access to and from the project site is provided by I-110, located approximately three-quarters of a mile west of the site, and I-10, located approximately one-half mile south of the site. The primary north-south streets serving the project area include Figueroa Boulevard, Flower Street, Hope Street, Olive Street, Hill Street, South Broadway and Main Street. The primary east-west streets serving the project area include Olympic Boulevard, 11th Street and 12th Street.

Immediate access to the Herald Examiner project site is provided via Main Street, South Broadway, Hill Street, Chick Hearn Court/11th Street, 12th Street and Pico Boulevard. The existing streets in the vicinity of the project site generally form a grid system, thus allowing easy access to and from the site in all directions.

Public Transportation Services

The Los Angeles Metropolitan Transit Authority (MTA) and the City of Los Angeles Department of Transportation (LADOT) operate several bus routes in the project vicinity, as shown in **Figure III-8, Public Transportation Routes**.¹ LADOT operates the Downtown Area Short Hop (DASH) bus line with stops near the intersections of Hill and 12th Street, Hill and Olympic (D Line) and Grand Avenue and 12th

¹ <http://www.ladottransit.com/dash/routes/downtown/downtown.html>.

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Street (C Line). The LADOT also operates a Commuter Express bus with stops near the intersections of Hope Street and 12th Street (Line 419) and Hope Street and 11th Street (Line 423). Local bus routes nearest to the Hill Street and Broadway sites stop at South Broadway and 11th and include the 42A, 30, 68, 4, 45, 31, 40 and 10. Local bus routes nearest to the 12th Street site stop at South Broadway and 12th and include the 2, 31, 30, 40, 45, 68 and 4.

In addition, Foothill Transit, the City of Santa Monica and several other transit service providers also operate local and commuter express bus service in the vicinity of the project. The project's proximity to Los Angeles's Union Station, approximately 2 miles to the northeast, also links the project to Amtrak, Metrolink, Metro rail services and numerous bus routes operated by the MTA, LADOT and other service providers. **Figure III-8** shows several of the routes mentioned above.

The MTA operates several north-south aligned bus routes on Grand Avenue, Olive Street, Hill Street, South Broadway and Main Street in the vicinity of the project. The MTA also operates several east-west aligned bus routes that travel on Pico Boulevard, Olympic Boulevard and 9th Street. The nearest stops to the project are described above.

LADOT's DASH bus routes also provide service in the vicinity of the project. DASH primarily serves Downtown Los Angeles. DASH C provides weekday service between the Financial District and the project area. Near the project, DASH C operates northbound on Olive Street and southbound on Grand Avenue, north of 12th Street. South of 12th Street, DASH C operates northbound on Hope Street and southbound on Grand Avenue. DASH D provides service between Union Station, the Civic Center, the Jewelry District and the project area. The closest DASH C and DASH D stop(s) to the project site are all within a few yards of the project and are located near the intersections of Hill and 12th Street, Hill and Olympic (D Line) and Grand Avenue and 12th Street (C Line). In addition to these localized public transit routes, LADOT also operates five commuter express routes in the vicinity of the project.

In addition to the above bus routes, the MTA operates the Metro Red and Blue Lines in the project vicinity. The Metro Red Line provides rail transportation from Union Station, through Downtown Los Angeles and into the Mid-Wilshire District, Hollywood and North Hollywood. The Metro Blue Line provides north-south service between Downtown Los Angeles and the City of Long Beach. The nearest Metro Blue Line station to the site is located at the intersection of Pico Boulevard and Flower Street.

Figure III-8, Public Transportation Routes

<http://www.ladottransit.com/dash/routes/familymaps/surrounding.html>

Public Services and Utility Systems

The project site is within the City of Los Angeles; as such, the Los Angeles Fire Department (LAFD) and Los Angeles Police Department (LAPD) provide fire and police protective services, respectively, to the each of the three sites and the surrounding area. Water and electricity are provided through the City of Los Angeles Department of Water and Power (LADWP). Natural gas service is provided through Southern California Gas Company. Wastewater is conveyed and treated by the City of Los Angeles Department of Public Works (LADPW). The Los Angeles Public Library, the City of Los Angeles Community College District, the City of Los Angeles Department of Recreation and Parks and the Los Angeles Unified School District also serve the project vicinity.

2. Applicable Plans and Policies

The following presents an overview of the regulatory framework applicable to the project site. A review of the consistency of the project with these local and regional plans is included in **Section IV, Environmental Impact Analysis**.

The City of Los Angeles General Plan

California state law (Government Code Section 65300) requires that each City prepare and adopt a comprehensive, long-term General Plan for its future development. Adopted in 1996, the City of Los Angeles General Plan Framework Element presents the long-range, comprehensive growth strategy and provides a Citywide context within which local planning can take place. The City's General Plan Land Use Element is composed of community plans that establish land use policy and standards for each of the 35 community planning areas. The project site is located within the Central City Community Plan Area, which is surrounded by the Silver Lake-Echo Park-Elysian Valley Community Plan Area to the north, the Southeast Los Angeles Community Plan Area to the south, the Westlake Community Plan Area to the west and Central City North Community Plan Area to the east. The General Plan designation for all three sites is Regional Center Commercial. Regional Center Commercial corresponds to Height District 3-D and 4-D; the Broadway, Hill and 12th Street sites are located within Height District 4-D.

Central City Community Plan

As stated above, the proposed project lies within the Central City Community Plan Area. The Central City Community Plan Area is located south of Sunset Boulevard and Cesar Chavez Avenue, north of the Santa Monica Freeway (Interstate 10 [I-10]), east of the Harbor Freeway (Interstate 110 [I-110]) and west of Alameda Street.

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The Central City is divided into nine districts: the Civic Center, Little Tokyo, Bunker Hill, the Historic Core, Central City East, the Financial Core, the Convention Center/Arena, South Markets and South Park. The proposed project is located within the South Park District. The South Park District is generally bound by I-110, I-10, 8th Street and Main Street.¹

The Central City Community Plan is the official guide to land use planning and future development within the Central City Community Plan Area and implements the Land Use Element for the City's General Plan. The Central City Community Plan promotes an arrangement of land use, infrastructure and services intended to enhance the economic, social and physical health, safety, welfare and convenience of the people who live, work and invest in the community. By serving to guide development, the plan encourages progress and change within the community to meet anticipated needs and circumstances, promotes balanced growth, builds on economic strengths and opportunities while protecting the physical, economic and social investments in the community to the extent reasonable and feasible.²

The proposed project is located within the South Park Area of the Central City Community Plan. The South Park Area houses a mix of residential, medical, commercial, retail and warehouse uses. The Central City Community Plan recognizes a "mixed-use community with a significant concentration of housing" in the South Park Area.

The Central City Community Plan was developed to provide a vision for the Central City Community Plan Area as a community that:

- Creates residential neighborhoods while providing a variety of housing opportunities with compatible new housing;
- Improves the function, design and economic vitality of the commercial districts;
- Preserves and enhances the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance;
- Maximizes the development opportunities of the future rail transit system while minimizing adverse impacts; and
- Plans the remaining commercial and industrial development opportunity sites for needed job producing uses that improve the economic and physical condition of the Central City Community.

Included within the Central City Community Plan are objectives for key land uses and issues in the Central City area, that are listed in **Table IV.A-1**, in **Section IV.A, Land Use**, in this document.

¹ City of Los Angeles Planning Department. Central City Community Plan, October 2004.

² Ibid.

South Park Development Strategies and Design Guidelines

The South Park Development Strategies and Design Guidelines (Guidelines) is an adjunct to the Central Business District (CBD) Redevelopment Plan and the Downtown Strategic Plan. These Guidelines were jointly prepared by the South Park task force and the South Park Stakeholders Group (Stakeholders), with support from the CRA. The Stakeholders represent the diverse interests of South Park Area businesses, residents and property owners. The Guidelines establish a basis for the economic, physical and social development and revitalization of the South Park Area.

The Guidelines encourage development in the South Park Area by suggesting the creation of a pedestrian-oriented, live/work community where people live in proximity to their place of work. Strategies for the future development of the South Park Area build upon existing centers of activity and identify linkages by creating prominent streetscape segments that are targeted for improvement. Gateways, which serve as identifiable points-of-entry, leading into the South Park Area, are located to reinforce pedestrian character and express the community's attributes. Linkage improvements are intended to provide a continuous, pleasant environment for pedestrians and to facilitate connections between South Park's activity centers and downtown.

The Guidelines identify five key development proposals to stimulate appropriate development within the South Park Area. One of these proposals applies directly to the project site, while the other four apply to other regions within the South Park Area.

The City of Los Angeles Municipal Code

The project site is subject to the provisions of the City of Los Angeles Municipal Code, particularly the planning and zoning provisions of Chapter 1. The Los Angeles Zoning Code is the primary tool for implementing the General Plan Land Use Element. For each defined zone, the ordinance identifies permitted uses and applicable development standards for characteristics of development, such as density, height, parking and landscaping requirements.

City Center Redevelopment Plan

Established in May 2002 by the CRA, the City Center District Redevelopment Plan is applicable to the Herald Examiner project area and has the primary objective of eliminating and preventing blight in the project area.

The Herald Examiner project is located within the City Center Redevelopment Project Area and is subject to the conditions set forth in the Redevelopment Plan. Applicable provisions include those regarding permitted land uses, demolition activities, design considerations, construction, public improvements and

project financing. Procedural requirements for proposed development projects are outlined and include review and approval of project elements by the CRA. The Redevelopment Plan also grants CRA the authority to establish further requirements, restrictions or design standards as appropriate. In addition, the Redevelopment Plan requires compliance with conditions established in the General Plan, Zoning Ordinance, Building Code, and other City ordinances, resolutions and laws.

Central Business District Redevelopment Plan

The Central Business District (CBD) Redevelopment Project Area was established in 1975 under the direction of the CRA. The 1,549-acre CBD Redevelopment Plan was adopted to address long-standing issues of blight and deterioration affecting the heart of Downtown Los Angeles.

Greater Downtown Strategic Plan

Approved by the City Council in August 1994, the Downtown Strategic Plan was prepared by an Advisory Committee comprised of over 60 representatives of downtown businesses, industries, residents, developers, social service providers, housing activists and the CRA. The Strategic Plan proposes a set of initiatives appropriate to Downtown Los Angeles and a design to create a more prosperous and equitable future. The Downtown Strategic Plan builds upon the financial, social and cultural investments, which already form the foundation of the Downtown Los Angeles economy. The Strategic Plan recognizes the need to maintain the district neighborhoods that create diversity in Downtown Los Angeles but also calls for linkages between the areas so that greater economic potential can be realized. The Downtown Strategic Plan also recognizes the need to significantly increase the residential population in the Central City area.

Regional Comprehensive Plan and Guide

The Southern California Association of Governments (SCAG) is the federally designated metropolitan planning organization for the Southern California region. The project site is within the six-County jurisdiction of SCAG, which includes portions of Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial Counties.

To coordinate regional planning efforts, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG). The RCPG is a comprehensive document intended to serve the SCAG region as a framework for decision-making for the next 20 years. The plan includes broad goals for the region and identifies strategies designed to guide local decisionmaking. The Growth Management Chapter of the RCPG focuses on the relationship of land use patterns and transportation in the region. This chapter provides guidelines for development in relation to growth and land use issues.

Employment, housing and population forecasts are included for each sub-region within the RCPG. These forecasts provide parameters for the development of the Regional Mobility Element. The Regional Mobility Element links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations.

Regional Transportation Plan

In addition to the RCPG, SCAG has prepared the 2001 Regional Transportation Plan (RTP). The RTP is a 20-year transportation plan that envisions a future multi-modal transportation system for the region. In compliance with state and federal requirements, SCAG prepares the Regional Transportation Improvement Program (RTIP) to implement projects and programs listed in the RTP. Updated every other year, the RTIP includes a listing of all transportation capital projects proposed for the region over a six-year horizon.

Los Angeles County Congestion Management Plan

Los Angeles is one of 32 “urbanized” counties in California required by state statute to develop a Congestion Management Program (CMP). The Los Angeles County CMP also meets the federal requirements for a Congestion Management System (CMS) pursuant to the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). The MTA is the designated Congestion Management Agency for Los Angeles County. The CMP not only addresses regional congestion, but also supports efforts to improve air quality. The South Coast Air Quality Management District (SCAQMD) is consulted to ensure that the CMP is developed in accordance with the region’s air quality goals. The CMP provides an opportunity to coordinate transportation control measures (TCM) with the SCAQMD’s Air Quality Management Plan (AQMP). Increased mobility and reduced congestion also serve the goal of benefiting the local economy. Moreover, the CMP contains specific provisions to pursue economic development opportunities while managing congestion.

South Coast Air Quality Management Plan

The Herald Examiner project is located within the jurisdiction of the SCAQMD. In 2003, the SCAQMD adopted a new AQMP to accommodate growth, to reduce levels of pollutants within the air basin, to return clean air to the region and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Therefore, projects, uses and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize

attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

Los Angeles Basin Regional Water Quality Control Plan

The project site is located within the 414-square-mile Santa Monica Bay Water Management Area (WMA). The Los Angeles Regional Water Quality Control Board (LARWQCB) protects ground and surface water quality in the Los Angeles Region, including the coastal watersheds of Los Angeles and Ventura Counties. The LARWQCB has adopted a Water Quality Control Plan for the Los Angeles Basin as a resource, information source and implementation tool for preserving and enhancing water quality in the region. This document designates beneficial uses of water bodies, sets water quality objectives to protect those uses, addresses localized water quality problems and sets forth a plan to protect water quality. General discharge permits issued by the LARWQCB under the Basin Plan are used to regulate polluted storm water runoff, treated groundwater, nonhazardous soil disposal and other discharges.

B. RELATED PROJECTS

The analysis contained in **Section IV** of this EIR examines both project-specific impacts and the potential environmental effects associated with cumulative development. CEQA requires that an EIR evaluate cumulative impacts. The *CEQA Guidelines*, Section 15355, defines "cumulative impacts" in part as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Section 15130(b)(1) states that cumulative impact analysis should be based on either a list of past, present and probable future projects or a summary of projections contained in an adopted General Plan or related document. The selection of methodology is dependent on the appropriateness and availability of the data. When assessing cumulative impacts upon broad regional issues, such as air quality, the analysis takes into consideration projections of cumulative growth that are contained in adopted planning documents of the City, SCAG or the SCAQMD. Conversely, the analysis of the cumulative effects of localized impacts focuses on a list of related projects in the project vicinity.

A list of potential projects in the project vicinity that might be developed within the study time frame was compiled based on information currently available from the City of Los Angeles City Planning Department, the City of Los Angeles Department of Transportation, the Los Angeles Unified School District and recent studies of projects in the area. This list is presented in **Table III-1, Related Projects**. The locations of these projects relative to the proposed project are shown in **Figure III-9, Related Projects**. This list of projects accurately reflects the related project proposals at the time of preparation of this document.

Figure III-9, Related Projects

**Table III-1
Related Projects**

#	Location	Land Use	Size	Geographic Area
1	411 West 5 th Street	Residential	74 units	Bunker Hill
2	458 South Spring Street	Residential	209 units	Historic Core
3	510 South Spring Street	Residential	153 units	Historic Core
4	548 South Spring Street	Residential	157 units	Historic Core
5	540 South Broadway	Residential	143 units	Historic Core
6	600–610 South Main Street	Residential	314 units	Central City East
7	620 South Main Street	Residential	35 units	Central City East
8	618–620 South Spring Street	Residential	36 units	Historic Core
9	219–225 West 7 th Street	Residential	73 units	Historic Core
10	510 South Broadway	Residential	32 units	Historic Core
11	565 West 5 th Street	Residential	10 units	Bunker Hill
12	655 South Hope Street	Residential	90 units	Financial Core
13	600 West 7 th Street	Residential	70 units	Financial Core
14	520 West 7 th Street	Residential	76 units	Financial Core
15	515 7 th Street	Quality Restaurant Bar	8,891 sq. ft. 7,668 sq. ft.	Financial Core
16	500-518 West 7 th Street	Residential	55 units	Financial Core
17	630 West 6 th Street	Residential	90 units	Financial Core
18	609 South Grand Avenue	Residential	94 units	Financial Core
19	416–432 West 8 th Street	Residential	110 units	Financial Core
20	740 South Broadway	Dancing Hall	12,500 sq. ft.	Historic Core
21	849 South Broadway	Residential	147 units	Historic Core
22	901–909 South Broadway	Residential	82 units	Historic Core
23	756 South Spring Street	Residential	84 units	Historic Core
24	752–756 South Los Angeles Street	Residential	45 units	Central City East
25	738–750 South Los Angeles Street	Residential	308 units	Central City East
26	315–317 East 8 th Street	Residential	64 units	Central City East
27	760 South Hill Street	Residential	92 units	Financial Core
28	801–803 South Grand Avenue	Residential	132 units	Financial Core
29	485 West 8 th Street	Residential	8 units	Financial Core
30	730 West Olympic Boulevard	Fast-Food Restaurant with Drive-Through	2,307 sq. ft.	South Park
31	605 West Olympic Boulevard	Quality Restaurant/Night Club	7,142 sq. ft.	South Park
32	1000 South Hope Street	Residential	116 units	South Park
33	409 West Olympic Boulevard	Residential	78 units	South Park
34	Staples Entertainment Center ¹ Figueroa Street and 11 th Street	Hotel Live Theater Entertainment Restaurant Retail Health Club General Office Medical Office Residential	1,800 rooms 7,000 seats 195,000 sq. ft. 265,000 sq. ft. 385,000 sq. ft. 125,000 sq. ft. 165,000 sq. ft. 135,000 sq. ft. 800 units	Convention Center/ Arena

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#	Location	Land Use	Size	Geographic Area
35	1111 South Grand Avenue	Residential Retail	417 units 15,000 sq. ft.	South Park
36	330 West 11 th Street	Residential	66 units	South Park
37	1050 South Hill Street	Theater	33,423 sq. ft.	South Park
38	1022 South Main Street	Retail Storage	32,533 sq. ft. 7,909 sq. ft.	Historic Core
39	1010 South Santee Street	Residential	7 units	South Markets
40	1301 Olive Street	Residential Retail	105 units 4,500 sq. ft.	South Park
41	1921 South Maple Avenue	South Central Los Angeles Area New High School No. 1 ²	2,112 students	South of Central City
42	1921 South Maple Avenue	High School	87 students	South of Central City
43	408 East Washington Boulevard ³	Residential	143 units	South of Central City
44	Metropolis ⁴ 8 th Street and San Francisco Street	Residential Office Hotel Retail Museum	836 units 893,225 sq. ft. 480 rooms 46,000 sq. ft. 95,000 sq. ft.	Financial Core
45	LA Mart ⁵ 1933 South Broadway	Suites	285,000 sq. ft.	South of Central City
46	506 South Grand Avenue	Residential	140 units	Bunker Hill
47	756 South Broadway	Residential	46 units	Historic Core
48	424-426 South Broadway	Residential	54 units	Historic Core
49	727 West 7 th Street	Residential	221 units	Financial Core
50	315-317 West 5 th Street	Residential	84 units	Historic Core
51	416 South Spring Street	Residential	66 units	Historic Core

Sources:

¹ Los Angeles Entertainment District EIR Traffic Study, The Mobility Group with Kaku Associates, January 2001.

² Draft EIR for the South Central Los Angeles Area New high School No. 1A (Adapted) and Jefferson Continuation High School, Jones and Stokes, December 2001.

³ Traffic Analysis for proposed Residential Development at 408 East Washington Boulevard, City of Los Angeles, Crain & Associates, November 2004.

⁴ Traffic Impact Study and Parking Analysis for the Metropolis Mixed-Use, Crain & Associates, December 2005.

⁵ Traffic and Parking impact Study for the proposed Suites at the LA Mart, Crain & Associates, August 2001.

sq. ft. = square feet