
I. INTRODUCTION

Project Information

Project Title: Third Addendum to Final Environmental Impact Report for The Grand Avenue Project

Project Location: The portion of the downtown area, in which Parcel Q of the Grand Avenue Project is located, is generally bounded by Grand Avenue on the west, First Street on the north, Second Street on the south, and Olive Street to the west.

Project Applicant: Grand Avenue L.A., LLC

Lead Agency: Los Angeles Grand Avenue Authority

Pursuant to the California Environmental Quality Act (CEQA), a Final Environmental Impact Report (EIR) was prepared and certified for The Grand Avenue Project in November 2006 (SCH No. 2005091041). The Final EIR document is hereinafter referred to as the Certified EIR.

This document is an addendum to the Final EIR and has been prepared to evaluate potential environmental effects that may be associated with proposed changes in the previously-approved The Grand Avenue Project (or “Approved Project”). These modifications are related to tree removal and replacement, and a requested Haul Route application (described in full in Section IV., Environmental Impact Analysis, below).

Final EIR

The Final EIR for the Approved Project analyzed the following three components to be located in downtown Los Angeles:

- (1) The now completed 16-acre County owned Grand Park (formerly Civic Park) that expands the existing Civic Center Mall that connects Los Angeles’ City Hall to Grand Avenue;
- (2) Streetscape improvements along Grand Avenue between Fifth Street and Cesar E. Chavez Avenue. Grand Avenue Improvements between 2nd Street and 3rd Street will be completed with development of Parcels L and M-2, which are currently under construction.; and
- (3) Development of five parcels, which are referred to as Parcels Q, W-1, W-2, L, and M-2.

Two development options were also analyzed in the Certified EIR:

- (1) The Project with County Office Building Option (on Parcel W-2) and
- (2) The Project with Additional Residential Development Option (on Parcel W-2).

Under the Project with County Office Building Option, up to 2,060 residential units, including up to 412 affordable units; up to 449,000 square feet of retail floor area; up to 275 hotel rooms; and a County Office Building containing up to 681,000 square feet, would be constructed.

Under the Project with Additional Residential Development Option, up to 2,660 residential units, including 532 affordable units; 449,000 square feet of retail floor area; and up to 275 hotel rooms would be constructed. The County Office Building would not be constructed under the Project with Additional Residential Development Option. The total floor area to be developed under both options is 3.6 million square feet. The Final EIR analyzed all potential environmental impacts and provided mitigation measures to reduce potential impacts to a less than significant level, where feasible, and adopted a Statement of Overriding Considerations.

The Certified EIR for the Grand Avenue Project evaluated the potential environmental impacts of a project that would be developed in a series of phases. Initially, the Approved Project was to involve the development of Parcel Q concurrently with the development of the Civic Park. Parcels W-1/W-2, L and M-2 would be developed in two later phases, along with the completion of the Grand Avenue streetscape program, from Fifth Street to Second Street, and from Temple Street to Cesar E. Chavez Avenue.

2010 Addendum (First Addendum)

In July of 2010, an Addendum was prepared and approved that addressed two proposed changes to the Approved Project, consisting of: (1) proposed changes to development of Parcels L and M-2; and (2) proposed changes to the original schedule for implementation of the overall development. These changes are hereinafter referred to as the “2010 Addendum”. Specifically, the 2010 Addendum revised the Conceptual Plan for Parcels L and M-2 to reflect a different mix of land uses and a different site configuration than was provided for in the Conceptual Plan for the Approved Project. The 2010 Addendum included a museum facility, along with residential and retail uses and associated parking facilities, on Parcels L and M-2. Inclusion of the museum facility was proposed to be offset by reductions in residential units and retail square footage compared to the Approved Project.

The 2010 Addendum concluded that inclusion of the museum use would not increase the overall floor area of development on Parcels L and M-2 when compared to the Approved Project. With respect to the planned residential and retail uses on these parcels, the previous approvals granted by the City of Los Angeles for the Grand Avenue Project for development of Parcels L and M-2 permitted such uses under existing zoning. Further, the 2010 Addendum did not change any of the land uses and development parameters with respect to any other aspect of the Approved Project, including the Civic Park, Grand Avenue Streetscape Program and development of Parcels Q, W-1 and W-2. Accordingly, the 2010 Addendum concluded that these changes to The Grand Avenue Project would not cause any new significant impacts.

2013 Addendum (Second Addendum)

The purpose of the 2013 Addendum was to address potential changes in the location of approved towers on Parcel Q and the overall net square-footage of proposed retail and restaurant uses. Other than as described, the Addendum did not change any of the land uses and development parameters with respect to any other aspect of the Project, including the Civic Park, Grand Avenue Streetscape Program, and development of Parcels W-1 and W-2. All applicable mitigation measures, regulatory measures, conditions of approval, and project design features proposed under the Project remained for the 2013 Addendum. The end result included all less than significant impacts.

This Addendum (2018 Addendum or Third Addendum)

Changes related to this 2018 Addendum are hereinafter referred to as the “Revised Project”. The purpose of this Addendum is to assess potential Revised Project impacts related to the proposed non-protected street tree removals and replacements, and assess potential impacts of a Haul Route application, as it relates to Air Quality, Greenhouse Gas Emissions, and Noise, for Parcel Q.

Pursuant to Section 15164 of the State CEQA Guidelines, the lead agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR would occur. Additional documentation on the rationale for preparing an Addendum to the Final EIR for the Approved Project is included in Section III., Rationale for Addendum.

Organization of Addendum

This Addendum is organized into five sections as follows:

- I. Introduction: This section provides introductory information such as the project title, the Project Applicant and the lead agency for the Proposed Project.
- II. Project Description: This section provides a detailed description of the environmental setting and the Proposed Project, including project characteristics and environmental review requirements.
- III. Addendum to Certified EIR: This section contains the rationale for preparing an Addendum pursuant to Section 15164 of the State CEQA Guidelines, including an executive summary of the findings and determinations supporting use of an Addendum to evaluate post EIR certification revisions to the Approved Project.
- IV. Environmental Impact Analysis: This Section contains a brief summary of the environmental impacts disclosed in the prior EIR and Addenda for each environmental issue area. The evaluation includes an analysis of how any of the environmental factors may be altered as a result of the proposed changes.

- V. Preparers of Addendum and Persons Consulted: This section provides a list of lead agency personnel, consultants and other governmental agencies that participated in the preparation of the Addendum.

II. PROJECT DESCRIPTION

PROPOSED CHANGES

Approved Project

For the development of Parcel Q, the Certified EIR for the Approved Project evaluated a program consisting of the following components: 1) up to 500 residential units, including 100 apartment units, 2) 275 room hotel with 15,000 square-feet of meeting space, and 3) retail uses comprising approximately 284,000 square-feet.

The Conceptual Plan for the Approved Project included two towers - a high-rise tower containing hotel and residential uses and a mid-rise tower containing residential uses. The height envelope studied in the Certified EIR for the Approved Project anticipated the high-rise tower rising to a height of up to 750 feet above Grand Avenue near the corner of Grand Avenue and Second Street, and the mid-rise building to a height up to 450 feet above Grand Avenue near the corner of Olive Street and First Street. Each of the two towers was anticipated to cover no more than 10% of the site each. Of the remaining 80% of the site, half would include buildings up to 150 feet above Grand Avenue and half would include buildings rising to a height of up to 75 feet above Grand Avenue.

The Approved Project anticipated that the hotel tower would be the taller of the two towers. Also, the Approved Project anticipated the two towers on Parcel Q to be located at corners of 1st and Olive and 2nd and Grand.

Development of the Approved Project was anticipated to occur in three construction phases. The initial development phase was to include the simultaneous completion of Civic Park; Grand Avenue streetscape improvements between Second and Temple Streets; and the development of Parcel Q. The second phase was to include the development of Parcels L and M-2 and Grand Avenue streetscape improvements. The third phase was to include the complete development of Parcels W-1/W-2 and Grand Avenue streetscape improvements. The Approved Project studied two possible construction scenarios, an anticipated and accelerated schedule. Specifically, in the event that the overall construction schedule was accelerated, the second phase would overlap part of the first phase, but the duration of each phase would remain at 36-months. In order to account for possible changes in schedule and to analyze worst case construction impacts, the Certified EIR analyzed both construction schedules.

The Certified EIR also analyzed the highest peak periods of truck activity for each block, when haul trucks would carry excavated material from the Project Site. For all blocks, and at any given time, it was estimated in the Certified EIR that the peak number of trucks per day at the Project Site would be 300 trucks. This number of truck trips per day was used in the AQ, GHG, and Noise impact scenarios, as it relates to short-term traffic impacts during construction periods.

The Approved Project also included mitigation measures, compliance measures, and project design features for both construction and operation of the Approved Project to help reduce impacts to a less than significant level, where applicable. It should be noted that Biological Resources was not discussed in the

Certified EIR or subsequent Addendums, as The Authority determined that the Project would not have the potential to cause significant impacts. Thus, this issue area was scoped out of the Certified EIR.

Revised Project

Tree Removal

Subsequent to final approval of the initial Project and related changes, the City's Urban Forestry Division determined that additional clarification of the EIR's discussion of impacts on native trees and associated mitigation is required. Specifically, the City requested preparation of an Addendum to the EIR addressing the Approved Project's impacts to on- and off-site non-protected trees as well as potential loss of habitat value, if any.

Specifically, according to a Tree Report prepared by Jan C. Scow Consulting Arborists, LLC. (attached as Appendix A to this Addendum), this Addendum is proposing to remove 22 non-protected street trees along West 1st Street, South Grand Avenue, and West 2nd Street, along with one other desired tree. Per the City's Urban Forestry guidelines, 45 trees will be planted at a ratio of 2:1 for the street trees that were removed and 1:1 for the desirable tree on private property. Since the trees are not protected, as defined by the City's Urban Forestry Division, recommended spacing of the new 45 trees would be roughly 25-feet to 40-feet along all four sides of the Project Site, now including Olive Street, where the self-park entry is located. Of those replacement trees, roughly five would require structural modification for Tree Pit placement. Nevertheless, no physical Project design changes are proposed when compared to the Approved Project.

Haul Route

The Project Applicant recently submitted an application for a haul route permit (attached as Appendix B to this Addendum) to the City of Los Angeles Department of Building and Safety (LADBS). LADBS subsequently requested that the lead agency include an analysis of the environmental effects of the haul route activity in the CEQA analysis for the project.

For this reason, this Addendum to the Certified EIR has been prepared by the lead agency to evaluate the potential effects of haul route activity associated with the Proposed Project. This Addendum describes the proposed haul route activity that would be associated with Parcel Q and provides an analysis of the potential environmental effects which could be associated with that activity for each of the environmental issue areas evaluated in the Certified EIR. The proposed haul route would be utilized to export soil that is excavated to create the subterranean parking levels and building foundations.

Similar to what was disclosed and analyzed in the Certified EIR, incoming (empty) trucks would access the Project Site from the Hollywood (US-101) Freeway, exiting at Exit 2B, continue straight on Arcadia Street, and turn left onto Broadway. Trucks would then proceed towards 1st Street and turn right. They would then continue to Olive Street when they would make a left turn and head towards 2nd Street where they would make another right towards the Project Site. After loading, trucks would proceed out of the Project Site, turn right onto 2nd Street, then right on Hope Street to the southbound Hollywood Freeway (US-101). From there, the trucks would merge onto US-101 South and continue onto Interstate-10 East towards the Interstate-605 Freeway and north to Arrow Highway. The disposal site for excavated soil would be the

United Rock Olive Pit in Irwindale, CA. A maximum of 214 truck trips per day is proposed during construction periods for Parcel Q, which is less than the 300 truck trips per day analyzed in the Certified EIR.

III. ADDENDUM TO CERTIFIED EIR

Criteria

Section 15164 of the CEQA Guidelines requires preparation of an Addendum to a previously certified Environmental Impact Report under specified conditions, which are met here. Specifically, Section 15164 states:

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Section 15162 of the CEQA Guidelines provides the scenarios for preparing a subsequent EIR after an EIR has been certified. Consistent with Section 15162, the analysis in this Addendum demonstrates that

1) the Revised Project would not involve substantial changes that would result in new significant environmental effects or a substantial increase in the severity of significant effects previously identified in the Certified EIR, 2) that substantial changes with respect to the circumstances under which the Revised Project would be undertaken that would result in new significant environmental effects or a substantial increase in the severity of significant effects previously identified in the Certified EIR have not occurred, and 3) that new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, does not exist.

Further, there is no new information which shows that any of the following circumstances in listed in Section 15162 (a) (3) (A)-(D) would occur:

A) There is no new information showing that the revised project will have one or more significant effects not discussed in the certified EIR;

B) There is no new information showing that significant effects previously examined will be more severe;

C) There is no new information showing that previously infeasible mitigation measures or alternatives would in fact be feasible and would reduce impacts but will not be adopted;

D) There is no new information that considerably different mitigation measures or alternatives would substantially reduce impacts but will not be adopted.

Therefore, an Addendum to the Certified EIR is required.

As will be discussed in detail below, the modifications to the Approved Project are relatively minor and would not result in any new significant environmental impacts. The analysis contained in this Addendum demonstrates that all of the impact issues previously examined in the Certified EIR would remain unchanged with implementation of the Revised Project. It should be noted that Biological Resources was scoped out of the Certified EIR analysis, as the Approved Project was found to have no potential significant impacts to that particular impact category.

See Table III-1 for a comparison of the effect of the Revised Project in all impact areas. Therefore, an Addendum to the previously certified EIR serves as the appropriate form of documentation to meet the requirements of CEQA.

Table III-1
Comparison of Environmental Findings between the Approved Project and the Revised Project

Environmental Issue	Approved Project	Revised Project	Conclusion
Aesthetics			
Views	Significant	Significant	No change
Visual Character	LTS/Mitigation	LTS/Mitigation	No change
Light and Glare	LTS/Mitigation	LTS/Mitigation	No change
Shade/Shadow	LTS/Mitigation	LTS/Mitigation	No change
Air Quality			
Consistency with AQMP	LTS	LTS	No change
Construction	LTS/Mitigation	LTS/Mitigation	No change
Operation	Significant	Significant	No change
Toxic Air Contaminants	Significant	Significant	No change
Greenhouse Gas	--- ¹	LTS/Mitigation	---
Biological Resources			
Habitat Modification	--- ²	NI	---

**Table III-1
Comparison of Environmental Findings between the Approved Project and the Revised Project**

Environmental Issue	Approved Project	Revised Project	Conclusion
Sensitive Natural Community	--- ²	NI	---
Federally Protected Wetlands	--- ²	NI	---
Native Resident or Migratory Bird	--- ²	LTS/Mitigation	---
Tree Preservation	--- ²	LTS	---
Habitat Conservation Plan	--- ²	NI	---
Cultural Resources			
Historic	LTS/Mitigation	LTS/Mitigation	No change
Archaeological	LTS/Mitigation	LTS/Mitigation	No change
Paleontological	LTS/Mitigation	LTS/Mitigation	No change
Hazards and Hazardous Materials			
Transport, Use, or Disposal	LTS/Mitigation	LTS/Mitigation	No change
Release into the Environment	LTS/Mitigation	LTS/Mitigation	No change
Within ¼ mile of a School	LTS/Mitigation	LTS/Mitigation	No change
List of Hazardous Materials Sites	LTS/Mitigation	LTS/Mitigation	No change
Within 2 miles of a Public Airport	NI	NI	No change
Within vicinity of a Private Airstrip	NI	NI	No change
Land Use/Planning			
Physically Divide Community	LTS/Mitigation	LTS/Mitigation	No Change
Conflict with Land Use Plan	LTS	LTS	No change
Conflict with Habitat Conservation	NI	NI	No Change
Noise			
Construction Noise	Significant	Significant	No Change
Operation Noise	LTS/Mitigation	LTS/Mitigation	No Change
Airport Land Use Plan	NI	NI	No Change
Population and Housing			
Induce Population Growth	LTS	LTS	No change
Displace Existing Housing	LTS	LTS	No Change
Displace People	LTS	LTS	No Change

**Table III-1
Comparison of Environmental Findings between the Approved Project and the Revised Project**

Environmental Issue	Approved Project	Revised Project	Conclusion
Public Services			
Fire	LTS/Mitigation	LTS/Mitigation	No Change
Police	LTS/Mitigation	LTS/Mitigation	No Change
Schools	LTS/Mitigation	LTS/Mitigation	No change
Recreation	LTS/Mitigation	LTS/Mitigation	No Change
Libraries	LTS/Mitigation	LTS/Mitigation	No change
Recreation			
Increase Use	LTS/Mitigation	LTS/Mitigation	No Change
Expansion of Existing Facilities	LTS/Mitigation	LTS/Mitigation	No change
Transportation/Traffic			
Trip Generation	Significant	Significant	No change
Site Access and Circulation	LTS/Mitigation	LTS/Mitigation	No change
Parking	LTS/Mitigation	LTS/Mitigation	No change
Adopted Policies	LTS	LTS	No change
Utilities			
Wastewater	LTS/Mitigation	LTS/Mitigation	No change
Water	LTS/Mitigation	LTS/Mitigation	No change
Solid Waste	LTS/Mitigation	LTS/Mitigation	No change
Energy	LTS/Mitigation	LTS/Mitigation	No change
<p><i>Notes:</i> LTS = Less than significant LTS/Mitigation = Less than significant with mitigation NI = No impact</p> <p>¹ The Certified EIR did not address greenhouse gas emissions associated with the Approved Project. Global climate change was not routinely analyzed prior to AB32, effective in 2007, and the CEQA Guidelines did not address greenhouse gases or global climate change at the time the Final EIR for the Approved Project was certified in 2006. However, as shown in the analysis in the 2013 Addendum, impacts associated with greenhouse gas emissions would be less when compared to the Original Project.</p> <p>¹ The Certified EIR did not address Biological Resources with the Approved Project.</p>			

IV. ENVIRONMENTAL IMPACT ANALYSIS

The potential effects of the tree removal and replacement, along with the proposed haul route, with respect to each of the environmental issue areas addressed in the Certified EIR were examined to determine whether they would result in any effects that would meet the criteria set forth in State CEQA Guidelines Section 15162. Only those issue areas that could potentially be impacted by the removal and replacement of trees and the proposed haul route are discussed in detail below.

AESTHETICS AND VISUAL RESOURCES

Certified EIR

With respect to visual quality, development under the Certified EIR would not significantly contrast with existing, visually prominent buildings. Therefore, visual quality impacts associated with the development of Parcel Q were found to be less than significant under the Approved Project. Regarding views, the Certified EIR concluded that view blockage impacts to neighboring residential buildings with northerly views of the San Gabriel Mountains and the horizon would be significant and unavoidable due to the Approved Project's residential building tower near the corner of Grand Avenue and Second Street. Potential view impacts in a southerly, easterly, and westerly direction were all considered less than significant. With the implementation of mitigation measures, compliance measures, and project design features, potential light and glare impacts associated with special events lighting and reflected sunlight would be reduced to less than significant levels under the Certified EIR. And lastly, the Certified EIR concluded that the Approved Project, for Parcel Q, would not shade any off-site sensitive uses in excess of the established significance thresholds and, therefore, would not cause any significant and unavoidable shade/shadow impacts.

Revised Project

Overall, the Revised Project would contribute to the existing visual quality of the Los Angeles Downtown skyline and would be consistent with the variety of landscaping and setbacks characterizing the existing skyline. The Revised Project would not substantially alter, degrade, or eliminate the existing visual character of the area, including valued existing features, nor would the Revised Project contrast with the visual character of the surrounding area. Specifically, the replacement of street trees would continue the continuous landscaped parkway in the downtown area. The root and trees planted in the parkway will not be restricted by concrete curbs, root barriers, or other means. As such, the Revised Project would not result in any new significant impacts or substantial increase in the severity of previously-identified impacts in the Certified EIR with respect to the Los Angeles Downtown skyline as the new tree plan that is the subject of this Addendum would not create new impacts. The removal and replacement of the trees will not significantly alter the visual character of the Project Site due to the existing trees' generally declining condition.

Additionally, the proposed haul route would not have any impacts related to aesthetics, views, shade/shadow and light and glare as these impacts would result from the Project buildings after construction is completed.

AIR QUALITY

Certified EIR

Air Quality

In the Certified EIR, daily regional emissions during construction were forecasted by assuming an aggressive construction schedule (i.e., assuming large amounts of construction occurs at the earliest feasible date) and applying the fugitive dust emissions factors derived from URBEMIS 2002. With implementation of regulatory measures and mitigation measures, fugitive dust emissions under the Approved Project would be reduced by 16 percent. However, regional construction activities (i.e., fugitive dust) would still exceed the SCAQMD daily emission thresholds. Thus, the Certified EIR concluded that construction of the Approved Project would have a significant and unavoidable impact on regional air quality.

Revised Project

Air Quality

The placement of new trees at the Project Site would not alter any Air Quality significance conclusions identified in the Certified EIR. Thus, as the Revised Project will remove and replace trees, this determination would not change as the result of the new tree plan.

Additionally, the proposed haul route activity would not affect the generation of traffic to and from the Project during operations. Therefore, the regional operational emissions and local CO concentrations resulting from Project traffic would not change. With regard to construction activities, the haul route application reflects 214 daily truck round trips between the Project Site and the Rock Pit east of the Project Site, fewer than the 300 daily trips analyzed in the Certified EIR. The Certified EIR determined that the Approved Project's construction trips would exceed the SCAQMD threshold and would be significant. Therefore, formal identification of the proposed haul route in a Haul Route Application would not represent a new significant impact. However, the Certified EIR included Mitigation Measures F-1 through F-12, which will control dust and truck emissions during grading and hauling activities to reduce the overall impact on clean air. In particular, these measures would ensure that during the construction phase, all appropriate and necessary air quality measures would be monitored and enforced, and these mitigation measures shall remain in full force and effect. The City's Department of Building and Safety or other appropriate city or county agency or department shall determine compliance with these measures.

BIOLOGICAL RESOURCES

Certified EIR

The Certified EIR did not include a Biological Resources section, as it was scoped out during the Initial Study (IS) process. Thus, the Certified EIR determined that the Approved Project would have no impact on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service because the Project Site is located in a built-up hillside residential area and does not support any known protected or special-status species. The Approved Project would also have no impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service

Revised Project

Since the approval of the Certified EIR, it was determined that 22 trees within the public right-of-way that are adjacent to the Project Site will be removed and replaced with 46 new replacement trees. These new trees will be placed according to the Bureau of Street Services (BSS) guidelines, such as size, spacing, and trunk diameter. Any potential significant impacts to trees would be reduced to a less than significant level through regulatory compliance, including the permit process with BSS.

Minimal nesting habitat for birds were observed at the Project Site, which reduces the possibility of impacting an ecological function. However, in order to avoid potential significant impacts to special- status birds and birds protected under the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503 and 3503.5 during construction, the Project will implement the following mitigation measure.

BIO-1: Tree removal activities shall be scheduled to take place outside of avian nesting bird season (generally February 1 to September 1) to the greatest extent possible. In accordance with these regulatory requirements, efforts shall be made to schedule removal of mature trees between September 2 and January 31 to avoid the nesting bird season. If activities were to occur during the nesting bird season, all suitable habitats shall be thoroughly surveyed for the presence of nesting birds by a qualified biologist within three days prior to any tree removal. If any active nests are detected, the area shall be flagged, and a minimum 250-foot (500-foot for raptors) non-disturbance buffer would be established. Modification to this buffer shall be determined by the monitoring biologist and in consultation with U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife) and shall be avoided until the nesting cycle has been completed or the monitoring biologist determines that the nest has failed.

GREENHOUSE GAS EMISSIONS

Certified EIR

The Certified EIR did not address greenhouse gas emissions associated with the Approved Project. Global climate change was not routinely analyzed prior to AB32, effective in 2007, and the CEQA Guidelines did not address greenhouse gases or global climate change at the time the Final EIR for the Approved Project was certified.

However, an Addendum to the Final EIR was prepared for the Project in 2013 that addressed design modifications to Parcel Q in which an analysis of greenhouse gasses was created and approved by the Grand Avenue Authority. In that Addendum it was determined that the Project would be consistent with the provisions of the AB 32 Scoping Plan and impacts of the Project with respect to GHGs and climate change would not conflict with the adopted state strategies for achieving reductions in GHG emissions to meet the requirements of AB 32 and would therefore be less than significant. No mitigation measures were required in that Addendum.

Revised Project

As stated in the Adopted 2013 Addendum, construction of the Project would generate short-term and temporary GHG emissions during active construction activities. Sources of GHG emissions include exhaust emissions from heavy-duty construction equipment, delivery trucks, and worker commutes. The Revised Project will consume fossil fuel resources and generate mobile source emissions from vehicle trips and a temporary Haul Route. No new additional vehicle trips and truck trips are proposed under the Revised Project when compared to the analysis in the 2013 Addendum. As stated above, the Certified EIR measured a daily maximum, for each block, of 300 total truck trips per day. As proposed, the Revised Project is projected to have a daily maximum of 214 truck trips per day at the Project Site. The Revised Project will also include features to reduce the consumption of fossil fuels, as the Project is an in-fill development that will comply with the Los Angeles Green Building Program and the California Building Code. Based on the above analysis, the Revised Project has been determined to have a less than significant impact on greenhouse gas emissions generations.

The Revised Project would not result in the development of new land uses that would result in a substantial net increase in long-term operational GHG emissions. The Approved Project is expected to consume fossil fuel resources through the use of electricity and natural gas, as well as generate mobile source emissions from vehicle trips and the temporary Haul Route. Because the Approved Project is consistent with existing greenhouse gas reduction plans and policies, such as the Los Angeles Green Building Program and California Building Code, there will be a less than significant impact regarding consistency with greenhouse gas reduction plans. This determination would also not change as the result of the new tree plan that is part of the subject of this Addendum, and impacts related to GHG emissions would continue to be less than significant.

NOISE

Certified EIR

The noise reduction measures identified in the Certified EIR and prescribed in Mitigation Measure G-1 of the Final EIR would achieve a minimum 5-dBA reduction along areas of sensitive receptors where the line-of-sight to ground-level construction activity that occurs on the Approved Project site is broken. Further, Regulatory Measure G-1 would preclude construction-period noise impacts from occurring during the noise-sensitive nighttime periods, or at any time on Sundays. Noise level reductions attributable to Mitigation Measures G-2 and G-3 and Project design features (e.g., use of noise mufflers and on-site storage of construction equipment) are not easily quantifiable, but implementation of such measures would reduce the noise level impact associated with Approved Project construction activities to the extent feasible. Nevertheless, the Approved Project construction activities would intermittently increase the daytime noise levels at nearby sensitive land uses during construction activities by more than the 5-dBA significance threshold. As such, noise impacts identified in the Certified EIR during construction were concluded to be significant and unavoidable.

Revised Project

Similar to the analysis in the Certified EIR, construction noise would be associated with the export of construction debris from the Project Site. Construction activities generate substantially louder noise levels than activities associated with operations. Nevertheless, noise levels would be similar to the construction noise levels presented in the Certified EIR and overall potential construction noise impacts would not increase with implementation of the Revised Project. The analysis of construction noise associated with the Approved Project considered the operation of trucks, including haul trucks, on site. Therefore, this aspect of the Revised Project would not have any additional effects on nearby sensitive receptors beyond those already identified in the Certified EIR. Nevertheless, since noisy activities would still occur, Certified EIR mitigation measures G-1 through G-7 would still apply. In addition to these mitigation measures identified in the Certified EIR, the 2013 Addendum included the following mitigation to help reduce potential impacts, but not to a level of insignificance as was the conclusion in the Certified EIR for the Original Project. This mitigation measure would be carried over to the Revised Project, as well.

Noise G-9 (Noise): If Phase 1A is operational at the time of construction of Phase 1B on Parcel Q, the Developer shall:

- Construct an 8-foot-high solid wood barricade adjacent to the proposed Plaza to separate Phases 1A and 1B.
- The Construction Relations Officer shall set up a communication plan with the operations manager of Phase 1A throughout the construction duration of Phase 1B (or any remaining portions of Parcel Q). Such plan shall include delivery of a construction schedule on a monthly basis, communication as to expected noisy construction operations, and bimonthly

- meetings between Developer and operations manager to discuss potential construction impacts to those portions of Phase 1A that are operable on Parcel Q.
- No construction staging, or vehicle parking, shall be allowed on Grand Avenue, Second Street, or Olive Street adjacent to Phase 1A.

As noted above, the analysis in the Certified EIR considered the operation of trucks, including haul trucks, on- and off-site. With this, the Revised Project would not have any additional effects on nearby sensitive receptors beyond those already identified in the Certified EIR. Potential sensitive receptors include the Walt Disney Concert Hall, Mark Taper Forum, and The Dorothy Chandler Pavilion, all along Hope Street. No residential sensitive receptors were identified along the proposed Haul Route. Specifically, the proposed haul route would involve truck activity along West 2nd Street and South Hope Street (north of the Project Site) until it reaches the US-101 South Freeway on-ramp. Thus, the movement of haul trucks along this short segment (roughly 0.2 miles in length) of the downtown area would not affect these noise-sensitive late evening and nighttime use sensitive receptors and would not represent a new significant effect or substantial increase in the severity of a previously identified effect. All previous mitigation measures proposed and approved as part of the Certified EIR shall remain in full force and effect. The City's Department of Building and Safety or other appropriate city or county agency or department shall determine compliance with this measure.

TRANSPORTATION AND TRAFFIC

Certified EIR

The Certified EIR examined potential traffic impacts during construction that would be associated with haul trips, worker trips, temporary lane closures, pedestrian access, reconstruction of the Civic Center Mall ramps, bus stop relocation and construction worker parking. The Certified EIR concluded that, because some of the daily haul truck trips during construction could occur during the a.m. peak hour, a short-term significant impact would occur. The Certified EIR concluded that temporary lane closures up to 24 months in duration would cause significant traffic impacts during the time of such closures. The Certified EIR concluded that diversion of traffic caused by the temporary closure of the Civic Center Mall ramps could potentially create short-term traffic impacts. The Certified EIR also concluded that the need for parking for up to 600 construction workers would cause potential impacts on parking supply in the area. Lastly, the Certified EIR concluded that impacts associated with worker trips, pedestrian access, and bus stop relocation would be less than significant. The 2010 Addendum and 2013 Addendum did not address construction related transportation impacts associated with Parcel Q.

Revised Project

Construction activities under the Revised Project would be the same, or less, as those identified under the Approved Project. In particular, the Revised Project and associated Haul Route application would not affect the closure of the Civic Center Mall ramps, and this significant short-term traffic impact under the Approved Project would not change under the Revised Project. The impacts of worker trips, pedestrian access and bus stop relocation, which would be less than significant under the Approved Project, would

be the same or lower under the Revised Project. Mitigation Measures B-1, B-2, and B-3, as set forth in the Certified EIR, require preparation and distribution of a Construction Traffic Control/Management Plan and provision of temporary construction worker parking would help reduce potential impacts. These mitigation measures would apply to the development associated with the Revised Project. As such, the Revised Project would not result in any new significant impacts or substantial increase in the severity of previously identified impacts in the Certified EIR with respect construction traffic. Moreover, traffic volumes associated with Revised Project haul activity would be short term in nature and would not increase a potentially temporary environmental impact.

CUMULATIVE IMPACTS

The Certified EIR considered cumulative effects of Approved Project construction in conjunction with other related projects with respect to air quality and concluded that the generation of construction emissions by the Project and related projects would not be cumulatively considerable. With regard to Biological Resources, no potential cumulatively considerable impacts are projected due to the location of the Project Site and related projects in an already developed and non-rural area of the City, with unlikely areas for protected trees and migratory birds to exist. NO_x emissions associated with haul route activity would not change this conclusion because it was based on projected regional construction activity contained within the regional Air Quality Management Plan and the projected increase, based on conservative assumptions, would not be discernible within this level of projected construction activity. The Certified EIR concluded that construction noise impacts could be significant but of short duration. This conclusion would remain valid with the addition of the proposed haul route activity and would therefore not represent a new significant effect or substantial increase in the severity of a previously identified effect. The proposed haul route activity would not result in increased effects with respect to aesthetics or traffic and would, therefore, have no potential to result in increased cumulative effects in these areas.

CONCLUSION

Based on the above analysis, which compared the potential effects of the proposed tree removal and proposed haul route with the potential impacts associated with the Project as discussed in the Certified EIR, it is concluded that the tree removal and replacement and proposed haul route would not require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines Section 15162(a)(1)). In addition, no substantial changes have occurred with respect to the circumstances under which the Project would be undertaken which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines Section 15162(a)(2)).

Finally, no new information of substantial importance has been presented which would show that the tree replacement activities and proposed haul route would have one or more significant effects not discussed in the previous EIR, that significant effects previously examined will be substantially more severe than

shown in the previous EIR, or that mitigation measures or alternatives previously found not to be feasible would in fact be feasible. Therefore, none of these conditions described in Section 15162 of the State CEQA Guidelines calling for preparation of a subsequent EIR have occurred. Substantial evidence supporting the conclusions presented above is provided in the preceding sections of this Addendum (State CEQA Guidelines Section 15164(e)).

APPENDICES

APPENDIX A

2017 Tree Report – Jan C. Scow Consulting

Jan C. Scow Consulting Arborists, LLC

Disease and Pest Diagnosis, Hazard Evaluation, Restorative Pruning Advice, Value Assessment

1744 Franklin Street Unit B
Santa Monica, CA 90404
(818) 789-9127

11/9/17

Christophe Bornand
KPFF
6080 Center Drive Suite 750
Los Angeles, CA 90045

SUBJECT: Tree Inventory at 100 S Grand Avenue (Parcel Q)

REFERENCES: Jan C. Scow proposal dated 6/8/16

ASSIGNMENT

We agreed to do the following work:

Work product:

- 1) Four copies of a 24 x 36-inch Tree Inventory (site survey showing the tree locations and numbers and all relevant data from our tree evaluation).
- 2) A report addressing the following subjects:
 - Trees that will be removed by the project as a result of required modifications to the site, including but not limited to street widening, sidewalk improvements, and new driveway access (B-Permit).
 - Trees, if any, which are suitable for relocation on the site
 - Trees, if any, which could be protected in place during construction, and appropriate measures to protect them during construction
 - Appropriate mitigation for those trees being removed (see City requirements below)
 - There are no protected trees on this site as defined by Section 17.02 of the Los Angeles Municipal Code
 - Mitigation trees will be planted onsite or in parkways to mitigate for the desirable trees being removed on site

FINDINGS

On Monday November 6, 2017, we inventoried all trees on site and answered all questions outlined in the proposal/assignment listed above. This letter will accompany a 24 x 36-inch Tree Inventory (site survey showing the tree locations and numbers and all relevant data from our tree evaluation).

Protected Trees

There are no protected trees on this site as defined by Section 17.02 of the Los Angeles Municipal Code.

Tree Relocation

There are no trees on this site that are suitable for relocation due to their poor condition, the maturity and size of the tree, or that they are a commonly occurring species that may not be worth relocating (palms).

Desirable Trees

Total trees	Protected native trees	Street trees	Desirable trees	Mitigation trees required
25	0	22	23	23

Tree Removals

It is our understanding that this project will cause the removal of all existing trees. No trees can be protected in place due to the extent of the project.

Mitigation

Mitigation will be required for all street trees that are removed, plus the one additional “desirable” tree being removed. A minimum of twenty-three 24” boxed trees will be planted onsite or in parkways to mitigate for the “desirable trees” being removed on site. Locations of these mitigation trees will be established by the project architect in discussion with the City.

Please let us know if we can be of any further assistance or if you have any additional questions. Our goal is to satisfy our clients and help them to better care for their trees in the most effective way possible. We look forward to working with you toward that goal!

Sincerely,



Jan C. Scow
 ASCA Registered Consulting Arborist #382
 ISA Certified Arborist # WC1972



Attached: Photos (24)
 Arborist Disclosure Statement
 Arborist Qualification Certificate

Enclosed: Protected Tree Plan (24 x 36")
 Field Inventory Data sheet

Tree 1



Tree 2



Tree 3



Tree 4



Tree 5 (center)



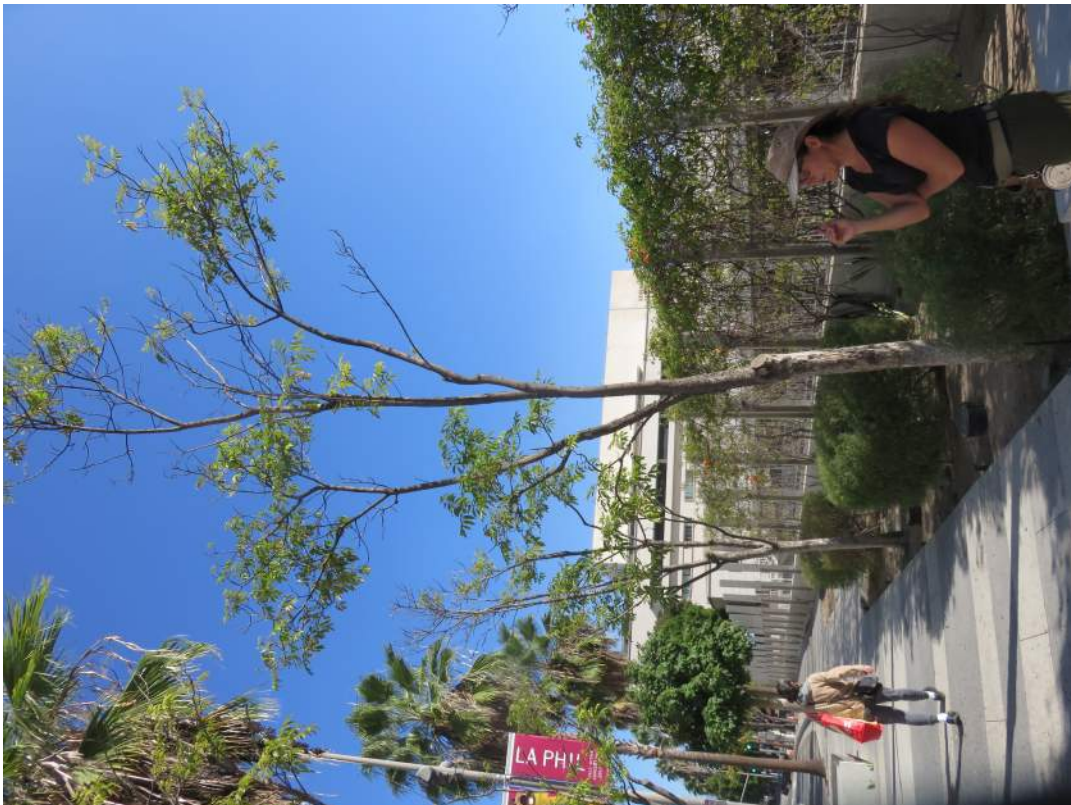
Tree 6 (palm)



Tree 7



Tree 8



Tree 9 (center right)



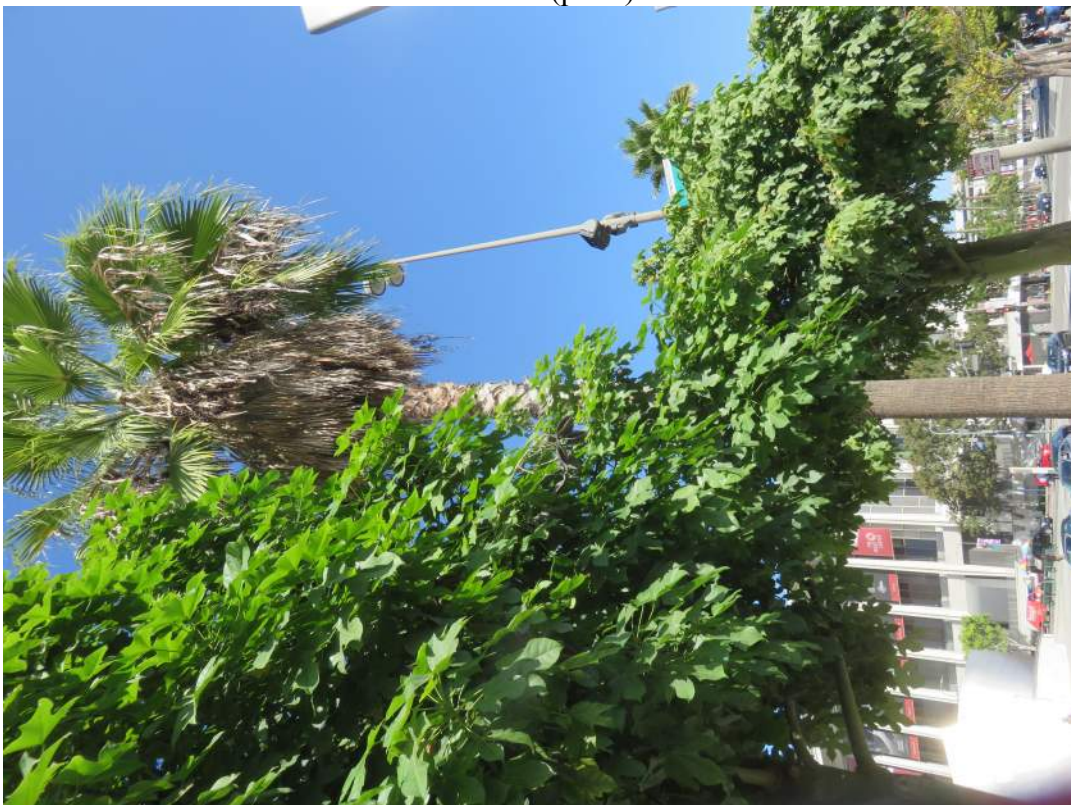
Tree 10



Tree 11



Tree 12 (palm)



Tree 13



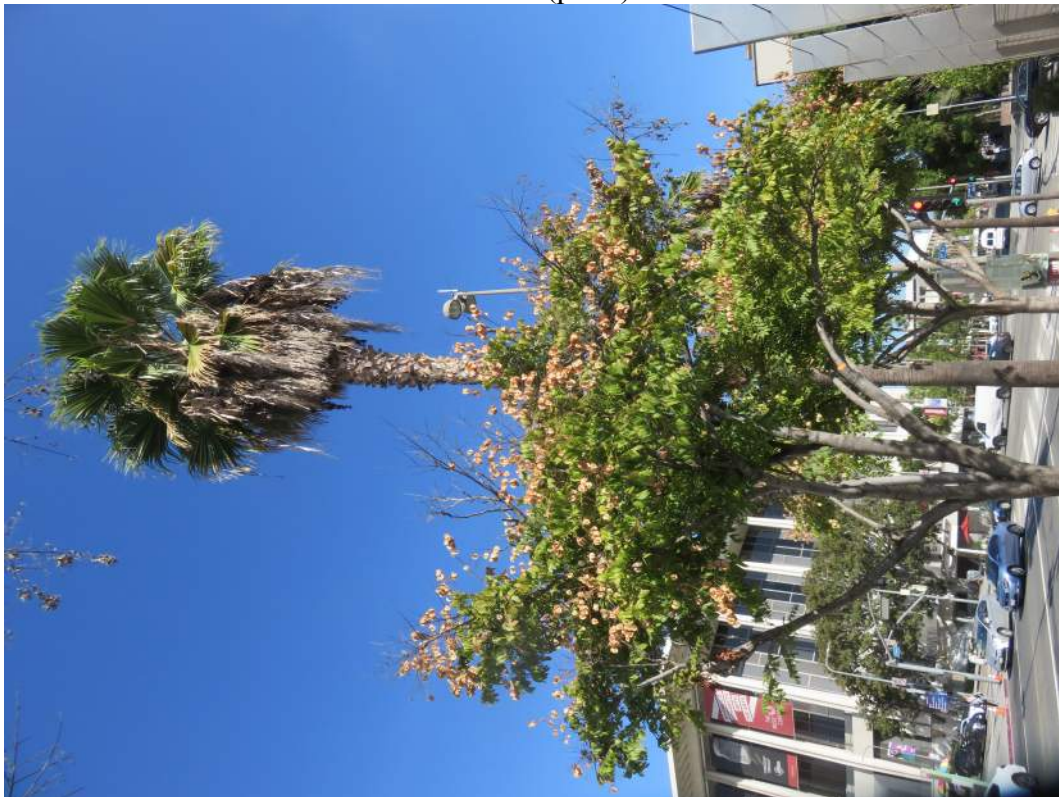
Tree 14



Tree 15



Tree 16 (palm)



Tree 17



Tree 18



Tree 19



Tree 20



Tree 21



Tree 22



Trees 19-22 (right to left)



Tree 23



Jan C. Scow Consulting Arborists, LLC

Disease and Pest Diagnosis, Hazard Evaluation, Restorative Pruning Advice, Value Assessment

1744 Franklin Street Unit B
Santa Monica, CA 90404
(818) 789-9127

ARBORIST DISCLOSURE STATEMENT

Arborists are tree specialists who use their education, knowledge, training and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed.

Treatment, pruning, and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, landlord-tenant matters, etc. Arborists cannot take such issues into account unless complete and accurate information is given to the arborist. The person hiring the arborist accepts full responsibility for authorizing the recommended treatment or remedial measures.

Trees can be managed, but they cannot be controlled. To live near a tree is to accept some degree of risk. The only way to eliminate all risks is to eliminate all trees.

Please note the following important considerations:

- You should never authorize or do any work on any tree unless you are certain of that tree's ownership, and you have confirmed that you solely own the tree, or that anyone else having a claim to the tree has given you permission in writing authorizing your proposed action.
- Before removing a tree, be sure it is your tree to remove.
- Trees on property lines belong to both properties.
- Working on trees hanging into or over your yard that belong to a neighbor may result in "unreasonable damage" to their tree and could expose you to litigation.

The American Society of Consulting Arborists

upon recommendation of the Membership Committee, and in recognition of professional qualifications in the field of Arboricultural Consultation, confers upon

Jan C. Scow

Registered Membership

with all the rights, privileges, and responsibilities provided by the Bylaws and Standards of Professional Practice of the Society.

Registered Membership Number #382

Registered Member Since July 14, 1999



John J. Moran
President
Paul W. Julius
Executive Director

Tree #	Species	Street tree	Desirable tree	DSH (inches)*	Height**	Spread***	Health	Structure	Disposition
1	<i>Koelreuteria paniculata</i>	X	X	5	12	9r	fair	poor	remove
2	<i>Koelreuteria paniculata</i>	X	X	5.5	13	9r	good	poor	remove
3	<i>Koelreuteria paniculata</i>	X	X	5	14	10r	fair	poor	remove
4	<i>Washingtonia robusta</i>	X	X	10.5	40	5r	good	good	remove
5	<i>Markhamia lutea</i>	X	X	6.5@4'	24	4r	poor	very poor	remove
6	<i>Washingtonia robusta</i>	X	X	11.5	35	5r	good	good	remove
7	<i>Markhamia lutea</i>	X	X	6.5	18	3r	very poor	very poor	remove
8	<i>Markhamia lutea</i>	X	X	7	26	8r	very poor	very poor	remove
9	<i>Markhamia lutea</i>	X	X	6	18	6r	poor	very poor	remove
10	<i>Washingtonia robusta</i>	X	X	12	40	6r	good	good	remove
11	<i>Brachychiton acerifolius</i>	X	X	15	21	10r	good	fair	remove
12	<i>Washingtonia robusta</i>	X	X	11.5	35	6r	good	good	remove
13	<i>Brachychiton acerifolius</i>	X	X	16	15	8r	fair	poor	remove
14	<i>Koelreuteria paniculata</i>	X	X	5.5@4'	16	7r	very poor	very poor	remove
15	<i>Koelreuteria paniculata</i>	X	X	7@4'	16	8r	fair	very poor	remove
16	<i>Washingtonia robusta</i>	X	X	10.5	43	6	good	good	remove
17	<i>Koelreuteria paniculata</i>	X	X	8	15	10r	good	poor	remove
18	<i>Washingtonia robusta</i>	X	X	11	38	6r	good	good	remove
19	<i>Ficus microcarpa</i>	X	X	15.5	30	15r	good	poor	remove
20	<i>Ficus microcarpa</i>	X	X	21.5@4'	40	28r	good	fair	remove
21	<i>Ficus microcarpa</i>	X	X	19@3.5'	38	25r	good	very poor	remove
22	<i>Ficus microcarpa</i>	X	X	29@2'	42	33r	good	fair	remove
23	naturally occurring <i>Platanus hybrid</i>		X	13@2.5'	35	17r	fair	good	remove
24	<i>Washingtonia robusta</i>			7,8	10	8r	good	good	remove
25	<i>Washingtonia robusta</i>			10	18	8r	good	good	remove

* Diameter measured at the standard height of 4.5-feet above grade, unless otherwise specified.

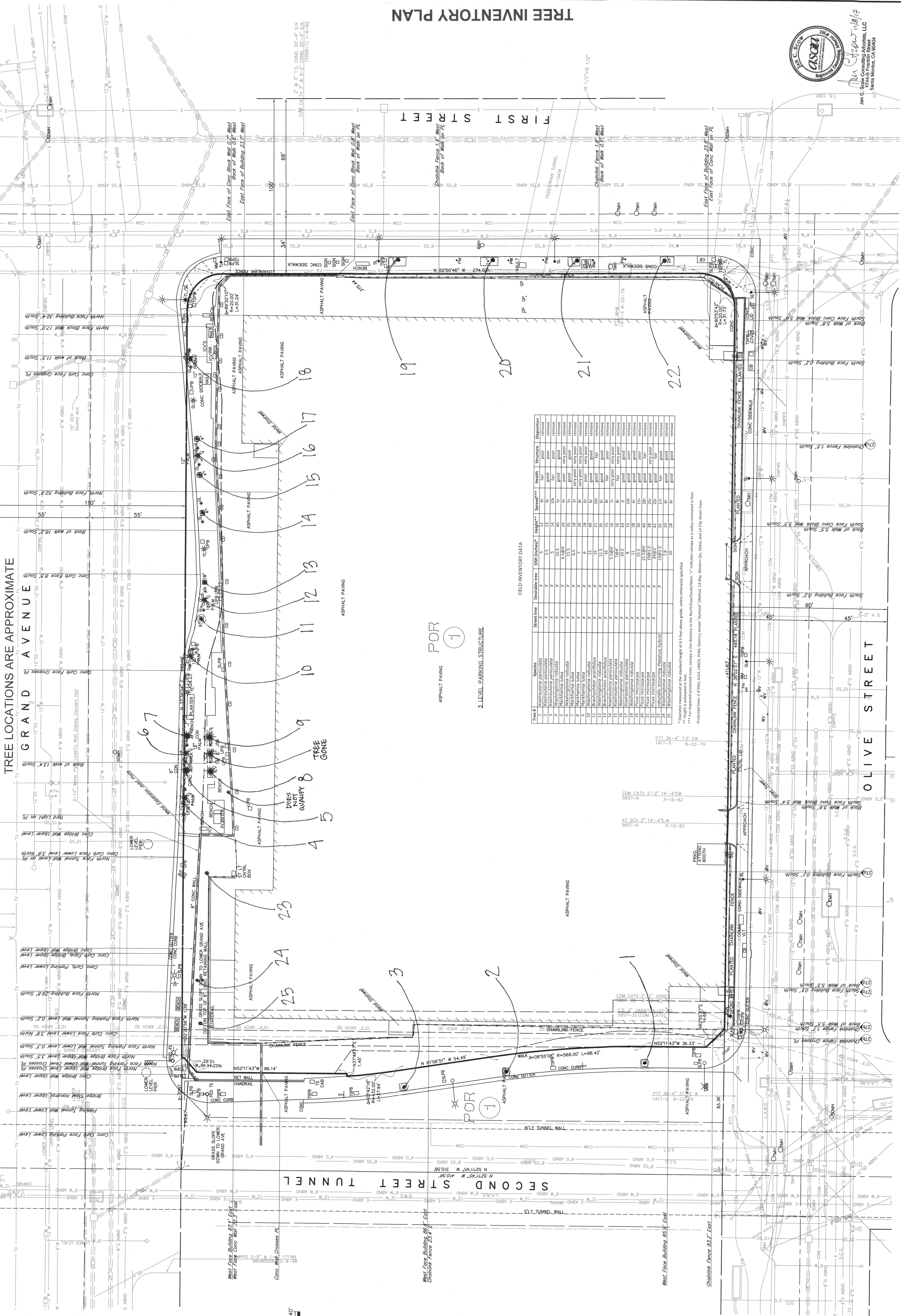
** Height is estimated in feet.

*** For impacted protected trees, canopy is the distance to the North/East/South/West. "r" indicates canopy as a radius estimated in feet.

Protected trees: ≥ 4 "DSH, JUCA, UMCA, PLRA, *Quercus* except "*dumosa*" (Walnut, CA Bay, Western Syc, Oaks), and LA City Street Trees

TREE INVENTORY PLAN

TREE LOCATIONS ARE APPROXIMATE



TREE INVENTORY PLAN

FIELD INVENTORY DATA

Tree #	Species	Street tree	Detachable tree	Diameter (inches)	Height (feet)	Spread (feet)	Health	Disposition
1	Konradia pinnatifida	X	X	5.5	13	3	fair	remove
2	Konradia pinnatifida	X	X	5	14	10	fair	remove
3	Konradia pinnatifida	X	X	5.5	14	10	fair	remove
4	Konradia pinnatifida	X	X	5.5	14	10	fair	remove
5	Washingtonia robusta	X	X	11.5	35	5	good	remove
6	Washingtonia robusta	X	X	11.5	35	5	good	remove
7	Washingtonia robusta	X	X	11.5	35	5	good	remove
8	Washingtonia robusta	X	X	11.5	35	5	good	remove
9	Washingtonia robusta	X	X	11.5	35	5	good	remove
10	Washingtonia robusta	X	X	11.5	35	5	good	remove
11	Washingtonia robusta	X	X	11.5	35	5	good	remove
12	Washingtonia robusta	X	X	11.5	35	5	good	remove
13	Washingtonia robusta	X	X	11.5	35	5	good	remove
14	Washingtonia robusta	X	X	11.5	35	5	good	remove
15	Washingtonia robusta	X	X	11.5	35	5	good	remove
16	Washingtonia robusta	X	X	11.5	35	5	good	remove
17	Washingtonia robusta	X	X	11.5	35	5	good	remove
18	Washingtonia robusta	X	X	11.5	35	5	good	remove
19	Washingtonia robusta	X	X	11.5	35	5	good	remove
20	Washingtonia robusta	X	X	11.5	35	5	good	remove
21	Washingtonia robusta	X	X	11.5	35	5	good	remove
22	Washingtonia robusta	X	X	11.5	35	5	good	remove
23	Washingtonia robusta	X	X	11.5	35	5	good	remove
24	Washingtonia robusta	X	X	11.5	35	5	good	remove
25	Washingtonia robusta	X	X	11.5	35	5	good	remove

* Diameter measured at the standard height of 4.5 feet above grade, unless otherwise specified.
 ** Diameter measured in feet, compare to the north (back) South Point. "r" indicates canopy as a radius estimated in feet.
 *** Diameter measured at 4.5 feet above grade, compare to the north (back) South Point.
 Proposed trees: # 1-25, # 26-30, # 31-35, # 36-40, # 41-45, # 46-50, # 51-55, # 56-60, # 61-65, # 66-70, # 71-75, # 76-80, # 81-85, # 86-90, # 91-95, # 96-100.

DATE: AUGUST 18, 2005
 SCALE: 1" = 20'
 SHEET: 2 OF 2

STATE OF CALIFORNIA
 COUNTY OF LOS ANGELES
 GRAND AVENUE LA LLC
 GRAND AVENUE - PARCEL Q - PHASE I - TRACT NO. 67490

ALTA/NPS LAND TITLE SURVEY FOR:
P S O M A S
 555 South Flower Street, Suite 4300
 Los Angeles, CA 90071
 (213) 223-1444 fax
 www.psomast.com

NSG BENCHMARK C 1296 (PID 619506)
 NSG BRASS DISK STAMPED "C 1296 1977"
 ENCASED IN 4IN PVC W/CAP IN LAMIN
 LYING 214FT NE FROM CL INT OF SPRING ST
 & FIRST ST, AND 54FT SE OF CL OF SPRING ST

NO.	DATE	BY	DESCRIPTION
1	11/08/16	JDC	ALTA UPDATE
2	05/26/16	HOO	REVISED SURVEYOR'S CERTIFICATE PER CLIENT'S REQUEST
3	05/17/16	MIR	REVISED ALTA PER LATEST PRELIMINARY TITLE REPORT
4	12/18/15	JDC	UPDATED ALTA/AGSM SURVEY
5	03/26/07	JDC	REVISED ALTA TO NEW PROGRAM TITLE POLICY
6	06/06/06	JDC	ADDITIONAL TOPO LOWER LEVEL AND MH LOCATIONS

PROFESSIONAL LAND SURVEYOR
 DOUGLAS R. HARRIS
 No. 6169
 STATE OF CALIF.

NSG BENCHMARK C 1296 (PID 619506)
 NSG BRASS DISK STAMPED "C 1296 1977"
 ENCASED IN 4IN PVC W/CAP IN LAMIN
 LYING 214FT NE FROM CL INT OF SPRING ST
 & FIRST ST, AND 54FT SE OF CL OF SPRING ST
 SURVEY NUMBER: 295-40-FEET
 ADJUSTMENT: 5/1995 (NAVODBB DATUM)
 DATE: 08/2008
 BY: JDC

APPENDIX B

Haul Route Application



APPLICATION FOR REVIEW OF IMPORT – EXPORT (EFFECTIVE 5/17/2010)

REV.: 5/10

GGI-08

SECTION 91.7006.7.4, REQUIRES A PUBLIC HEARING BEFORE THE BOARD OF BUILDING AND SAFETY COMMISSIONERS (BBSC) FOR ANY IMPORT OR EXPORT OF MORE THAN 1,000 CUBIC YARDS OF EARTH MATERIAL IN A GRADING HILLSIDE AREA.

THE FOLLOWING SHALL BE SUBMITTED BY THE APPLICANT TO THE GRADING SECTION:

1. A completed "APPLICATION FOR REVIEW OF TECHNICAL REPORTS AND IMPORT-EXPORT ROUTES" form with a filing fee of \$529.00 for the first 1000 cubic yards and \$100.00 additional for each 1000 cubic yard or portion of 1000 cubic yards, plus surcharges (22% + \$10.00).
2. A copy of the grading plan, showing the location and amounts of cut and/or fill, and export/import amounts.
3. A copy of the Department letter approving soils/engineering/geology reports, when such reports are required pursuant to L.A.M.C. Section 91.7006.2
4. A completed **Haul Route Questionnaire**. The questionnaire shall include the location of borrow and /or dispersal sites, all streets included in the route, the proposed staging area and the maximum gross weight of the trucks when loaded. (ATTACHMENT 1)
5. A completed **City of Los Angeles Categorical Exemption Questionnaire**. Note: If the Department determines that the proposed grading may not be categorically exempt, then an environmental assessment form (EAF) shall be filed with the Department of City Planning for appropriate action. If your project has received a Mitigated Negative Declaration (MND) or if an Environmental Impact Report (EIR) has been prepared, please provide a copy. (ATTACHMENT 2)
6. One (1) copy of a **300-foot vicinity map** showing all lots within 300 feet of the subject property boundaries. Indicate the location of significant physical features which might have bearing on the proposed hauling and show public facilities such as schools, hospitals, libraries and city parks which are in the vicinity of the project site. (ATTACHMENT 3)
7. A **list of property owners and three (3) sets of gummed labels** for all parcels shown on the 300-foot vicinity map. The list shall be cross-referenced onto the vicinity map.
8. **An information accuracy certificate**. (ATTACHMENT 4)
9. An **8-1/2" x 11" haul route map** of appropriate scale which indicates the location of the project site, showing streets and direction of hauling up to and including the end of the route.

If you have any questions regarding the status of your haul route application, after it has been accepted, you may contact the Commission Office, (213) 482-0466.

- Footnotes:
1. The department shall not accept an application for "import - export" nor shall a grading permit be issued until the appropriate agency has filed a "Notice of Determination" approving the project.
 2. The ND, MND or EIR must specifically address the temporary impacts (temporary or cumulative) of the hauling and grading work.

District	Log No.
----------	---------

APPLICATION FOR REVIEW OF IMPORT-EXPORT ROUTES

INSTRUCTIONS

- A. Address all communications to the Grading Division, LADBS, 201 N. Figueroa St., 3rd Fl., Los Angeles, CA 90012
Telephone No. (213)482-0480.
B. Submit one copy of application with items "1" through "4" and "10" completed.
C. Check should be made to the City of Los Angeles.

1. LEGAL DESCRIPTION Tract: _____ Block: _____ Lots: _____ 3. OWNER: _____ Address: _____ City: _____ Zip: _____ Phone (Daytime): _____	2. PROJECT ADDRESS: _____ 4. APPLICANT _____ Address: _____ City: _____ Zip: _____ Phone (Daytime): _____ E-mail address: _____
---	--

5. Report(s) Prepared by: _____ **6. Report Date(s):** _____

7. Status of project: Proposed Under Construction Storm Damage
8. Previous site reports? YES if yes, give date(s) of report(s) and name of company who prepared report(s)

9. Previous Department actions? YES if yes, provide dates and attach a copy to expedite processing.
Dates: _____

10. Applicant Signature: _____ **Position:** _____

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED	FEES	Fee Due: _____
<input type="checkbox"/> Soils Engineering		No. of Lots		Fee Verified By: _____ Date: _____ (Cashier Use Only)
<input type="checkbox"/> Geology		No. of Acres		
<input type="checkbox"/> Combined Soils Engr. & Geol.		<input type="checkbox"/> Division of Land		
<input type="checkbox"/> Supplemental		Other		
<input type="checkbox"/> Combined Supplemental		<input type="checkbox"/> Expedite		
<input type="checkbox"/> Import-Export Route		<input type="checkbox"/> Response to Correction		
Cubic Yards: _____		<input type="checkbox"/> Expedite ONLY		
		Sub-total		
		One-Stop Surcharge		
		TOTAL FEE		

ACTION BY: _____

THE REPORT IS: NOT APPROVED
 APPROVED WITH CONDITIONS BELOW ATTACHED

For Geology	Date
For Soils	Date

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

ATTACHMENT 1

HAUL ROUTE QUESTIONNAIRE

JOB ADDRESS: 100 South Grand Ave., Los Angeles, CA 90071

LEGAL DESCRIPTION Tract: TR 28761 Block: 1 Lot(s): 111,121,141,145,151,161

G IMPORT: _____ cubic yards; G EXPORT: 220,000 cubic yards

From: 100 S. Grand Ave., Los Angeles, CA 90071 To: United Rock Olive Pit, 4401 Azusa Canyon Rd., Irwindale, CA 91706
(Address) (Address)

(See schedule #1)

LOADED TRUCK ROUTE: Turn right onto W. 2nd Street, then another right onto S. Hope St., merge onto US-101 S, continue onto I-10 E, then merge onto I-605 N (exit 31B), then take exit 25 for Live Oak Ave., merge onto Live Oak Ave., continue onto Arrow Hwy, then turn right onto Azusa Canyon Rd.

(See schedule #2)

EMPTY TRUCK ROUTE: Go North on Azusa Canyon Rd., turn left onto Arrow Hwy, continue onto Live Oak Ave., merge onto I-605 S, merge onto I-10 W (exit 22), merge onto US-101 N, take exit 2B, turn left onto N. Broadway, turn right onto W 1st St., turn left onto S Olive St., turn right onto W. 2nd St.

LOCATION OF STAGING AREA: 100 S. Grand Ave. (3 Acre Site); Max # of trucks staged: 20
(i.e. street name, on site, etc.)

(See schedule #3)

Type of Truck: G Bottom Dump; G 18-Wheeler; G 5-Axle; G Truck and Trailer; G 10-Wheeler Dump

Total # of trips per day: 214; Truck capacity: 14 cubic yards; Total amount of 3,000
(a) (b) cubic yards per day (a) x (b) = (c)

Total number of 85; Total Export/ 255,000 cubic yards; Max Gross 80,000 lbs.
hauling days: (d) Import (c) x (d) Truck Wt.:

Proposed Hauling Days: M T W Th F Sat Sun Hours: From 7:00 a.m., To 6:00 p.m.
(check)

Owner's Name: _____ Telephone: _____ (alt): _____

Address: _____
Street City Zip Code

Applicant's Name: _____ Telephone: _____ (alt): _____

Address: _____
Street City Zip Code

Hauling Contractor's Name: TBD, contractor still yet to be selected Telephone: _____

Address: _____
Street City Zip Code

Applicant's Signature

Print Name

Date

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

ATTACHMENT 2

CATEGORICAL EXEMPTION QUESTIONNAIRE

JOB ADDRESS: _____

To determine if the Project is exempt from CEQA, please answer the following questions placing an "x" on the appropriate box. **NOTE: false or incorrect statements may delay processing and approval of the haul route.**

Briefly describe project (include the number of residential units, if applicable):

-
- | | | | |
|----|---|-----|----|
| 1. | Does the export or import of earth exceed 1,000 cubic yards of earth from/to the project site? | Yes | No |
| 2. | Will the grading involve the removal of protected trees (<i>Ord. No. 177,404</i>)? | Yes | No |
| 3. | Is the project located in a waterway or wetland or within an officially designated (by federal, State or local governmental action) scenic corridor, or specific plan? | Yes | No |
| 4. | Is there any evidence of soil contamination at the site? | Yes | No |
| 5. | If the project consists of proposed dwelling units and is located in the A or R Zones, Will the project require the construction of retaining walls not in compliance with Section 12.21 C8 of the LAMC? | Yes | No |
| 6. | Is there an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND) or a Negative Declaration (ND) which has been prepared for the proposed development? ND/MND/EIR NO. _____ Date: _____ | Yes | No |

For Projects involving only an alteration of land (i.e. grading only):

- | | | | |
|----|--|-----|----|
| 7. | Is the grading to be done on land with an existing slope of <u>less</u> than ten percent (<10%)? | Yes | No |
| 8. | Is the grading to be done on land with an existing slope of fifteen percent or <u>less</u> ($\leq 15\%$) ? | Yes | No |

If grading on land with a slope of fifteen percent or less ($\leq 15\%$):

- | | | | |
|-----|--|-----|----|
| 5a. | Will the total amount of cut exceed 20,000 cubic yards? | Yes | No |
| 5b. | Will the total amount of fill exceed 20,000 cubic yards? | Yes | No |

<i>print: Applicant's name</i>	<i>Signature</i>	<i>Date</i>	<i>E-mail</i>	<i>Telephone</i>
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DEPARTMENT USE ONLY:

The questionnaire has been reviewed and the grading/hauling as described is categorically exempt by Pursuant to Article III, Class _____, Subcategory _____ of the City of Los Angeles CEQA Guidelines.

The ND, MND or EIR adequately addresses the grading/hauling for the project.

The ND, MND or EIR does not adequately address the grading/hauling project, or the effects of soil contamination or potential protected tree removal (if applicable). A Reconsideration is required. Contact the Department of City Planning, Environmental Review Section at 213-978-1332.

An assessment addressing the effects of the grading/hauling project is required **prior to submitting the haul route application**. Complete an Environmental Assessment Form (EAF) and submit to the Department of City Planning for appropriate action, 201 N. Figueroa St., 4th floor, (213) 482-7077.

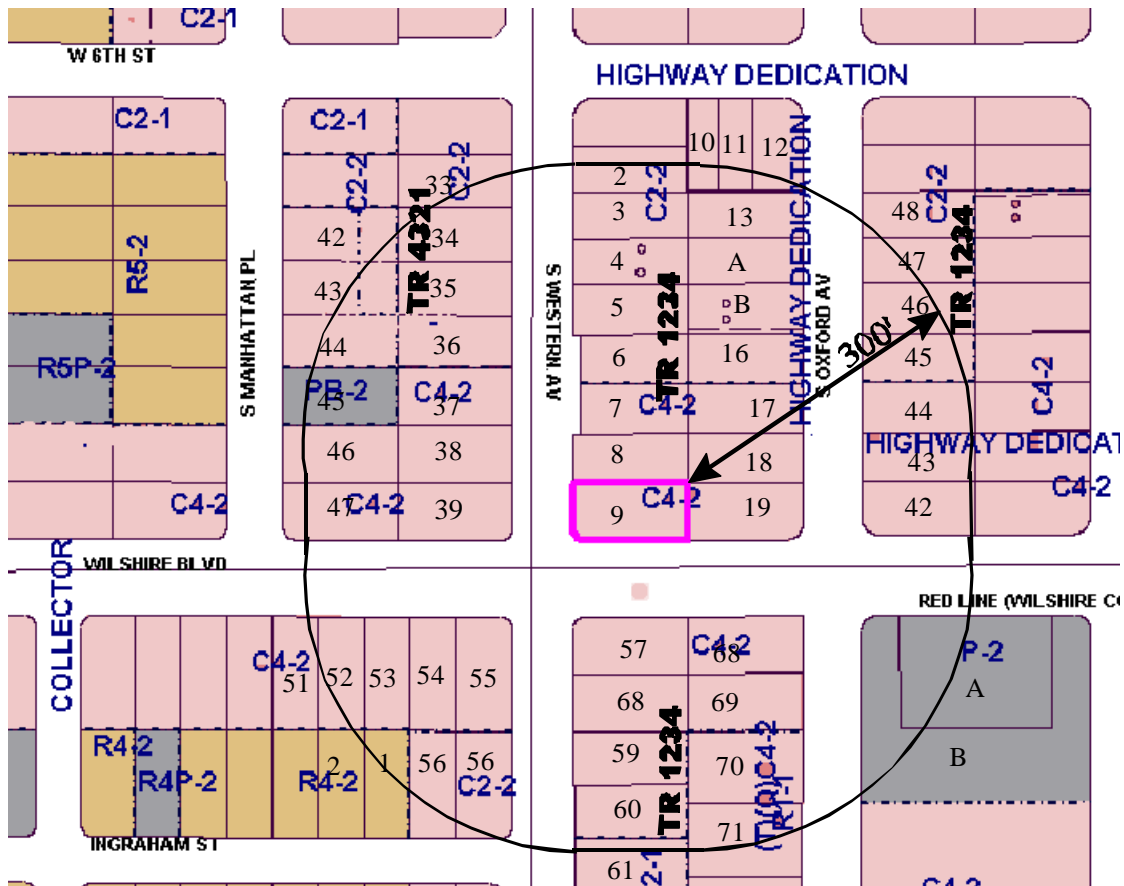
Comments: _____

<i>LADBS Commission Office Staff Signature</i>	<i>Date</i>
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**CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY**

ATTACHMENT 3

300 FEET RADIUS MAP SAMPLE



Indicate the location of significant physical features which might have bearing on the proposed hauling and show public facilities such as schools, hospitals, libraries and city parks which are in the vicinity of the project site.

RADIUS MAP: Identifies all the properties within 300 feet of the property.

THREE SETS OF LABELS: Labels must contain the current owner's name and mailing address of each lot within the area circumscribed by the 300' radius. Labels must be cross-referenced to the radius map so the owner of each lot can be identified in relationship to the map.

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

ATTACHMENT 4

INFORMATION ACCURACY STATEMENT

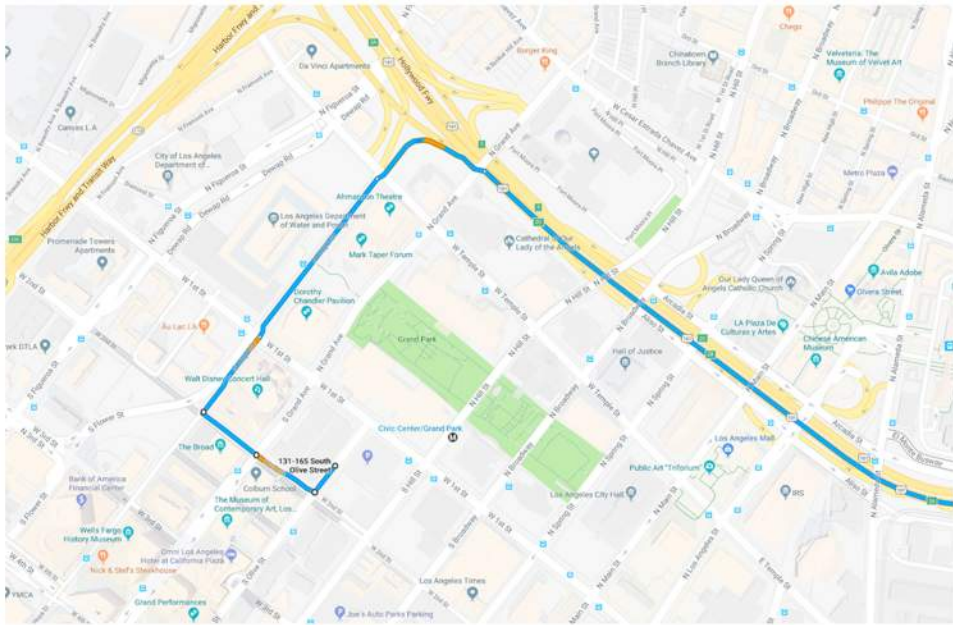
I hereby certify that, to the best of my knowledge, the attached vicinity map correctly depicts the notification area required by Section 91.7006.7.4 of the Los Angeles Municipal Code. Further, I hereby certify that, to the best of my knowledge, as of _____, the attached list correctly identifies the names and addresses of the latest owners of the properties indicated on the attached vicinity map.
*(date list was obtained *)*

Signature

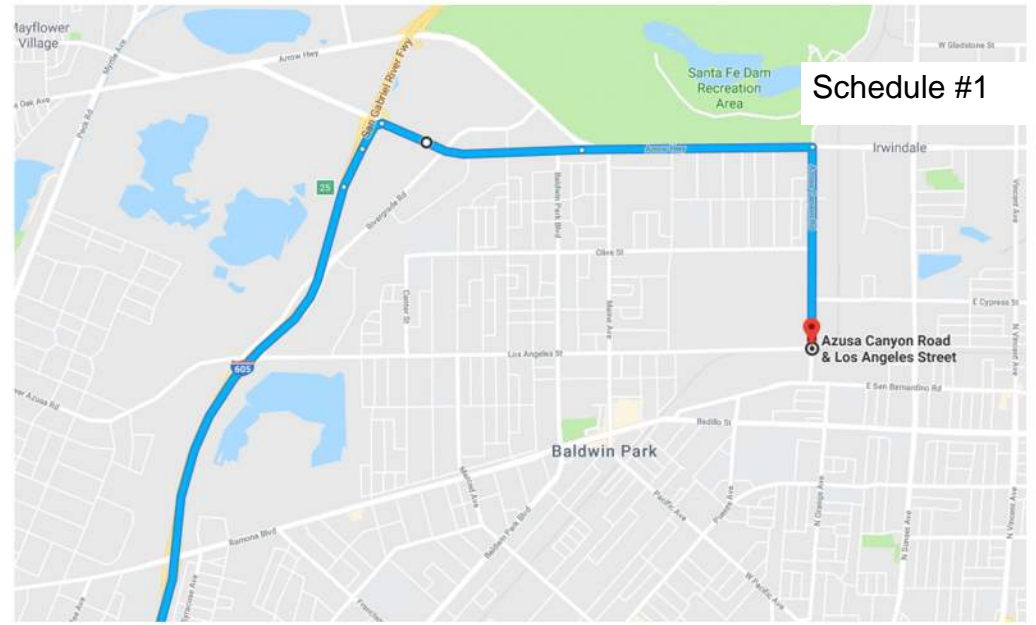
Print Name

Date

* The list must be no older than six months at the time of application.

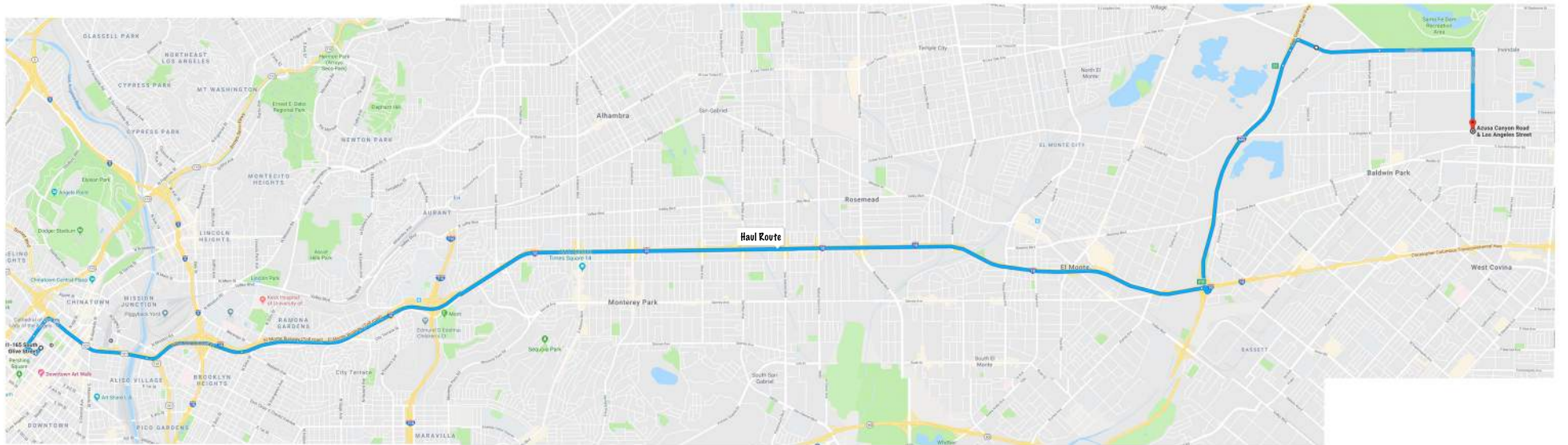


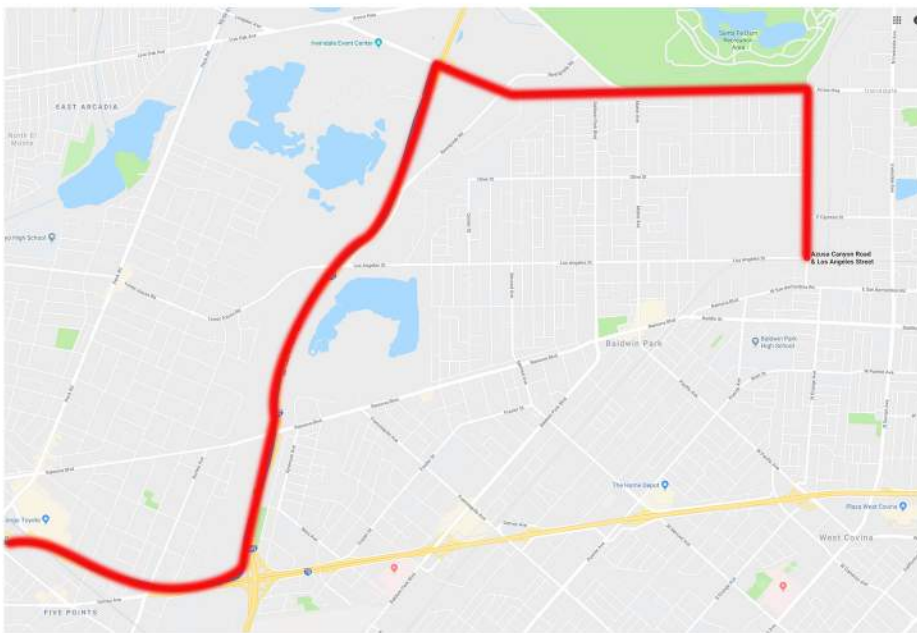
DETAIL LEAVING EXPORT SITE



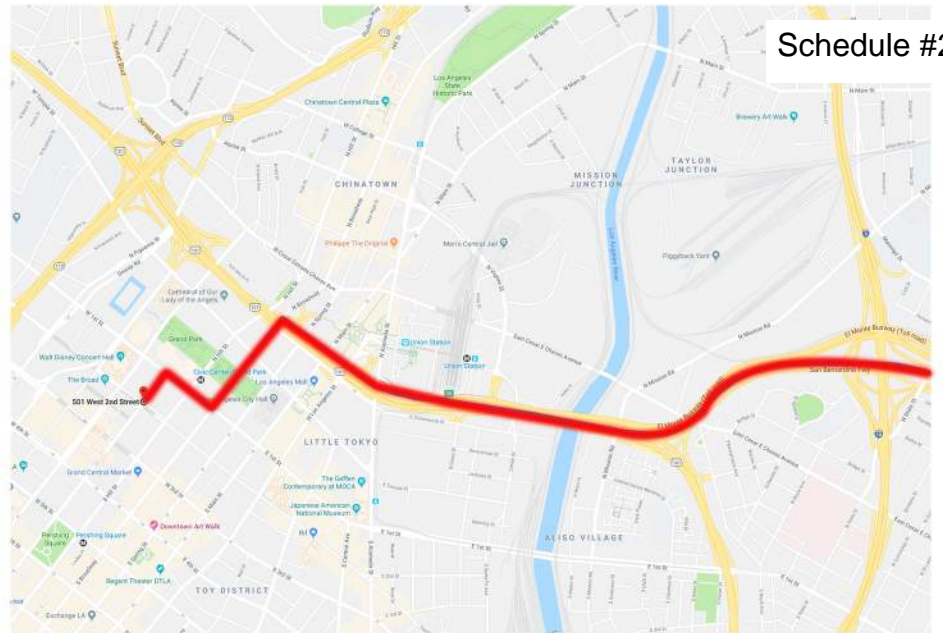
DETAIL DELIVERING DIRT TO DUMP SITE

ROUTE GOING TO DUMP SITE



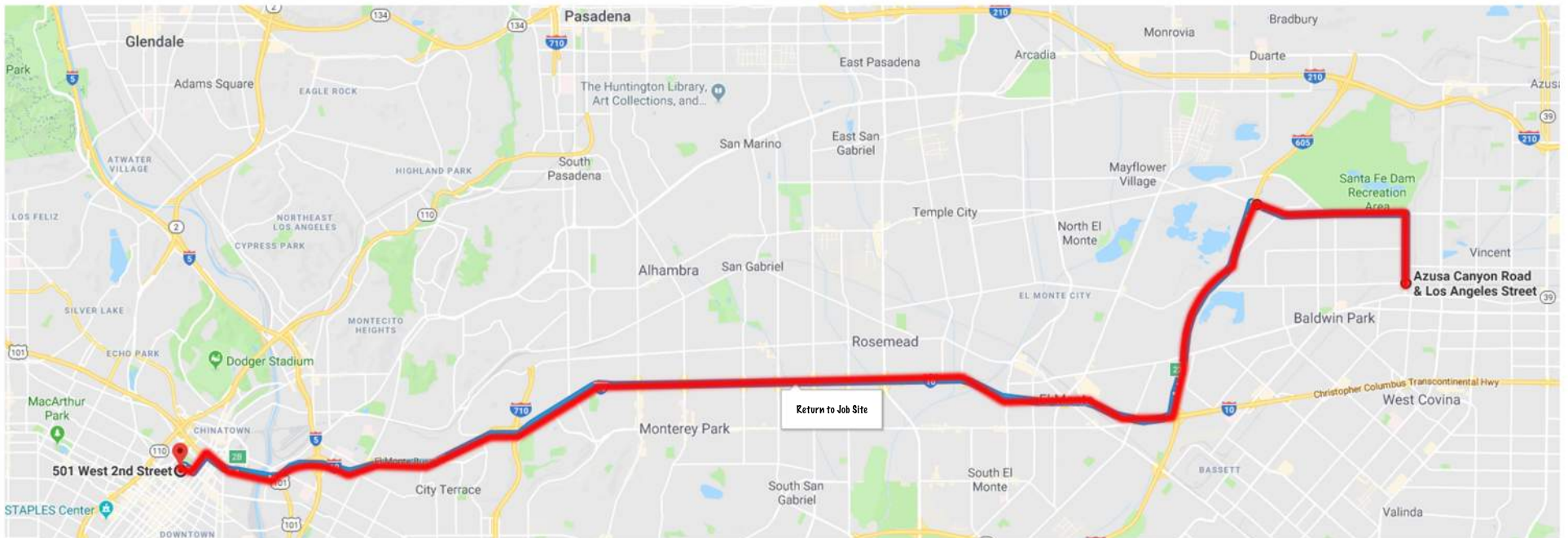


DETAIL LEAVING DUMP SITE



DETAIL RETURNING TO JOB SITE

ROUTE RETURNING TO JOBSITE



1. All the bottom end dump trucks will be staging on the 3 acre jobsite at 100 S. Grand Ave., Los Angeles, CA 90071
2. All trucking is staggered so only 20 trucks per hour show up to the jobsite. All 20 bottom end dump trucks will be will be staged on site.
3. Jobsite gates open up at 7:00am by 7:05am bottom end dump truck will be exiting the freeway heading to the jobsite, pulling in and staging while the earth equipment is getting ready. All staging will occur within the jobsite fence; there will be no staging on the street(s).
4. Trucking hours are from 7:00am-6:00pm a total of 10.5 working hours daily.
5. $10.5 \text{ working hours} \times 60 \text{ minutes (1 hour)} = 630 \text{ minutes total in one work day.}$
6. $630 \text{ mins}/214 \text{ total truck per day} = 1 \text{ bottom dump truck every 3 minutes.}$
7. $60 \text{ mins}/3\text{mins} = 20 \text{ trucks per hour.}$
8. $214 \text{ bottom dump trucks per day} \times 14 \text{ cubic yards each} = 2,996 \text{ cubic yards} \times 85 \text{ days of trucking} = 254,660 \text{ cubic yards.}$