DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: August 8, 2019
Time: After 8:30 a.m.*
Place: Los Angeles City Council Chamber, Room 340
North Spring Street, Los Angeles, CA 90012

Public Hearing: August 8, 2019
Appeal Status: General Plan Amendment (Non-Appealable). Zone and Height District Changes are appealable only by the applicant to City Council if disapproved in whole or in part. Site Plan Review is appealable to City Council.

Expiration Date: October 8, 2019
Multiple Approvals: Yes

Case No.: CPC-2017-420-GPAJ-VZCJ-HD-SPR
CEQA No.: ENV-2017-421-EIR
SCH. No. 2018061005
Related Cases: Not Applicable
Council No.: 14 - Huizar
Plan Area: Central City
Plan Overlay: None
Certified NC: Downtown Los Angeles

Existing GPLU: Light Industrial
Proposed GPLU: Regional Commercial

Existing Zone: M2-2D
Proposed Zone: C2-4D

Applicant: Edward Hotel, LP
c/o Skid Row Housing Trust

Representative: Jim Ries
Craig Lawson & Co., LLC

PROJECT LOCATION: 713 - 717½ East 5th Street

PROPOSED PROJECT: The Project proposes to develop a new residential building on a 5,506-square-foot site comprised of two parcels located at 713–717½ East 5th Street. The new eight-story building would include 51 residential units, which would consist of 50 Restricted Affordable Efficiency Dwelling units, with a minimum of five percent of the units set aside for Extremely Low-Income households and the remaining of the units set aside for Very Low-Income households, and one manager's unit. The 33,007-square-foot building would include 433 square feet of supportive service uses, as well as private kitchens and bathrooms within each dwelling unit. One surface parking space would be provided. To accommodate the new uses, the existing 14,475-square-foot residential building, which contains 46 Very Low-Income single room occupancy (SRO) units and one manager's unit, would be demolished.

REQUESTED ACTIONS:

ENV-2017-421-EIR

1. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code, the consideration and certification of the Environmental Impact Report (EIR), ENV-2017-421-EIR, SCH No. 2018061005, for the above-referenced project, and Adoption of the Statement of Overriding Considerations setting forth the reason and benefits of adopting the EIR with full knowledge that significant impacts may remain;

2. Pursuant to Section 21081.6 of the California Public Resources Code, the adoption of the proposed Mitigation Measures and Mitigation Monitoring Program;
3. Pursuant to Section 21081 of the California Public Resources Code, the adoption of the required Findings for the certification of the EIR.

CPC-2017-420-GPAJ-VZCJ-HD-SPR

1. Pursuant to the Los Angeles Municipal Code (LAMC) Section 11.5.6, a General Plan Amendment to change the land use designation in the Central City Community Plan from Light Industrial to Regional Commercial to permit the construction of a new affordable housing project and supportive services;
2. Pursuant to LAMC Section 12.32-F & 12.32-Q, a Vesting Zone Change and Height District Change from M2-2D to C2-4D;
3. Pursuant to LAMC Section 11.5.11(e) and California Government Code 65915(k), the following incentives:
   i. To provide 2,562.5 square feet of open space (a 50 percent reduction in required open space) in lieu of the 5,125 square feet of open space required pursuant to LAMC Section 12.21 G;
   ii. Seven trees (a 50 percent reduction in the number of required trees) in lieu of the 13 required pursuant to LAMC Section 12.21 G; and
   iii. No parking requirements for Restricted Affordable units set aside for Permanent Supportive housing.
4. Pursuant to LAMC Section 16.05, Site Plan Review for a residential building located within the Greater Downtown Housing Incentive Area.

RECOMMENDED ACTIONS:

ENV-2017-421-EIR

1. **Find,** the City Planning Commission has reviewed and considered the information contained in the Environmental Impact Report No. ENV-2017-421-EIR (SCH No. 2018061005) dated December 20, 2018, and the Final EIR, dated July 15, 2019 (713 East 5th Street Project EIR), as well as the whole of the administrative record.

2. **CERTIFY** that**:**
   a. The 713 East 5th Street Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
   b. The 713 East 5th Street Project EIR was presented to the City Planning Commission as a decision-making body of the lead agency; and
   c. The 713 East 5th Street Project EIR reflects the independent judgement and analysis of the lead agency.

3. ADOPT the following**:**
   a. The related and prepared 713 East 5th Street Project Environmental Findings;
   b. The Statement of Overriding Considerations and,
   c. The Mitigation Monitoring Program prepared for the 713 East 5th Street Project EIR.

4. **Find,** based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the 713 East 5th Street Project EIR No. ENV-2017-421-EIR, SCH No. 2018061005; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR or addendum is required for approval of the project;

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

6. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and/or Certificate of Fee Exemption may be required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination ("NOD") filing.

CPC-2017-420-GPAJ-VZCJ-HD-SPR

1. **Recommend** that the Mayor and City Council approve a **General Plan Amendment** to the Central City Community Plan to change the Land Use Designation of the site project site from Light Industrial to Regional Commercial;
2. **Recommend** that the City Council approve a **Vesting Zone Change** and **Height District Change** from M2-2D to (T)(Q)C2-4D;
3. **Recommend** that the City Council approve **three Developers Incentives** to permit;
   a. A 50 percent reduction in required open space. In lieu of providing 5,125 square feet of required common open space pursuant to LAMC Section 12.21 G the project would provide 2,562.5 square feet of common open space;
   b. A 50 percent reduction in the number of required trees. In lieu of providing 13 trees pursuant to LAMC Section 12.21 G the project would provide seven trees;
   c. Pursuant to LAMC Section 11.5.11(e) and California Government Code 65915(k), no parking spaces for the 50 Restricted Affordable units set aside for permanent supportive housing.
4. **Approve** a **Site Plan Review** for a residential building located within the Greater Downtown Housing Incentive Area;
5. **Adopt** the attached Conditions of Approval;
6. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Lisa Webber, Deputy Director

Heather Bleemers, Senior City Planner

For William Lamborn, City Planner

Polonia Majas, City Planning Assistant

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, 200 North Spring Street, Room 532, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

Project Summary

The Project Site is developed with an existing three-story single room occupancy (SRO) residential hotel comprised of 46 Restricted Affordable Very Low-Income units, with one manager's unit, on a 5,506 square-foot (0.13-acre) site. Under the Project, the existing 14,475 square-foot, SRO building would be demolished to accommodate the construction of a new eight-story, 51-unit affordable housing project that would include in-unit bathrooms and kitchens and will provide support services. The Project would set aside 50 units as Restricted Affordable Efficiency Dwelling units, with a minimum five percent of the total affordable units (three units) set aside for Extremely Low-Income households and the remaining of the total affordable units (47 units) set aside for Very Low-Income households. The proposed Project includes 433 square-feet of supportive services (counseling offices and a work center room), 2,563 square feet of common open space, 321 square feet of landscaped area including seven on-site trees, two street trees, one manager accessible parking space and four short- and 42 long-term bicycle parking spaces. The maximum building height would be 102 feet, and the proposed 33,007 square feet of floor area would result in a floor area ratio of 6:1.

The proposed affordable housing would be require to meet the minimum efficiency dwelling unit regulations as specified in the 2017 City of Los Angeles Building Code, in Section 1209.1 and have been conditioned as such to comply. The Efficiency Dwelling units include, a minimum of 220 square foot area with an additional 100 square feet of floor area for each occupant of such units in excess of two, a separate closet, kitchen sink, cooking applicance and refrigeration facilities, each having a clear working space of not less than of 30 inches in front, light and ventilation conforming to the adopted City of Los Angeles Building Code and each unit unit will have a separate bathroom containing a water closet, lavatory and bathtub or shower.

The proposed affordable housing project would fully replace and improve upon the 46 existing on-site SRO units, by providing in-unit kitchens and bathrooms adequate for independent living, and various residential amenities including common exterior and interior open areas. The existing buiding includes a common kitchen on the first floor and a common bathroom on each floor and does not contain supportive services. In addition, the existing building would require substantial retrofits to bring it up to current building standards. The residents would also be able to utilize on-site support services. The building would be designed to be architecturally integrated with the existing built environment, as further discussed below.

Background

Location and Setting

The relatively flat Project Site (Figure 1) is a rectangular-shaped lot comprised of two parcels consisting of approximately 5,506 square feet (0.13-acres). The site is located mid-block on the north side of East 5th Street between Towne Avenue and Stanford Avenue. The property lies within the boundaries of the Central City East District of the Central City Community Plan, the Greater Downtown Housing Incentive Area (GDHIA), the Residential Hotel Unit Conversion and Demolition Ordinance and Wiggins Settlement Agreement, Transit Priority Area (TPA), the Employment and Economic Incentive Program Area Enterprise Zone, the Adaptive Reuse Incentive Area, and the Community Redevelopment Agency (CRA/LA) Central Industrial Redevelopment Project Area.

The Project Site is bounded by an alley to the north, East 5th Street to the south, commercial development to the west and multi-family residential uses to the east. The subject property is

legally described as Lots 3 and 4 in Block 10 of Wolfskill Orchard Tract, in the City of Los Angeles, County of Los Angeles, State of California.

Project Site and Characteristics

The property currently known as "The Edward Hotel" (Figure 2) was originally developed in 1924 with a three-story, mixed-use building consisting of a commercial use on the first floor and 39 Single Room Occupancy (SRO) residential hotel units on the 2nd and 3rd floors. In 1993, the commercial portion was legally converted to include seven additional SRO units and a manager's unit which increased the total units to 47. A covenant initially recorded in 1992 and amended in 1993 required the property to maintain the 46 SRO residential hotel (excluding the manager's unit) as Very Low-Income units for no less than 55 years. In addition, in 1993 a Zone and Yard Variance approval was granted by the Zoning Administrator to permit the continued use and maintenance of the nonconforming residential structure within the M2 Zone. As further described below, the Project Site is not located within a designated Historic Preservation Overlay Zone (HPOZ); however, the Project Site is located within the boundaries of a potentially eligible historic district, identified through SurveyLA as the Fifth Street Single Room Occupancy (SRO) Hotel Historic District. In conformance with the California Environmental Quality Act (CEQA), impacts associated with the demolition of the building have been analyzed and fully disclosed within the Environmental Impact Report (ENV-2017-421-EIR), Historical Resource Section.

Figure 1: Project Site

Figure 2: Existing 47-Unit SRO Residential Hotel

The floor plans of the existing SRO units range from 122 to 180 square feet and do not provide private bathroom and kitchens facilities within the individual units. The building also lacks common interior and exterior open space areas which are amenities generally provided and associated with residential development. The current SRO residential hotel thus lacks the necessary facilities and amenities that provide the residents with opportunities to develop independent living skills and deprives them from on-site outdoor activities.

Adjacent Uses

The Project Site is located within an urbanized downtown area with surrounding properties having the same Light Industrial land use designation, M2-2D Zone, and are subject to the same floor area "D" limitations. The property is surrounded by existing development that consists of mixed-use development including SRO residential hotels, multi-family residential, commercial, and industrial land uses.

- North: An alley is located directly to the north of the Project Site, and across the alley is a one-story warehouse/distribution building.

- West: Directly adjacent to the Project Site is a one-story commercial building and farther west along west on Towne Avenue is a six-story Fred Jordan Mission consisting of a mixed-use building with commercial and office uses.

- South: Immediately south of the Project Site, across East 5th Street, are two surface parking lots.

- East: Directly adjacent to the Project Site is a three-story, multi-family residential building with additional residential uses located farther to the east along Stanford Avenue.

Relevant Cases

Subject Property:

Case No. ZA 93-0281-ZV-YV: On March 31, 1993, the Zoning Administrator approved a Zoning Variance and Yard Variance to permit the continued use of a nonconforming 46-unit residential structure within the M1 Zone with no designated parking or loading space; a common street entrance with a kitchen, lounge and manager's unit on the first floor, observing 0-foot front and side yards and an eight-foot rear yard setback for the proposed Project Site (713 - 717 /12 East 5th Street).

Off-Site Relevant Cases - Pending Applications

Case No. CPC-2017-589-GPAJ-ZCJ-HD-SPR and VTT-74864: A pending application submitted on February 13, 2017 for a proposed mixed-use development consisting of 303 residential dwelling units, 3,200 square feet of commercial floor area, and 17,100 square feet of office. Of the 303 dwelling units, 298 units will be set aside as Very-Low Income units and five manager's units, for a property located at 600 South Pedro Street.

Case No. CPC-2017-403-GPAJ-ZCJ-HD-SPR and VTT-74858: A pending application submitted on February 1, 2017 for the construction of 41 Restricted Affordable Residential units and one manager's units and residential supportive service space, within a seven-story building and one on-site parking space for a property located at 508 East 4th Street.

Case No. CPC-2017-324-GPAJ-ZCJ-HD-SPR and VTT-74856: A pending application submitted on January 26, 2017 for the proposed construction of a 14-story, 77,192 square-foot building comprised of 151 residential units (150 restricted affordable and one managers unit), and demolition of existing improvements, for a property located at 609-623 East 5th Street.

Off-Site Relevant Cases - Approved Applications

Case No. CPC-2017-849-GPAJ-VZCJ-HD-SPR: On December 19, 2017, the City Planning Commission approved a Site Plan Review and recommended that the City Council approve a Zone and Height District Change consistent with the recommended General Plan Amendment including two Developer's Incentives for the for the construction of a 82 multi-family affordable residential building consisting 81 Very-Low Income households and one manager's unit on a property located at 656-660 South Stanford Avenue.

Case No. CPC-2017-614-GPAJ-ZCJ-HD-SPR: On November 29, 2018, the City Planning Commission approved a Site Plan Review and recommended that the City Council approve a Zone and Height District Change consistent with the recommended General Plan Amendment including two Developer's Incentives for the for the construction of 382 Very-Low Income Households and four manager units and 26,060 square feet of open space on a property located at 554-562 South San Pedro Street and 555-561 South Crocker Street.

Case No. CPC-2016-3655-GPA-ZC-HD-CUB-ZAA-SPR: On September 14, 2017 the City Planning Commission approved a Conditional Use Permit for the on-site sales and consumption of a full line of alcoholic beverages, a Site Plan Review and a Zoning Administrator's Adjustment, and recommended that the City Council approve a Zone and Height District Change consistent with the recommended General Plan Amendment including two Developer's Incentives for the conversion of an existing 44,600 square-foot manufacturing warehouse into a 66-guest room boutique hotel, including a 3,800 square-foot restaurant, 840 square-feet of specialty retail, and 890 square-foot screening room on a property located at 400-416 South Alameda Street and 407-417 South Seaton Street.

Street and Transportation Networks

Streets and Circulation

The Mobility Plan 2035 designates 5th Street as an Avenue II, and is a one-way street with a right-of-way width of 86 feet. The street is improved with a gutter, curb, and sidewalk along the project site's street frontage. Parking is permitted along the south side of the street. Bureau of Engineering is requesting a three-foot dedication and new curb, gutter, and sidewalk along 5th Street to complete a half right of way of 43 feet with a sidewalk width of 15 feet. There is an unnamed alley with a width of 12.5 feet located to the north of the project site. Bureau of Engineering is requesting a 3.75-foot dedication along the alley to complete a 10-foot half alley width.

Freeway Access

Primary regional access is provided by the Santa Ana Freeway (U.S. Highway 101) to the east and north, the Santa Monica Freeway (Interstate 10) to the south, the Golden State Freeway (Interstate 5) to the east and the Harbor Freeway (State Route 110) to the west, which are all accessible within approximately 1.5 miles of the Project Site.

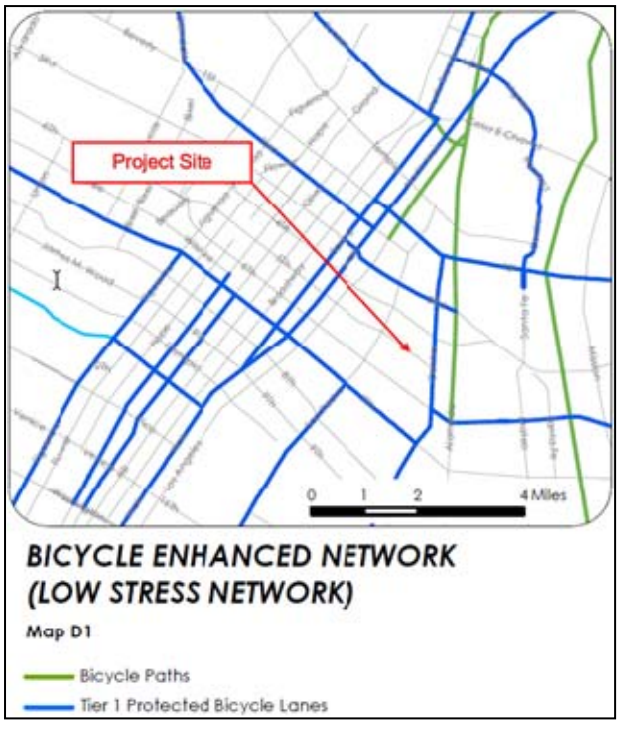
Public Transportation

The Metro Gold Line Little Tokyo/Arts District Station is located approximately 0.5 miles north of the Project Site. The 7th Street Metro Center Station is approximately 1.3 miles west of the Project Site and is served by Metro's Red, Purple, Blue, and Expo rail lines, along with the Silver Line limited-stop bus route.

Additionally, Metro and Los Angeles Department of Transportation (LADOT) operate numerous bus lines with stops located in proximity to the Project Site. The Metro Rapid Bus 720 stops approximately 800 feet west of the Project Site, and provides connections to several Metro Rapid Bus lines in downtown Los Angeles with connections to downtown Santa Monica. LADOT's operated DASH Route A has its closest stop at Alameda Street and 4th street, approximately 0.5 miles from the property. The DASH routes provide connections throughout downtown Los Angeles.

Bicycle Lane Network

Mobility Plan 2035 identifies four Tier 1 Protected Bicycle Lane networks located within close proximity of the project site (Map D1, below), on 3rd Street to the north, 7th Street to the south, Central Avenue to the east, and Main Street to the west. The distance of the Tier 1 lanes ranges from 0.12 to 0.48 miles from the project site. The Mobility Plan 2035 states that Tier 1 Protected Bicycle Lane on the Bicycle Lane Network might ultimately be comprised of successive segments that could include a bicycle lane, a protected bicycle lane and even perhaps a short segment that includes a sharrow. The Mobility Plan further states that "the Plan is not intended as a recipe book that must be followed to the letter but simply a preliminary roadmap to guide the City in making future multi-modal improvements that improve the overall safety of the



City's streets while increasing Angelenos' access to multiple modal choices."

The successive segments included within the Tier 1 Protected Bicycle Lane Network include Tier 2 and Tier 3 Bicycle Lanes. Tier 2 bicycle lanes are more likely than Tier 3 bicycle lanes to be built by 2035. The closest Tier 2 Bicycle Lane is located on 2nd Street and is approximately 0.40 miles from the Project Site. The closest Tier 3 Bicycle Lane is located on Broadway and is approximately 0.64 miles from the Project Site.

Project Analysis

Project Details

The proposed 51-unit affordable housing Project would replace an existing SRO building with a new upgraded building that would include 50 Restricted Affordable Efficiency Dwelling units, with a minimum of five percent set aside for Extremely Low-Income households and the remaining set aside for Very Low-Income households, and one manager's unit. Pursuant to LAMC 12.03, an Efficiency Dwelling unit is defined as a room located within an apartment house or apartment hotel used or intended to be used for residential purposes, which has a kitchen and sleeping quarters combined therein and as previously discussed is further defined in Section 1208.4 of the Los Angeles Building Code.

The 33,007-square-foot building would include 433 square feet of supportive service uses, as well as private kitchens and bathrooms within each dwelling unit. The support services include areas dedicated as counseling offices, and a work center area. The Project would also include a residential lobby with a kitchen, a laundry room, a lounge, and a common indoor amenity area for the residents. The facility intends to provide housing to the City's population that needs assistance related to: homelessness; mental illness; Post Traumatic Stress; substance use/abuse; suicide prevention and intervention; HIV or AIDS; physical disabilities including combat related injuries such as traumatic brain injury; medical conditions; an insufficient natural social support system; unemployment; lack of work history; lack of financial literacy; low-level of education and training; limited independent living skills; and unresolved legal issues. The primary needs of the target population will require: intensive case management; mental health support and services; addiction/recovery services; employment and/or benefits advocacy including VA benefits advocacy; assistance in strengthening independent living skills; and building a more comprehensive natural social support system.

The building's eight-stories would reach a maximum structure height of 102 feet (Figure 3), and the average unit size would be 405 square feet. The ground floor also includes common bathrooms, short- and long-term bicycle storage areas and various utility rooms (Figure 3). The second floor includes counseling offices, a work center, a common lounge, patio and laundry room and five residential units. Floors 3 through 7 consist of a typical floor plan layout comprised of eight units on each floor. Lastly, the 8th floor includes a two-bedroom managers unit, 1,922 square feet of common open area (roof top deck), which includes a 400 square foot common community room, landscaped areas containing seven trees, shrubs and ground cover. There are two stairwells and one elevator that provide access to all floors.

Figure 3: Elevation and Floor Plans

5th Street Building Elevation

Street Level Floor Plan

Typical Floor Plan (Floors 3 - 7)

Existing Land Use Designation and Zoning

The property is located within the Central City East District of the Central City Community Plan, adopted on January 8, 2003. The Central City East District contains an existing development pattern that primarily consists low- to mid-rise buildings from the early part of the 20th century. The Community Plan identifies the uses in the area to include wholesale, warehouses, produce, fish and food processing and other commercial activities. The Community Plan further recognizes that Single Room Occupancy (SRO) hotel units are a primary source of housing for the area and identifies SRO hotel units as "targeted as a priority intervention area for the rehabilitation of the area's SRO hotels." The Central City East District is further described as a center of social services.

The Community Plan's Light Industrial land use designation has corresponding zones of MR2 and M2. The project site is zoned M2-2D, consistent with the range of zones for the land use designation. The M2-2D Zone allows light manufacturing uses but does not permit residential development. To redevelop the site with the proposed 51-unit Restricted Affordable Housing development, a General Plan Amendment has been initiated and a Vesting Zone and Height District Change from the M2-2D Zone to the C2-4D Zone has been requested. The initated General Plan Amendment and the proposed Zone and Height District Change would allow for the proposed residential development on the site.

The property is currently subject to Height District No. 2, which permits a maximum FAR of 6:1. However, Footnote 2 of the Community Plan further limits development of commercial, industrial and public facilities to 3:1 FAR, or up to 6:1 FAR if a transfer of floor area is approved.

The Applicant is requesting a Height District Change from Height District No. 2 to No. 4. Height District No. 4 imposes a floor area ratio (FAR) of 13 to 1. However, Footnote 3 in the Community Plan indicates that the Regional Commercial land use designation "corresponds to Height District 3-D and 4-D; D limitation to 6:1 FAR, except for transfer of floor area up to 10:1 or 13:1, respectively." Approval of the requested General Plan Amendment and Height District Change from 2D to 4D would remove the 3:1 FAR limit and would allow a maximum 6:1 FAR.

As proposed, the building's maximum floor area of 33,035 square feet would therefore be consistent with the maximum permitted FAR 6:1 imposed by the of Height District 4D and would be consistent with Footnote 3 of the Community Plan.

General Plan Amendment, Zone and Height District Change and Measure JJJ

On February 2, 2017, the subject application was submitted to the Department of City Planning. Pursuant to LAMC Section 11.5.11 (Measure JJJ), because the requested General Plan Amendment and Zone Change would permit residential development where the use was not previously permitted and the application was submitted after December 13, 2016, the Project is subject to the requirements of Measure JJJ, codified in LAMC Section 11.5.11.

The amended land use designation of the Project Site from Light Industrial to Regional Commercial would permit the redevelopment of the site with an affordable housing development where otherwise would not be permitted. The amendment was formally initiated by the Director of Planning on January 23, 2017.

The application request also includes a Vested Zone and Height District change from M2-2D to (T)(Q)C2-4D. The request for a Zone and Height District Change would be consistent with the Regional Commercial General Plan Amendment request and would correct the existing nonconforming land use to a conforming land use that would allow for the redevelopment of the site with a residential project. As stated in the Community Plan, the area is developed with approximately 6,500 SRO units, most are located on land that is designated and zoned for industrial uses but have received Zoning Administrator determinations to operate. The SRO hotel units have been identified as "the primary source of housing for the area." The Project Site and a number of other properties within the Central City East neighborhood are developed with one- to four-story residential buildings, which have been utilized as SRO units or other similar residential uses. In addition, the Wiggins Settlement Agreement for SRO's is in place to ensure that any SRO proposed for conversion or demolition guarantees a one-for-one replacement of units, at the similar bedroom count and affordability level. Although the proposed use would be located within an area currently designated and zoned for light industrial uses, approval of the Zone and Height District change would be consistent with the existing on-site development and would be compatible with development patterns within the vicinity.

Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.11(e) and California Government Code 65915(k), the applicant has requested three Developer Incentives, which include a 50 percent reduction in required open space, a 50 percent reduction in the number of required trees, and no vehicular parking spaces for the affordable units. These incentives are further discussed below.

Measure JJJ – Affordable Housing Developer Incentives

Measure JJJ, codified in LAMC Section 11.5.11, provides for certain affordability and labor requirements for projects to be eligible for a discretionary General Plan amendment, zone change and height district change that results in increased allowable residential floor area, density and height, and would allow a residential use where previously not allowed. As discussed above, the Project is subject to Measure JJJ.

Pursuant to LAMC Section 11.5.11.(e), "a Project that provides affordable housing consistent with this Section shall also be entitled to three incentives or concessions specified in California Government Code Section 65915(k) or the applicable Affordable Housing Incentive Program." The applicant has requested three incentives, as identified in Table 1 below, which include a 50% reduction in the required open space, a 50% reduction in the number of required on-site trees, and no parking spaces for the Restricted Affordable units:

i. Pursuant to LAMC Section 12.21 G, the Project would be required to provide 5,125 square feet of common open space and 13 trees. The Project proposes to reduce the common open space by 50 percent resulting in a total of 2,562.5 square feet.

Approximately 1,922 square feet of the exterior common open space would be provided on the roof top deck and 640.5 square feet would be interior common open space residential amenities. The roof deck would include two outdoor terraces, a flex/community room and various recreational elements including outdoor seating, a vegetable garden, and a barbeque area.

ii. Pursuant to LAMC Section 12.1.22. A.29(c), the Project would be required to provide 13 trees. The Project proposes to provide seven on-site trees.

The seven proposed trees will be integrated within the proposed landscape area located on the roof deck. The trees are part of a well-designed landscaping plan which includes low water native and climate adaptive shrubs, perennials, ornamental grasses and ground cover and two street trees.

No required parking spaces for the Restricted Affordable units set aside for permanent supportive housing in lieu of the parking spaces that would be required pursuant to LAMC Section 12.21 A.4(p).

The Project includes one vehicular parking space for the manager's unit and zero parking spaces for the 50 Restricted Affordable dwelling units. The requested parking reduction would allow the Affordable Housing Project to redevelop the site with independent living units and reduce the burden of providing costly parking an area served by transit and identified as a Transit Priority Area.

The requested Developer Incentives would allow the site to be redeveloped with a 51 Restricted Affordable Housing Project. The Project also includes common outdoor residential amenities, indoor facilities and on-site supportive services that would enhance the livability of the development and would support independent living for Project residents, in comparison to the existing on-site restricted affordable SRO units which are smaller, devoid of bathrooms and kitchens, and lack residential amenities. With multiple transportation options and convenient access to public transit the incentive to allow no parking provides opportunities to encourage public transit use, reduce private automobile use and incentivize residents to use bicycles as a means of transportation.

TABLE 1: SUMMARY OF MEASURE JJJ – AFFORDABLE HOUSING DEVELOPER INCENTIVES

LAMC Section 11.5.11(e) – Three Developer Incentives		
50 Percent Reduction in Required Open Space	*50 Percent Reduction in Required Trees*	*No Required Parking for the 50 Restricted Affordable Units*

TABLE 2: SUMMARY OF GREATER DOWNTOWN HOUSING INCENTIVE AREA

LAMC Section 12.2 G - Level One "By-Right" Housing Development Incentives			
No Yard Requirement	*No Density Limitation*	*Buildable Area Same as Lot Area*	*No Prescribed Percentages for how Required Common or Private Open Space is Distributed*

Greater Downtown Housing Incentive Area

The Project Site is located within the Greater downtown Housing Incentive Area (GDHIA) adopted pursuant to Ordinance No. 179,076, which was established to encourage the development of housing within its boundaries. The GDHIA provides two levels of incentives for housing production. LAMC Section 12.22 C.3, contains the first level of incentives. Projects that propose a housing development and are located within the GDHIA boundary qualify for the first level of incentives that include no yard requirement, no density limitation, buildable area being the same as lot area, and no prescribed percentage of required open space that must be provided as common or private (Table 2 above).

LAMC 12.22 A.29 contains the second level of incentives. Housing developments that provide the minimum percentage of affordable units prescribed therein qualify for these incentives. The additional incentives include a 35 percent increase in floor area, a 50 percent reduction in open space, no required parking for dwelling units set aside for households with less than 50 percent of the Area Median Income (AMI) as determined by the Housing and Community Investment Department.

The provisions of the Incentive Area are only applicable to properties which are zoned R4, RAS4, R5, CR, C2, C4, and C5. The existing Light Industrial land use designation and corresponding M2-2D Zone would not allow for the redevelopment of the Project Site with the proposed affordable housing project. The amendment to the land use designation and zone change request from M2 to the C2 Zone would permit the proposed 51-unit affordable housing development, and would allow the Project to utilize the first level of incentives pursuant to the Greater Downtown Housing Incentive Area provisions in LAMC Section 12.22 C.3. The Project would not utilize the second level of incentives in LAMC 12.22 A.29. Instead, the Project would utilize the allowable developer incentives permitted by Measure JJJ pursuant to LAMC Section 11.5.11 as previously discussed.

Density

As noted above, the Project Site is located within the Greater Downtown Housing Incentive Area (GDHIA). As identified above, housing projects qualify for all the “by-right” incentives if the site is zoned R4, RAS4, R5, CR, C2, C4, and C5. The existing Light Industrial land use designation and corresponding M2-2D Zone would not allow the redevelopment of the Project Site to construct the proposed 50 Restricted Affordable Housing development as a primary use. Approval of the General Plan Amendment from Light Industrial to Regional Commercial and the corresponding Zone Change from M2 to C2 would allow the proposed Project to utilize the provisions pursuant to LAMC Section 12.22 C.3, including unrestricted density. The Project therefore, would not be subject to the minimum dwelling units per lot area or density calculations of the underlying zone.

Labor and Affordability

As previously discussed, the Project is subject to Measure JJJ because the requested General Plan Amendment, Zone Change and Height District Change would permit a residential development where the use was not previously permitted. The Project would be required to comply with LAMC Section 11.5.11(i), as it relates to the local hiring of construction workers of building and construction work. Projects which propose ten or more residential dwelling units are required to comply with one of the on-site affordability provisions, or one of the alternative options pursuant to LAMC Section 11.5.11. LAMC Section 11.5.11(a)(3) is the third on-site affordable provision, which is for 100 percent affordable projects. The provision requires that each residential unit in the Project, exclusive of the manager’s unit, is set aside and occupied either by Lower or Very-Low Income households. As proposed, the Project would comply with

this provision as 50 of the 51 dwelling units are proposed to be set aside for Extremely Low-Income, Very-Low Income and Low-Income households.

Vehicular and Bicycle Parking

The Project would provide one vehicular parking space for the proposed manager's unit pursuant to LAMC 12.21. A.4(p), and has requested a Developer's Incentive to provide zero parking spaces for the Restricted Affordable dwelling units. According to a November, 15, 2018 Department of City Planning memorandum, supportive services that are ancillary to an affordable housing project are not subject to provisions that would require additional automobile parking for the support service use(s).

The Project would provide the required four short-term bicycle parking spaces located near the building's entrance and 42 long-term bicycle parking spaces located with a bicycle room and a designated bicycle parking area inside the ground floor of the building. The proposed bicycle parking will comply with the minimum bicycle parking standards as required by LAMC Section 12.12 A.16 pursuant to the bicycle parking requirements in accordance with Ordinance No. 185,480.

Project Sustainability

As identified within the EIR's, Mitigation Monitoring Program, Project Design Features, the Project also proposes to incorporate environmentally sustainable building design features which would exceed the Los Angeles Green Building Code and CALGreen requirements by achieving a Leadership in Energy and Environmental Design (LEED) certification by the U.S. Green building Council or satisfy equivalent green building standards. The Project also, proposes to install 262 square feet of solar panels on the rooftop.

Conversion of Industrial Land to Non-Industrial Uses

The City of Los Angeles established a policy to preserve and retain industrial land for job projecting uses with a memorandum giving direction through the Industrial Land Use Policy Project (ILUP). The subject property is located within an area the ILUP recommended as an "Employment Protection District." The employment Protection District is defined as "areas where industrial zoning should be maintained, i.e., where the adopted General Plan, Community Plan, and Redevelopment Plan industrial land use designation should continue to be implemented. Residential uses in these Districts are not appropriate." While the ILUP recommends the preservation of industrial zoning, it also provides additional staff recommendations to reinforce the Community Plan's "objectives for affordable housing, develop policies to allow permanent supportive housing, and assure no net loss of existing affordable housing."

The initiated General Plan Amendment to amed the site's land use designation and the zone and height district change would designate the site from Light Industrial to Regional Commercial with a corresponding zone of (T)(Q)C2-4D, the Project would be consistent with the overall policies of the "Employment Protection District." As the project site is currently developed with a three-story 47-unit single room occupancy (SRO) residential hotel and the requested General Plan Amendment and Zone Change would not result in a loss of existing industrial uses. The 5,506 square-foot lot size as well as the M2 industrial development requirements limits potential industrial land use development on the site. In addition, as previously mentioned, the property is required to maintain 46 residential units as Very Low-Income affordable housing enforced by existing covenant No. 93-2544248) recorded 1993, which requires the Project Site to maintain 46 residential units for Very Low-Income tenants households for no less than 55 years, coupled with the Wiggins Settlement Agreement which further restricts non-residential future industrial use development within the Project Site. The Project proposes to continue a residential use that

has existed since the original development of the site in 1924. Additionally, the Project proposes to provide 50 Restricted Affordable residential dwellings and provide supportive services that are consistent with the goals, objectives, and policies of the Community Plan as it relates to maintaining affordable housing within the area.

Downtown Los Angeles (DTLA) 2040 Community Plan Update

The Department of City Planning is currently in process of updating the Central City and Central City North Community Plans, known as "DTLA 2040," to reflect the vision for Downtown Los Angeles. The City has hosted a public scoping meeting for the Community Plan Update, published preliminary land use documents, and is currently in process of preparing an Environmental Impact Report for the Plan.

The Department recently released a preliminary draft General Plan Designation Map for public review, which identifies the site located within the Markets Area boundary. The Markets Area would allow a floor area ratio (FAR) ranging from 3:1 to 6:1. The Markets area is comprised of medium-scale buildings that accommodate wholesale, commercial, retail, limited housing, and goods movement activities. The project, as propsed, is consistent with the draft vision of the DTLA 2040 plan.

Walkability

The Walkability Checklist (adopted by the City Planning Commission on August 23, 2007) provides guidance and tools for encouraging pedestrian activity, promoting high quality urban form, and place-making within project sites. The Checklist reinforces many of the same principles identified in the Citywide Design Guidelines, and addresses such topics as building orientation, building frontage, landscaping, off-street parking and driveways, building signage, and lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm.

The proposed project is consistent with the goals and implementation strategies identified in the Walkability Checklist. In general, the site design creates a safe and active pedestrian environment by providing outdoor lighting on the buildings elevation, locating the short-term bicycle parking areas within the front of the building which would be readily accessible to bicyclists. The buildings front facade includes large transparent windows and doors which supports engage the interior environment with the exterior street activity thus furthering pedestrian friendly street experience, consistent with the objectives of the Walkability Checklist.

Urban Design

The Citywide Design Guidelines, adopted by the City Planning Commission on June 9, 2011, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. Commission policy states that approved projects should either substantially comply with the Guidelines or through alternative methods to achieve the same objectives, and that the Guidelines may be used as a basis to condition an approved project. These design guidelines focus on several areas of opportunity for attaining high quality design in multi-family residential, including: maximizing sustainability in multi-family developments, establishing height and massing transitions from multi-family uses to commercial uses or less dense single-family residential; considering the pedestrian as the cornerstone of design over automobile-centric design; establishing landscaping and open space as essential design concepts from the outset of a project; and highlighting the role that quality building design can play in creating visually interesting and attractive multifamily buildings by contributing to existing neighborhood character and creating a "sense of place." The 713 East 5th Street Project achieves these goals through several features. The building's street and

second level facade fronting the street is primarily composed of transparent windows and doors that serves to enhance an active pedestrian experience along the street. The building's mass would be minimized by the brick columns' one-foot front yard setback followed by an additional six-foot setback on the first floor. These setbacks add building articulation which enhances street interest and pedestrian experience along 5th Street. Further, the Project proposes to incorporate a brick design feature between the first three floors to evoke the material and pattern of the existing development within the surrounding area. The scale, massing, and style of the proposed buildings is appropriate in the larger context of the neighborhood, which reflects the existing development characteristics with many of the existing and proposed commercial, residential and warehouse uses within the vicinity.

Urban Design Studio

The project was reviewed by the Urban Design Studio on June 11, 2019. In general, the comments related to materials, design and architectural features resulted in positive feedback from the committee. Comments included that the proposed materials integrate well with the existing materials and aesthetics of the adjacent buildings, the contrasting yellow color provide additional architectural relief, the buildings front facade enhances the project's appearance the yellow awnings further enrich the project's appearance, and the rooftop terrace and landscaping are positive development features. The recommendations raised were regarding installing additional windows to improve the appearance of the side elevations and replacing the proposed dark shade of grey color to a lighter tone to minimize heat absorption.

Applicant's Response to Proposed Recommendations

The applicant revised the color to a slightly lighter shade of grey. The applicant indicated that placement of windows within the side elevations would not be feasible because per building code, structures observing a zero foot setback are not permitted to have windows along the property line.

Architectural Design

The proposed design would be contemporary, with a variation of materials and colors that provide pedestrian street interest. The building's massing would be minimized by differentiating between the first three floors and the floors above with the use of different facade materials and treatment. The lower three floors would utilize a brick facade which are used to blend with the materials of existing buildings within the vicinity as well creating visual relief through the use of off-setting planes and building articulation. The remaining floors above third floor would include metal wall panels with large window containing a yellow awning which would serve to create additional texture to break up the building's mass. The building's exterior materials would primarily consist of metal wall panels, plaster, brick and glass. The building's front elevation is set back from the property line and includes architectural off-sets, variety in materials and colors used to integrate with the community character.

Discussion of Issues

Residential Hotel Unit Conversion and Demolition Ordinance and Wiggins Settlement Agreement

The property is located within the boundaries of the Community Redevelopment Agency of Los Angeles CRA/LA's Central Industrial Redevelopment Project Area, and is a site identified as subject to the Wiggins Settlement Agreement. The court settlement between CRA (defendants) and the County of Los Angles (plaintiffs), known as the Wiggins Settlement, pertains to the loss and replacement of SRO units. The settlement contains provisions for compliance through on-

or off-site unit replacement, subject to the review and approval of Community Redevelopment Agency of Los Angeles CRA/LA. The goal for the Agreement is to preserve existing affordable housing in Residential Hotels in those areas and ensure that any Residential Hotel proposed for conversion or demolition guarantees a one-for-one replacement, at the same affordability level.

The Project Site is also identified as subject to the Residential Hotel Unit Conversion and Demolition Ordinance (Ordinance No. 179,868). The ordinance provides, citywide, that the conversion or demolition of a Residential Hotel, or any new development on the site of a destroyed or demolished Residential Hotel, shall not be approved until the Los Angeles Housing and Community Investment Department (HCIDLA) has approved an Application for Clearance filed by the owner pursuant to the ordinance.

The Project has not requested any deviations or approvals directly related to compliance with the Wiggins Settlement Agreement or the Residential Hotel Unit Conversion Ordinance. To comply and satisfy with the Residential Hotel Unit Conversion and Demolition Ordinance and the Wiggins Settlement Agreement requirements, a condition of approval has been included which requires the applicant to obtain the associated approvals and clearances from necessary agencies prior to the issuance of any demolition, grading, construction and/or building permit.

Fifth Street Single-Room Occupancy Hotel Historic District

As previously discussed, while the Project Site is not located within a designated Historic Preservation Overlay Zone (HPOZ), the Project Site is located within the boundaries of a potentially eligible historic district, identified through SurveyLA as the Fifth Street Single Room Occupancy (SRO) Hotel Historic District. This district identifies reason for significance due to "significant concentration of early 20th century Single-Room Occupancy (SRO) hotels in Downtown Los Angeles; associated with patterns of multi-family residential development in the area, SRO hotels were an important multi-family property type in this area of the city."

The Potential Historic District is located on the north side of East 5th Street between Gladys Avenue on the east and Crocker Street on the west. This relatively small area consists of 10 properties of which seven of the properties are classified as contributing SRO hotels constructed between 1906 and 1926 and three non-contributing properties including a building constructed in 1922 and two infill developments that date to the post war period. The subject site located at 713-717 ½ East 5th Street, although not an individually eligible historical resource, it is identified as one of the seven contributing properties. The eligibility of the Potential Historic District's significance is derived from a small number of SRO hotels within the Fifth Street Single Room Occupancy (SRO) Hotel Historical District's boundary, and the removal of one contributing building materially impairs the potential historical resource, and it would reduce the percentage of contribution properties. Additionally, further impacts would occur with the approval of a related project currently under review located at 609-623 East 5th Street which is also located within the Fifth Street Single Room Occupancy (SRO) boundary. The 609-623 East 5th Street project proposes to demolish two of the existing seven contributing buildings within the Potential Historic District. Collectively, the factors would change from seven contributing and three non-contributing buildings to four contributing and six non-contributing buildings. Removal of two additional structures considered contributor buildings would further diminish unifying continuity associated with the existing SRO residential hotel development located within the Potential Fifth Street Single Room Occupancy (SRO) Hotel Historic District boundary.

Agency Reports Received

Prior to the completion of the Final EIR, letters were received from the Department of Public Works (Bureau of Engineering) and Wastewater Engineering Services Division - LA Sanitation. These recommendations are included in the T Conditions within this report. Conditions applicable to the zone change have been incorporated as [Q] or [T] conditions of approval.

Conclusion

The Project proposes to redevelop an existing urban site with a new 33,007 square-foot, eight-story building comprised of 50-unit Restricted Affordable Efficiency Dwelling Units and one manager's unit, 2,563 square feet of common open space, one vehicular parking space, four short-term and 46 long-term bicycle storage spaces, and 443 square feet of supportive services. Based on the information submitted, the surrounding land uses, and the mandatory findings for the requested entitlements, the Department of City Planning recommends that the Los Angeles City Planning Commission recommend approval of the project, as recommended subject to the Conditions of Approval.

CONDITIONS FOR EFFECTUATING (T)
TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the (T) Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedications/Improvements and Responsibilities/Guarantees.
Dedications and Improvements herein contained in these conditions which are in excess of street improvements contained in either the Mobility Element 2035 or any future Community Plan amendment or revision may be reduced to meet those plans with the concurrence of the Department of Transportation and the Bureau of Engineering:

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

2. **Bureau of Engineering**. Street Dedications and Improvements shall be provided to the satisfaction of the City Engineer.

3. **Sewer.** Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.

4. **Drainage.** Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.

5. **Driveway/Parkway Area Plan.** Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.

6. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.

7. **Cable.** Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05.N to the satisfaction of the Department of Telecommunications.

8. **Recreation and Park Fees.** Payment of the Quimby fee shall be required prior the issuance of the Certificate of Occupancy.

9. **Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.

10. **Street Trees.** All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

(Q) QUALIFIED CONDITIONS OF APPROVAL

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

A. Development Conditions

1. **Project Description.** The construction of a new residential building with a maximum height limit of 102 feet, containing 51 residential units, which consist of 50 Restricted Affordable Dwelling units, with a minimum of five percent set aside for Extremely Low-Income households and the remaining of the units for Very Low-Income households, and one manager's unit. The Project will have a total square footage consisting of:

    a. Up to 33,007 square feet of floor area.
    b. Up to 51 total residential units.
    c. Up to 433 square feet of ancillary support services that shall be limited to the residents occupying the building.

2. **Zoning.** In compliance with the LAMC, uses permitted in the (T)(Q)C2-4D Zone shall apply to the project site.

3. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped "Exhibit A" and dated July 19, 2019, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

4. **Affordable Housing.** Prior to the issuance of a permit, projects of ten or more dwelling units shall submit proof of compliance with the Affordable Housing provisions of Los Angeles Municipal Code Section 11.5.11.

5. **Use.** Residential uses shall be limited to 100 percent affordable housing, exclusive of the manager's unit, as defined by the Los Angeles Municipal Code (LAMC) Section 11.5.11(a)(3).

6. **Labor Requirement.** Pursuant to Los Angeles Municipal Code Section 11.5.11, certified by City Council on December 13, 2017 and codified as Section 5.522 of the Administrative Code, the applicant shall confer with Department of Public Works, Bureau of Contract Administration, Office of Contract Compliance, and shall provide the following to the Department of City Planning:

    a. A signed Preconstruction Checklist Agreement between the Applicant and the Bureau of Contract Administration (maintained in the case file), prior to clearing any Building Permit, which covers the following:

        i. **Licenses.** All building and construction work on the project will be performed at all tiers by contractors that are licensed by the State of California and the City of Los Angeles. The project will employ only construction workers that possess all licenses and certifications required by the State of California and the City of Los Angeles.
        ii. **Local Hire.** At least 30% of all respective workforces' construction workers' hours of Project Work will be performed by permanent residents of the City of Los Angeles. Of these, at least 10% of all their respective

workforces' construction workers' hours of Project Work shall be performed by Transitional Workers whose primary place of residence is within a 5-mile radius of the covered project. If such minimums are not met, evidence of a good faith effort to solicit such local workers shall be evidenced.

iii. **Wages.** The project will pay construction workers performing Project Work hourly wage rates for those classifications in compliance with the applicable prevailing wage rate determination established pursuant to the California Labor Code.

iv. **Training.** At least 60% of construction workforces employed on the project will be :

1. Workers who graduated from a Joint Labor Management apprenticeship training program approved by the State of California.
2. Alternatively, workers employed that have minimum hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program.
3. Workers who are registered apprentices in an apprenticeship training program approved by the State of California or an out-of-state, federally-approved apprenticeship program.

v. **Bond.** A Bond may be required to ensure compliance.

b. After the project has completed construction, and prior to any Certificate of Occupancy, a signed report from the Bureau of Contract Administration that indicates compliance with the above licenses, local hire, wages and training requirements shall be added to the case file.

7. **Additional Housing Requirements.** Wiggins/ Residential Hotel Unit Conversion and Demolition Ordinance requirements: Prior to the issuance of a demolition permit, the Applicant shall submit and process the required Replacement Housing Plan, Application for Clearance, or similar required application to the Los Angeles Housing and Community Investment Department (HCIDLA) and the Community Redevelopment Agency of Los Angeles CRA/LA or its successor agency, to account for any required replacement units. This process will be memorialized via a recorded land use covenant lasting 55 years that could result in more restrictive income limitations being applied to the Project than required by LAMC 11.5.11 and discussed in the Housing Requirement Condition above. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this case file.

B. Environmental Conditions.

1. **Mitigation Monitoring Program**. The project shall be in substantial conformance with the mitigation measures in the attached MMP and stamped “Exhibit B” and attached to the subject case file. The implementing and enforcing agencies may determine substantial conformance with mitigation measures in the MMP. If substantial conformance results in effectively deleting or modifying the mitigation measure, the Director of Planning shall provide a written justification supported by substantial evidence as to why the mitigation measure, in whole or in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

If the Project is not in substantial conformance to the adopted mitigation measures or MMP, a modification or deletion shall be treated as a new discretionary action under CEQA Guidelines, Section 15162(c) and will require preparation of an addendum or subsequent CEQA clearance. Under this process, the modification or deletion of a mitigation measure shall not require a Tract Map Modification unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the project or the non-environmental conditions of approval.

D LIMITATIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the D limitation.

A. Development Limitations:

1. **Floor Area Ratio.** Floor area over the entire site, as identified in the Ordinance Map, shall not exceed a Floor Area Ratio (FAR) of 6 times the buildable area of the site (6:1), not to exceed a total of 33,007 square feet of floor area.

2. **Building Height.** Building height shall be limited to a maximum height of 102 feet consistent with Exhibit A.

CONDITIONS OF APPROVAL

Pursuant to Sections 11.5.11(e) and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", stamp dated July 19, 2019, except as may be revised as a result of this action. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

2. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit "A", as approved by the City Planning Commission.

3. **Note to Development Services Center:** The plans presented to, and approved by, the City Planning Commission (CPC) included specific architectural details that were significant to the approval of the project. Plans submitted at plan check for condition clearance shall include a signature and date from Major Projects Section planning staff to ensure plans are consistent with those presented at CPC.

4. **Affordable Units.** A minimum of 50 units shall be designated as Restricted Affordable Efficiency Dwelling units, with a minimum five percent of the total units (3 units) set aside for Extremely Low-Income households and the remaining of the units (47 units) set aside for Very Low-Income households as defined by LAMC Section 11.5.11(j).

5. **Changes in Restricted Units.** Deviations that change the composition of units shall be consistent with LAMC Section 11.5.11(a)(3).

6. **Housing Requirements**. Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make at a minimum 5% (3) units available to Extremely-Low Income Households, 11% (6) units available to Very Low-Income Households to the satisfaction of LAMC Section 11.5.11(a)(1)(iii) and the remaining Restricted Affordable units available to Very Low-Income Households per Schedule I HUD standards for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms shall be the responsibility of HCIDLA. The applicant shall present a copy of the recorded covenant to the Department of City Planning for inclusion in this case file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA.

7. **Efficiency Dwelling unit.** The proposed affordable housing shall conform with the minimum efficiency dwelling unit code requirements as specified in the 2017 City of Los Angeles Building Code, Efficiency Dwelling units regulations as specified in Section 1209.1. The Efficiency Dwelling units include, a minimum of 220 square foot area with an additional 100 square feet of floor area for each occupant of such units in excess of two, a separate closet, kitchen sink, cooking applicance and refrigeration facilities, each having a clear working space of not less than of 30 inches in front, light and ventilation conforming to the adopted

City of Los Angeles Building Code and each unit unit shall have a separate bathroom containing a water closet, lavatory and bathtub or shower.

8. **Developer's Incentives.**

   a. A minimum of 2,563 square feet of open space may be provided in lieu of the minimum required 5,125 square feet of open space;

   b. A minimum of seven trees may be provided in lieu of the minimum required 13 trees.

   c. Parking. No parking spaces shall be required for the 50 restricted affordable units.

9. **Bicycle Parking.** Bicycle parking shall be provided consistent with Ordinance No. 185480, which amended Sections 12.03, 12.21 and 12.26 of the Los Angeles Municipal Code to update the bicycle parking regulations, effective on May 9, 2018. The Project shall provide 4 short- and 42 long-term bicycle parking spaces.

10. **Mitigation Monitoring Program.** The project shall be in substantial conformance with the mitigation measures in the attached MMP and stamped "Exhibit B" and attached to the subject case file. The implementing and enforcing agencies may determine substantial conformance with mitigation measures in the MMP. If substantial conformance results in effectively deleting or modifying the mitigation measure, the Director of Planning shall provide a written justification supported by substantial evidence as to why the mitigation measure, in whole or in part, is no longer needed and its effective deletion or modification will not result in a new significant impact or a more severe impact to a previously identified significant impact.

    If the project is not in substantial conformance to the adopted mitigation measures or MMP, a modification or deletion shall be treated as a new discretionary action under CEQA Guidelines, Section 15162(c) and will require preparation of an addendum or subsequent CEQA clearance. Under this process, the modification or deletion of a mitigation measure shall not require a Zone Change unless the Director of Planning also finds that the change to the mitigation measures results in a substantial change to the project or the non-environmental conditions of approval.

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

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

12. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities[1], all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

    - Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 473-9723.
    - If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
    - The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
    - The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
    - If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
    - The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
    - Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
    - Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

[1] Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity

Site Plan Review Conditions

1. **Trash/Storage.**
    a. All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.
    b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.
    c. Trash/recycling containers shall be locked when not in use.

2. **Mechanical Equipment.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way. All screening shall be setback at least five feet from the edge of the building.

3. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

    a. On-site Landscaping. All planters containing trees shall have a minimum depth of 48 inches.
    b. Landscaping shall be in substantial compliance with the landscape plans stamped dated Exhibit A.
    c. Any trees that are required pursuant to LAMC Section 12.21 G.
    d. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.

4. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

5. **Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material, pursuant to Municipal Code Section 91,8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

6. **Sustainability/Solar.** Prior to the issuance of the Certificate of Occupancy, the applicant shall install a minimum of 262 square feet of solar panels located on the rooftop of the building as identified in Exhibit A.

7. **Construction.** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall be either plug-in electric or solar powered

Administrative Conditions:

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

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

3. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

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

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

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

7. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

8. **Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:
    (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
    (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
    (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the

deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

General Plan / Charter Findings

The City-initiated General Plan Amendment and requested Zone and Height District Change are in substantial conformance with the purposes, intent, and provisions of the General Plan as explained below:

1. General Plan Land Use Designation.

The Project Siteis located within the Central City Community Plan, which was last updated by the City Council on January 8, 2003. The site is rectangular-shaped and comprised of two parcels consisting of approximately 5,506 square feet (0.13-acre) of lot area. The Community Plan designates the site with a land use designation of Light Industrial, which lists the MR2 and M2 Zones as corresponding zones.

As recommended, the amendment would re-designate the Project Site to the Regional Commercial land use designation, which lists the following corresponding zones: CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3, and RAS4. Footnote No. 3 of the Community Plan indicates that the corresponding Height Districts for the Regional Commercial land use designation are Height Districts 3-D and 4-D, with Development “D” Limitations limiting the floor area ratio (FAR) to 6:1, except for those projects which are approved a transfer of floor area. The recommended change to the Zone and Height District to (T)(Q)C2-4D for the site would be consistent with the adoption of the recommended Plan Amendment and would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Central City Community Plan.

2. **General Plan Text.**

The Los Angeles General Plan sets forth goals, objectives and programs that guide both citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City’s Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. The project is in compliance with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element, Health and Wellness Element and the Land Use Element – Central City Community Plan.

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

Land Use

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality,

enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located

a. in a network of neighborhood districts, community, regional, and downtown centers,
b. in proximity to rail and bus transit stations and corridors, and
c. *along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

INDUSTRIAL LAND USE. Definition: It is the intent of the General Plan Framework Element to preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City's residents... some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses. Where such lands are to be converted, their appropriate use shall be the subject of future planning studies. Policies provide for the consideration of a broader array of uses within the industrial zones than has traditionally been acceptable to facilitate the clustering of uses.

Policy 3.14.6: Consider the potential re-designation of marginal industrial land for alternative uses by amending the community plans based on the following criteria:

a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified Site that will support viable industrial development;
b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development;
c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods;
d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses;

e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;
f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses;
g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and/or
h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.

The initiated General Plan Amendment would change an industrial land use to a commercial land use designation. However, the existing and proposed use were established as a residential prior to the current land use designation taking effect. As such, the area surrounding the project site is also developed with SRO units which are effectively non-conforming uses. The Regional Commercial land use designation would allow for the development of residential uses. The subject site, along with surrounding properties, have covenants that restrict certain uses on the sites. The change in land use would allow the existing residential land use (SRO) to continue within the Project Site with a comparable land use (affordable housing development) and would permit the to provide affordable housing option within the Project Site that has been used as a residential land use since its initial development in 1924. On March 31, 1993 approval was granded for the continued use and maintenance of the residential structure and on December 30, 1993 a covenant agreement was recorded with the County of San Diego that required the property site to be maintained and designated as a residential SRO unit for very low income tenants for no less than 55 years.

Chapter 4: Housing

The Project will be consistent with the relevant goals and objectives of the Framework Element (Chapter 4), including the following:

Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.

Objective 4.1: Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City subregion to meet the projected housing needs by income level of the future population to the year 2010.

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

As proposed, the Project will provide affordable housing including exteremely and very low income housing. The development is located within an area which contains multiple transportation options and convenient access to public transit. The Project is located near job centers that will provide the residence with convenient access to employment opportunities within the area.

Chapter 7: Economic Development

GOAL 7G: A range of housing opportunities in the City.

Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.

Policy 7.9.1: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental.

The Project Site is currently developed with an existing SRO residential building, which was constructed in 1924, and which was granted a Zone and Yard Variance approval in 1993 to permit the continued use and maintenance of the nonconforming residential structure within the M2-2D Zone. As described in Finding No. 2, the Central City East district was developed with a number of SRO buildings and represents the main type of housing in the area. With the existing Light Industrial land use designation and the M2-2D Zone, redevelopment of the site with the new construction of a similar residential use would not be permitted on the site. As recommended, the Regional Commercial land use designation and C2 Zone would enable the redevelopment of the site with a residential development that would provide Restricted Affordable Efficiency Dwelling units. Although the Project Site is not located within the “traditional” multi-family neighborhood, the site is located within an area that is developed with multi-family housing, known as SRO units, which have served to provide affordable housing in the area. The redevelopment of the site would also introduce new support services for the residents occupying the building, while also improving the livability of its future residents by providing on-site open space and landscaping. As recommended, the use would be compatible with existing development in the area which consists of residential, commercial, and manufacturing uses, and would be consistent with the above referenced goals, objectives, and policies, of the Framework Element.

The Central City Community Plan text includes the following relevant objectives, policies, and programs:

Objective 1-3: To foster residential development which can accommodate a full range of incomes.

Objective 1-5: To preserve the existing low-income housing stock, including single room occupancy (SRO) units.

Objective 9-1: To address the problems of the homeless population by creating a mix of policies, services and facilities that better serve their needs.

Policy 9.1-1: Preserve the existing affordable housing stock through rehabilitation and develop new affordable housing options.

Program: Retain and develop new supported housing opportunities for homeless people.

Program: Continue the rehabilitation of existing housing under nonprofit ownership and management. In the area west of San Pedro Street, allow new housing which is affordable to neighborhood residents.

Provide affordable infill housing east of San Pedro Street, in areas of existing housing clusters.

Objective 9-2: To provide the requisite services, housing opportunities, and community environments to allow the homeless to rejoin the workforce and lead more productive lives.

The site is located approximately 0.16 miles east of San Pedro Street, in an area of the Central City Community Plan where SRO developments are interspersed with the existing commercial and manufacturing uses. The Project Site is currently developed with aresidential building, which has operated as a 51-unit SRO residential hotel building providing permanent supportive housing. T The existing land use designation and M2-2D Zone limits the ability to redevelop the site with a use that would be consistent with the above referenced objectives and policies of the Community Plan.

The recommended amendment to the re-designate the site to the Regional Commercial land use designation and recommended zone and height district change to (T)(Q)C2-4D would allow for the development of the proposed Project and would correct an inconsistent land use designation of industrial for a residential use that has been on the site before the industrial designation and zoning. The project would not only replace the number of existing SRO units with Restricted Affordable Efficiency Dwelling units, but would add four affordable units. In addition, the proposed new building would also improve the existing on-site affordable housing stock by providing larger units with kitchen and bathroom facilities within each unit, which are not provided in the existing on-site SRO building. As proposed, the Project would be consistent with LAMC Section 11.5.11 (Measure JJJ), which provides for certain affordability and labor requirements for projects to be eligible for a discretionary General Plan amendment, zone change and height district change that results in increased allowable residential floor area, density or height, or allows a residential use where previously not allowed. Additionally, the Project would include fifty (50) Restricted Affordable Efficiency dwelling units and one market rate two-bedroom unit. The introduction of the Efficiency units in an area developed primarily with SRO units would provide additional housing options for individuals and households in need of support and social services. As previously described, the site is located within an area which is developed with residential, commercial, and manufacturing uses. The redevelopment of the site with additional affordable housing units would place future residents within proximity to employment opportunities, including those within the industrial sector. As recommended, the General Plan Amendment to Regional Commercial, and the Vesting Zone Change and Height District Change would be consistent with the above referenced objectives, policies, and programs of the Central City Community Plan.

3. Housing Element. The Housing element of the General Plan contains the following relevant goals, objectives, and policies:

GOAL 1: Housing production and preservation.

Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the City's households.

GOAL 2: Safe, Livable, and Sustainable Neighborhoods.

Objective 2.1: Promote safety and health within neighborhoods.

Objective 2.3: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.

Policy 2.3.3: Promote and facilitate the reduction of energy consumption in new and existing housing.

The Project Site is located along the northern side of East 5th Street. The Project would remove a building that was constructed in 1924, and construct a new building which would meet current building code requirements for safety and energy efficiency. Although the Project is a residential project, the building has been designed to create an active ground floor presence with the use of transparent windows and doors on the first floor street level. The units' floor plans have been designed to contain windows that will provide access to light and air. Additionally, the Project proposes, and has been conditioned to install 262 square-feet of solar panels on the rooftop of the building. The Project also proposes to incorporate environmentally sustainable building design features which would exceed the Los Angeles Green Building Code and CALGreen requirements by achieving a Leadership in Energy and Environmental Design (LEED) certification by the U.S. Green building Council or satisfy equivalent green building standards.

GOAL 4: Ending and Preventing Homelessness.

Objective 4.1: Provide an adequate supply of short-term and permanent housing and services throughout the City that are appropriate and meet the specific needs of all persons who are homeless or at risk of homelessness.

Policy 4.1.3: Provide permanent supportive housing options with services for homeless persons and person/families at risk of homelessness to ensure that they remain housed and get the individualized help they may need.

As previously discussed, the site is designated for light industrial uses and would no longer permit the development of residential uses. The existing SRO residential building on the site, and in the surrounding areas, would not be permitted and the ability to rehabilitate the buildings are limited. The recommended Regional Commercial land use designation and the recommended (T)(Q)C2-2D Zone would allow for the Project Site to be redeveloped with a new, 100 percent affordable housing project, as defined by LAMC Section 11.5.11. The Project proposes 50 Restricted Affordable Efficiency Dwelling units, with a minimum of 5 percent set aside for Extremely Low-Income households and the remaining of the units set aside for Very Low-Income households. As discussed in Finding No. 2, residential development in the Central City East district is limited to SRO units. The redevelopment of the site with affordable rental units would introduce a new housing opportunity for existing and future residents of the area. The Project would provide 50 Restricted Affordable Efficiency Dwelling units, providing new housing opportunities for individuals and households. As such, the recommended amendment, and zone and height district change would be consistent with Goals No. 1 and 4 of the Housing Element, as well as the objectives and policies.

4. Mobility Plan. The Mobility Element of the General Plan is not likely to be affected by the recommended action herein. The proposed project, with the requested General Plan

Amendment and Vesting Zone Change, proposes to construct a new 8-story residential building on the northern side of East 5th Street. East 5th Street is designated as an Avenue II, and is required to be dedicated to a width of 86 feet. The project will be required to dedicate and improve the public right-of-way to the satisfaction of the Bureau of Engineering.

5. **Health and Wellness Element and Air Quality Element.** Policy 5.1 and 5.7 of the Plan for a Healthy LA, the Health and Wellness Element, and Policy 4.2.3 of the Air Quality Element are policy initiatives related to the reduction of air pollution and greenhouse gases. The Project would be required to provide one parking space. The Project also proposes to incorporate environmentally sustainable building design features which would exceed the Los Angeles Green Building Code and CALGreen requirements by achieving a Leadership in Energy and Environmental Design (LEED) certification by the U.S. Green building Council or satisfy equivalent green building standards. The Project has also been conditioned to install solar panels to an operating photovoltaic system. The installation and operation of the solar panels would help to reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, the conditions would provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and the City. As conditioned, the Project would be consistent with the aforementioned policies, as well as Policy 5.1.2 of the Air Quality Element, by ensuring that future developments are energy efficient and shift to non-polluting sources of energy. The solar panels are also good zoning practices because they provide a convenient service amenity to the occupants or visitors who utilize electricity on site for other functions. As such, the Project provides service amenities to improve habitability for future residents of the Project and to minimize impacts on neighboring properties.

6. **Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. The sewer system will be able to might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

7. **Charter Finding – City Charter Finding 555.** The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic or physical identity. The Project Site is located within the Central City Community Plan area, approximately 0.16 miles east of San Pedro Street. The site is located within the Central City East district, as identified by the Central City Community Plan text. The Community Plan describes the district as being developed with general commercial uses, and manufacturing uses such as wholesale, warehouses, and food processing. Additionally, the area is developed with approximately 6,500 SRO hotels units, which have been identified as the primary source of housing for the area. The Project Site and a number of other properties within the Central City East district are developed primarily with one- to four-story residential buildings, which have been utilized as SRO units or other similar residential uses. Directly adjacent to the Project Site is a one-story commercial building and farther west along west on Towne Avenue is a six-story, mixed-use building known as the "Fred Jordan Mission Building." Development in the area has been limited, maintaining the residential, commercial, and manufacturing uses within the existing buildings. The unique development of the residential, commercial, and manufacturing uses interspersed with one another has established a social, economic, and physical identity for this portion of the Central City East district.

8. Charter Finding - City Charter Finding 556. When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The Project Site is located within the Central City Community Plan area, which is one of the 35 community plans that comprise the Land Use Element of the General Plan. The Community Plan designates the site with a land use designation of Light Industrial which lists the following corresponding zones: MR2 and M2. The site is presently zoned M2-2D, which is consistent with the existing land use designation.

As recommended, the amendment would re-designate the Project Site from Light Industrial to Regional Commercial. The amendment of the land use designation, in conjunction with the recommended zone and height district change to (T)(Q)C2-2D, would allow the redevelopment of the site with a new affordable housing project. The site is located within an area that is designated and zoned for manufacturing uses, but has been developed and continually utilized with a mixture of residential, commercial, and manufacturing uses. The project site itself has been used for residential purposes since its construction in 1924. The ability to rehabilitate or redevelop the existing residential development is limited, as residential uses are not permitted in the existing land use designation and zone. The Project would redevelop the site with 50 units that would be set aside as Restricted Affordable Efficiency Dwelling units, with a minimum of 5 percent set aside for Extremely Low-Income households and the remaining of the units for Very Low-Income households, with one market-rate manager's unit. As discussed in Finding Nos. 2, through 6, the amendment of the land use designation would be consistent with the purpose, intent and provisions of the General Plan.

9. Charter Finding – City Charter Finding 558. The proposed Amendment to the Central City Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

The recommended amendment to the Central City Community Plan would re-designate the land use designation of the Project Site from Light Industrial to Regional Commercial. In conjunction with the recommended amendment, the recommended Vesting Zone Change and Height District Change from M2-2D to (T)(Q)C2-4D would permit the development of the Project Site with an eight-story, 51-unit affordable housing project.

Public Necessity, Convenience, and General Welfare

The Project Site has a land use designation of Light Manufacturing and is zoned M2-2D, which would prohibit the development of new residential uses on the site. As previously described, the Project Site has been developed with a residential building operating as a 46-unit SRO building. The Project proposes to redevelop the site with an 50 units that would be set aside as Restricted Affordable Efficiency Dwelling units, with a minimum of 5 percent set aside for Extremely Low-Income households and the remaining of the units set aside for Very Low-Income households, with one market-rate manager's unit. As the existing land use designation and zone would not permit new residential development, the amendment is necessary to permit the redevelopment of a site that is currently used for residential purposes.

On April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, a roadmap to achieve short-term results while setting the path to strengthen the transformation of the City in the decades to come. As part of the plan, the Mayor set forth a goal of creating

100,000 new housing units by 2021. This same goal was carried forward in the Green New Deal Sustainable City pLAn 2019. The proposed amendment would allow the site to be redeveloped and to provide four additional affordable housing units. The project would also provide improved living conditions for residents, with larger units that provide in-unit bathrooms and kitchens. The Project would be an infill development within an area of the City that is developed with a mixture of residential, commercial, and light manufacturing uses. As described by the Community Plan, the existing SRO units provide the primary source of housing for the area. The amendment would introduce new unit typologies which do not currently exist in the area, and offer a new permanent supportive housing opportunity. Additionally, due to the unique nature of the surrounding area, the Project would place housing within close proximity to commercial and light manufacturing jobs, as well as near public transit. As previously discussed, the existing building was constructed in 1924. As the existing building encompasses the entire site, there is no outdoor open space provided on the site. The proposed building would provide 2,563 square feet of open space, which would include new landscaping, roof terraces, and planting of trees. As proposed, the Project would improve the livability and general welfare of the future residents of the development.

Good Zoning Practice

The Project Site is designated by the Community Plan for Light Industrial land uses and is zoned M2-2D. As zoned, it is consistent with the existing land use designation. The site, as well as a number of other properties in the surrounding area, are designated for light industrial uses; however, the sites have remained developed with SRO buildings and utilized for residential purposes. Presently, the residential use is non-conforming and would not be permitted within the existing land use designation and zone. The amendment to re-designate the site to Regional Commercial would allow it to be redeveloped with a new permanent supportive housing project. As the surrounding area is developed with a mixture of residential, commercial, and light manufacturing uses, the amendment would not be introducing an incompatible use to the area or eliminating an existing manufacturing or industrial use. Furthermore, the affordable housing incentives requested pursuant to LAMC Section 11.5.11 E (Measure JJJ) for the reduction of parking would encourage residents to utilize public transit. The requested reduction in open space would allow for larger units and the provision of on-site supportive services for residents. As described in Finding No. 2, the amendment would allow the development of the site with a residential use that is consistent with the objectives and policies of the Community Plan and is compatible with the existing development of the surrounding area.

Entitlement Findings

1. Vesting Zone Change and Height District Change Findings

a. Pursuant to Section 12.32.C. of the Los Angeles Municipal Code, and based on these findings, the recommended action is deemed consistent with the General Plan and is in conformity with the public necessity, convenience, general welfare and good zoning practice..

Public Necessity, Convenience, and General Welfare

As previously described, the Project Site is located within the Central City East district of the Central City Community Plan area. The district, as described by the Community Plan, consists of a mixture of residential, commercial, and manufacturing uses. The primarily land use designation in the district is Light Industrial and properties are zoned for light manufacturing uses; however, a number of lots, including the Project Site, have remained developed with SRO buildings. The existing M2-2D Zone would prohibit the redevelopment of the Project Site with a new residential building. As discussed in Finding No. 9, the Green New Deal Sustainable City pLAn 2019issued by the Mayor establishes a goal to create 100,000 dwelling units by the year 2021. The Vesting Zone Change and Height District Change would permit the redevelopment of the site with an 8-story residential building with 51 dwelling units, of which 50 units would be set aside as Restricted Affordable Efficiency Dwelling Units. The Project is a 100 percent affordable project, with one unit designated as a mangers unit. The project will set aside five percent of the units for Extremely Low Income households and the remaining of the units will be set aside for Very Low Income households.

The Project Site is located within a Transit Priority Area, as defined by Senate Bill (SB 743). The Metro Rapid Bus 720 stops approximately 800 feet west of the Project Site, and provides connections to several Metro Rapid Bus lines in downtown Los Angeles with connections to downtown Santa Monica. LADOT's operated DASH Route A has its closest stop at Alameda Street and 4th street, approximately 0.5 miles from the property. The DASH routes provide connections throughout downtown Los Angeles. The Metro Gold Line Little Tokyo/Arts District Station is located approximately 0.5 mile north of the Project Site. The 7th Street Metro Center Station is approximately 1.3 miles west of the Project Site and is served by Metro's Red, Purple, Blue, and Expo rail lines, along with the Silver Line limited-stop bus route. The bus lines would be able to provide connections to other public transit lines such as the Metro Red, Purple, and Gold lines, and a number of other bus lines located at Union Station. As proposed, the Project would place additional housing within proximity to public transit, and employment centers.

The Project proposes to demolish the existing SRO building to construct a new 8-story, affordable housing project. As a new housing project with six or more dwelling units, the Project is required to provide common open space for future residents. Common interior open space would be provided on the first, second and eighth floor and common exterior open space would be provided on the rooftop terrace. As proposed, the Project would introduce not only introduce 4 additional affordable housing units, but would provide independent kitchen and bathroom facilities which the existing SRO building lacks. As proposed, the Project would be consistent with the public necessity, convenience, and general welfare of the surrounding area.

Good Zoning Practice

As recommended, the Vesting Zone Change and Height District Change to (T)(Q)C2-D would permit the redevelopment of the project site with a new affordable housing development. As discussed in Finding No. 2, and above, the site is located within an area of the City which is developed with a mixture of residential, commercial, and manufacturing uses. The site, along with other residentially used properties, have been utilized as such since the early 1900s when they were developed with residential hotels for transient workers. The recommended Vesting Zone Change and Height District Change would enable the development of permanent affordable housing which would include on-site support services for future residents, consistent with Objective 9-1, Policy 9.1-1, and identified programs of the Community Plan, as referenced in Finding No. 2. The Project would replace the existing 46 Restricted Affordable SRO units with 50 Restricted Affordable residential units and would add 4 Restricted Affordable units to the housing stock, consistent with Objective 1-5 of the Community Plan:

Objective 1-5: To preserve the existing low-income housing stock, including single room occupancy (SRO) units.

The development of the Project Site with the 100 percent affordable housing project would provide an opportunity for long-term, transitional residency in an area developed with SRO housing.

In conjunction with the redevelopment of the site, the proposed building would be required to comply with the current open space and parking requirements of the Zoning Code. The Project would be required to provide 5,125 square feet of open space, 13 trees and 51 off-street parking spaces; however, the Applicant has requested three Developer's Incentives to reduce the required open space by 50% to 2,563 square feet, to reduce the required trees by 50% to 7 trees, and to not provide vehicular parking for the proposed affordable housing units. One parking space would be provided for the market rate manager's unit. The affordable housing incentives requested pursuant to LAMC Section 11.5.11 E (Measure JJJ) for the reduction of parking would encourage residents to utilize public transit. The existing SRO building has no landscaping, exterior open space areas or parking spaces. The Project proposes to provide common interior and 1,922 square feet of exterior common open space located on the rooftop terrace area The exterior common open space would include the following; vegetable garden, dinning deck area, barbeque outdoor seating multi-purpose area for interactive activities. Additionally, the exterior open space area would include twenty-five percent of landscaped area consisting of 7 trees, various shrubs, perennials, ornamental grasses and ground covers. Although the Project proposes to reduce the amount of on-site open space and trees, the property is located 1,120 feet north of a public park, Gladys Park, located on the southwest corner of East 6th Street and Gladys Avenue. Facilities at the park include landscaped play areas, seating areas, outdoor exercise equipment, and a half-court basketball court. The requested incentive for the reduction in open space would allow for larger units and the provision of on-site supportive services for residents. The Project Site is located near multiple transit option including rail, bus transit stations and corridors. The Project site is approximately 0.5 miles from the Little Tokyo/Arts District Metro Gold Line rail station, which provides connections to an extensive public transportation network. The Project's proximity to multiple public transit options offers viable transportation opportunities for the residents occupying

the building, therefore the projects proposal of providing no parking for the affordable units would be justified by the well served by transit options within the Project Site.

As recommended, the Vesting Zone Change and Height District Change would permit the development of the site with a use that is compatible with the surrounding area and would support the goals, objectives, and policies of the General Plan, as discussed in Finding Nos. 2 through 6.

Therefore, based on the above, the recommended zone and height district change is deemed consistent with the General Plan and is in conformity with the public necessity, convenience, general welfare and good zoning practice.

b. Pursuant to Section 12.32-G and Q of Municipal Code "T" and "Q" Classification Findings. The current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the proposed project. As recommended, the Zone Change has been conditioned with "T" and "Q" Classifications in order to ensure consistency with the amendment to the land use designation from Light Industrial to Regional Commercial. The "T" Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The "Q" conditions that limit the scale and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

c. Pursuant to Section 12.32-G and Q of the Municipal Code "D: Limitation Findings. The Council shall find that any or all the limitations are necessary: (1) to protect the best interests of and assure a development more compatible with the surrounding property or neighborhood, and (2) to secure an appropriate development in harmony with the objectives of the General Plan, or (3) to prevent or mitigate potentially adverse environmental effects of the Height District establishment or change.

The Project Site is located within an area which is developed with one- to four-story buildings, in an area which is limited to a maximum FAR of 3:1. Height Districts 3 and 4 correspond to the Light Industrial land use designation, as indicated in Footnote No. 3 of the Community Plan. The Footnote indicates that FAR within Height District 3 and 4 would be subject to a Development "D" Limitation, which would permit a maximum FAR of 6:1, unless a transfer of floor area is approved. As proposed, the 6:1 FAR would be consistent with the surrounding buildings and would be consistent with the corresponding Height Districts of the recommended Regional Center Land Use Designation. As recommended, the "D" Limitation would limit the development of the site to a 6.0 FAR which would be compatible with the existing uses in the area. As discussed in Finding Nos. 2 through 5, the "D" Limitation would secure an appropriate development in harmony with the objectives of the General Plan.

2. Site Plan Review Findings. In order for the Site Plan Review to be granted, all three of the legally mandated findings delineated in Section 16.05-F of the Los Angeles Municipal Code must be made in the affirmative:

a. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

As discussed in Finding No. 1, the recommended Vesting Zone and Height District changes for the Project Site would be consistent with the recommended land use designation. As the Project Site is located within the Greater Downtown Housing Incentive Area, the Project would not be subject to the minimum lot area per dwelling unit calculations of the recommended C2 Zone. The density would be limited by the proposed 6.0:1 FAR. As proposed, the Project would 51 residential units, which would consist of 50 Restricted Affordable Efficiency Dwelling units, with a minimum of 5 percent set aside for Extremely Low-Income households and the remaining of the units set aside for Very Low-Income households, and one manager's unit. The 33,007-square-foot building would include 433 square feet of supportive service uses, as well as private bathrooms and showers within each dwelling unit. The project would be considered a 100 percent affordable housing development pursuant to LAMC Section 11.5.11. In conjunction with the requested Vesting Zone Change, the Applicant has requested Developer Incentives to reduce the required open space, and trees by 50 percent and to provide zero parking spaces for the restricted affordable units. As discussed in Finding No. 2 through 5, the Project would meet the goals, objectives, and policies of the General Plan and the Central City Community Plan area. As such, the project is in substantial conformance with the General Plan and Community Plan.

b. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on adjacent properties and neighboring properties.

The Project Site is located on the northern side of East 5th Street, between Towne Avenue and Stanford Avenue and approximately 0.11 mile west of Central Avenue and 0.16 miles east of San Pedro Street. The surrounding properties are developed with a mixture of residential, commercial, and manufacturing uses. The manufacturing uses include uses such as wholesale, warehousing, and food processing. The existing buildings in the surrounding properties are one to four stories, with a few buildings having at least six stories. The Project Site is located within the Greater Downtown Housing Incentive Area, and the Project has been designed to be compatible with the existing and future development on adjacent and neighboring properties.

Building Arrangement (height, bulk and setbacks)

As previously discussed, the Project Site is located within the Central City East District, as identified in the Central City Community Plan within the Central Industrial District. The Project Site is also located within the Greater Downtown Housing Incentive Area which is unlimited by the proposed C2 Zone. The proposed 8-story building would have a maximum height of 102 feet. The elevation of the building design includes offsetting planes and the first floor setback ranges from one to six feet from the front property line. The remaining floors above third floor would include metal wall panels with large windows containing a bright yellow awning which would serve to create additional texture to break up the building's mass.

Further, the Project proposes to incorporate a brick design feature between the first three floors to evoke the material and pattern of the existing development within the surrounding area. The scale, massing, and style of the proposed buildings is appropriate in the larger context of the neighborhood, which reflects the existing development characteristics with many of the existing and proposed commercial, residential and warehouse uses within the vicinity.

These building design elements reduce the perceived bulk and scale as viewed from the public right of way. The projects proposed 0 foot side and rear yard setbacks are consistent with Greater Downtown Housing Incentive Area Section 12.22 C.3.(a), and is compatible with existing and proposed development patterns within the vicinity.

Off-Street Parking Facilities and Loading Areas

Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.11(e) and California Government Code 65915(k), projects providing Restricted Affordable housing qualify for Developer Incentives, as such the request to provide no parking spaces for the 50 Restricted Affordable housing units. One accessible parking space for the manager's unit is located within the rear of the building access from the alley. As the Project does not have a commercial component, a loading area is not required.

Lighting

The proposed plans do not indicate a lighting plan; however, Condition No. 15 of the Conditions of Approval would ensure that the installation of lights would not result in a substantial amount of light that would adversely affect the day or night time views in the project vicinity.

Landscaping

Of the proposed 1,922 square feet of common exterior open space, 25 percent is required to include landscaping. The project conforms with the required landscaping regulations as it will provide 321 square feet which would include 7 trees and a variety of shrubs, perennials, ornamental grasses and ground covers. The Project has been conditioned to meet the minimum planting standards.

Trash Collection

The project has been designed to minimize the visual impact of trash and recycling receptacles. The refuse and recyclable enclosures are located within the building and are not visible from surrounding pubic streets and public view. In addition, multiple conditions have been imposed on the project to ensure that any trash or mechanical equipment is fully screened and not visible to the public.

Sustainability

The Project proposes to install 262 square feet of solar panels which would improve habitability for residents and neighboring properties by reducing the level of greenhouse gas emissions and fuel consumption from the project site. The Project also proposes to incorporate environmentally sustainable building design features which would exceed the Los Angeles Green Building Code and CALGreen requirements by achieving a Leadership in Energy and Environmental Design

(LEED) certification by the U.S. Green building Council or satisfy equivalent green building standards.

c. Any residential project provides recreational and service amenities to improve habitability for its residents and minimizes impact on neighboring properties.

The Project includes 2,563 square feet of common open space of which 1,922 square feet would be exterior common area located on the rooftop terrace. The amenities within the exterior common area include a vegetable garden, dining deck barbeque area, outdoor seating, multi-purpose area, and wood deck. In addition, the Project includes 641 square feet of common interior open space, which includes residential community room with a kitchen. As proposed, the project would provide recreational and service amenities, which would improve habitability for its residents and minimize impact on neighboring properties.

FINDINGS OF FACT (CEQA)

I. Introduction

The Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the project at 713–717½ East 5th Street, consisting of 50 Restricted Affordable Efficiency Dwelling units[2] and one manager's unit, and 433 square feet of residential supportive service uses (Project) on a 0.13-acre site (Site or Project Site).

The City of Los Angeles (the "City"), as Lead Agency, has evaluated the environmental impacts of implementation of the Project by preparing an EIR (Case Number ENV- ENV-2017-421-EIR/State Clearinghouse No. 2018061005). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 15, Chapter 6 (the "CEQA Guidelines"). The findings discussed in this document are made relative to the conclusions of the EIR.

CEQA Section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." CEQA Section 21002 goes on to state that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in CEQA Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See CEQA Section 21081[a]; CEQA Guidelines Section 15091[a].) For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence in light of the whole record, reaching one or more of the three possible findings, as follows:

1) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.

2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.

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2 As defined by Los Angeles Municipal Code (LAMC) Section 12.03, Efficiency Dwelling Units are defined as rooms located within an apartment house or apartment hotel or intended to be used for residential purposes which has a kitchen and living and sleeping quarters combined therein.

3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final Environmental Impact Report for the project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant", these findings nevertheless fully account for all such effects identified in the Final EIR for the purpose of better understanding the full environmental scope of the Project. For each environmental issue analyzed in the EIR, the following information is provided:

The findings provided below include the following:

- Description of Significant Effects - A description of the environmental effects identified in the EIR.

- Project Design Features - A list of the project design features or actions that are included as part of the Project.

- Mitigation Measures - A list of the mitigation measures that are required as part of the Project to reduce identified significant impacts.

- Finding - One or more of the three possible findings set forth above for each of the significant impacts.

- Rationale for Finding - A summary of the rationale for the finding(s).

- Reference - A reference of the specific section of the EIR which includes the evidence and discussion of the identified impact.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's benefits rendered acceptable its unavoidable adverse environmental effects. (CEQA Guidelines §15093, 15043[b]; see also CEQA § 21081[b].)

II. Environmental Documentation Background

For purposes of CEQA and these Findings, the Record of Proceedings for the Project includes (but is not limited to) the following documents:

Initial Study. The Project was reviewed by the City of Los Angeles (Lead Agency) in accordance with the requirements of the California Environmental Quality Act (CEQA). The City prepared an Initial Study in accordance with Section 15063(a) of the State CEQA Guidelines.

Notice of Preparation. Pursuant to the provisions of Section 15082 of the State CEQA Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 30-day period commencing on June 1, 2018. The purpose of the NOP was to formally inform the public that the City was preparing a Draft EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. Written comment letters responding to the NOP were submitted to the City by public agencies and interested organizations. Comment letters were received from various public agencies. The NOP, Initial Study, and comment letters are included in Appendix A of the Draft EIR.

Draft EIR. The Draft EIR evaluated in detail the potential environmental effects of the project. It also analyzed the potential environmental effects of a reasonable range of alternatives (three) to the Project, including a "No Project" alternative. The Draft EIR for the Project (State Clearinghouse No. 2018061005), incorporated herein by reference in full, was prepared pursuant to CEQA and State and City CEQA Guidelines (Pub. Resources Code § 21000, et seq.; 14 Cal. Code Regs. §15000, et seq.; City of Los Angeles Environmental Quality Act Guidelines). The Draft EIR was circulated for a 45-day public comment period beginning on December 20, 2018, and through February 4, 2019. Notice of Availability (NOA) was distributed on December 20, 2018 to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public at three (3) public libraries. A copy of the document was also posted online at https://planning.lacity.org. Notices were also filed with the County Clerk.

Notice of Completion. A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse for distribution to State Agencies, and notice was provided in newspapers of general and/or regional circulation.

Final EIR. The City published a Final EIR for the Project on July 15, 2019, which is hereby incorporated by reference in full. The Project described and analyzed in these CEQA Findings incorporates Project refinements described and detailed in the Final EIR. No recirculation of the Draft EIR was required as a result of these Project refinements. As described in Volume I, Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR and these CEQA Findings, the Project changes do not result in any new significant environmental impacts or a substantial increase in any of the severity of significant impacts identified in the Draft EIR. The Final EIR addresses the environmental effects associated with implementation of the Project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). Notices regarding availability of the Final EIR were also sent to property owners and occupants within a 500-foot radius of the Project Site, as well as anyone who commented on the Draft EIR, and interested parties. The Final EIR was also made available for review on the City's website.

Hard copies of the Final EIR were also made available at three (3) libraries and the City Department of Planning.

Public Hearing. A noticed public hearing for the Project was held by the City Planning Commission on August 8, 2019.

In addition, the record of proceedings also includes the documents and other materials that constitute the administrative record upon which the City approved the Project. The following information is incorporated by reference and made a part of the record supporting these Findings of Fact:

- All Project plans and application materials, including supportive technical reports;
- The Draft EIR and Appendices (December 2018) and Final EIR and Appendices (July 2019), and all documents relied upon or incorporated therein by reference;
- The Mitigation Monitoring Program (MMP) prepared for the Project;
- The City of Los Angeles General Plan and related EIR*;*
- Municipal Code of the City of Los Angeles, including but not limited to the Zoning Ordinance and Subdivision Ordinance;
- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project;
- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and
- Any and all other materials required for the record of proceedings by Public Resources Code Section 21167.6(e).

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

In addition, copies of the Draft EIR and Final EIR are available on the Department of City Planning's website at http://planning.lacity.org (to locate the documents click on the "Environmental Review" tab on the left-hand side, then "Final EIR," and click on the Project title, where the Draft and Final EIR are made available). The Draft and Final EIR are also available at the following three Library Branches:

- Los Angeles Central Library, 630 West Fifth Street, Los Angeles, CA 90071
- Little Tokyo Branch Library, 203 South Los Angeles Street, Los Angeles, CA 90012
- Benjamin Franklin Branch Library, 2200 East First Street, Los Angeles, CA 90033

III. Description of the Project

The Project proposes to develop a new residential building on a 5,506-square-foot (approximately 0.13-acre) site comprising two parcels located at 713–717½ East 5th Street in downtown Los Angeles. The Project would provide up to 51 residential units, consisting of 50

Restricted Affordable Efficiency Dwelling units and one manager's unit, and 433 square feet of residential supportive service uses. Additionally, the Project would provide approximately 2,563 square feet of open space and seven trees. One parking space would also be provided. To accommodate the new building, an existing 47-residential unit building would be removed.

Overall, the new eight-story building would contain 33,007 square feet of total floor area. The ground floor of the Project consists of a residential amenity area and a kitchen for Project residents and guests for larger gatherings, as well as a management office and lobby. Additional ground floor uses include utility rooms for electrical, mechanical, and transformers; a trash room; and storage. There are two stair wells and one elevator that provide access to all the floors. The ground floor would also contain one vehicle parking space for the manager's unit and a bicycle parking area and a bike room providing bicycle parking spaces, with a total of 46 bicycle parking spaces. Floor 2 would contain residential supportive service uses, including several small counseling offices for residents, as well as a work center, a residents' lounge, a shared laundry room, and five dwelling units. Floors 3 through 7 would have nine dwelling units on each floor. The dwelling units, which are proposed as efficiency/studio units, would range from 395 to 406 square feet, with an average size of 405 square feet. Each dwelling unit would include living space, a kitchen, and bathroom. Floor 8 would include a roof deck, a flex/community room, and the manager's unit. The proposed manager's unit is a two-bedroom unit comprising 815 square feet. The maximum height of the building would be 102 feet, as measured from the lowest point on the Project Site.

The existing residential building to be removed contains 14,475 square feet of floor area and currently does not provide supportive services on-site, nor does it contain private bathrooms and showers within each dwelling unit. The existing building consists of 46 Very Low Income single room occupancy (SRO) units that currently range from 122 to 180 square feet, plus an existing manager's unit comprising 433 square feet.

IV. Environmental Impacts Found to Have No Impact or Less Than Significant Impact without Mitigation

Impacts of the Project that were determined to have no impact or be less than significant in the EIR (including having a less than significant impact as a result of implementation of project design features and regulatory compliance measures) and that require no mitigation are identified below. The City has reviewed the record and agrees with the conclusion that the following environmental issues would not be significantly affected by the Project and therefore, no additional findings are needed. The following information does not repeat the full discussions of environmental impacts contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR.

The Initial Study and Draft EIR found the environmental impacts associated with the following environmental topics set forth in the City's Appendix G checklist to have no impact or a less than significant impact:

1. Aesthetics

a. Scenic Vistas
b. Scenic Resources
c. Visual Character

d. Light or Glare

2. Agricultural and Forest Resources
a. Farmland
b. Existing Zoning for Agricultural Use
C. Forest Land or Timberland Zoning
d. Loss or Conversion of Forest Land
e. Other Changes in the Existing Environment

3. Air Quality
a. Air Quality Plan Consistency
b. Air Quality Standards
c. Sensitive Receptors
d. Objectionable Odors

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

5. Cultural Resources
a. Archaeological Resources
b. Paleontological Resources
c. Human Remains (including Tribal Cultural Resources)

6. Geological Resources
a. Seismic
b. Soil Erosion
c. Soil Stability
d. Expansive Soil
e. Septic Tanks

7. Greenhouse Gas Emissions
a. Emission Generation
b. Plans and Policies

8. Hazards and Hazardous Materials
a. Transport, Use, Disposal of Hazardous Materials
b. Upset and Accident Conditions
c. Hazardous Emissions or Materials near a School
d. Hazardous Materials Site
e. Airport Land Use Plans
f. Private Airstrips
g. Emergency Response/Evacuation Plans
h. Wildland Fires

9. Hydrology and Water Quality

a. Water Quality Standards or Discharge Requirements
b. Groundwater Supplies
c. Erosion or Siltation
d. Surface Runoff
e. Stormwater Drainage
f. Degrade Water Quality
g. Mapped 100-Year Flood Hazard Areas
h. 100-Year Flood Hazard
I. Flooding
j. Seiche, Tsunami or Mudflow

10. Land Use and Planning

a. Divide an Established Community
b. Habitat or Natural Community Conservation Plans

11. Mineral Resources

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

12. Noise

a. Operational Noise
b. Operational Vibration
c. Airport Land Use Plans
d. Private Airstrips

13. Population and Housing

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

14. Public Services

a. Fire Protection
b. Police Protection
c. Schools
d. Parks
e. Other Public Facilities

15. Recreation

a. Deterioration of Facilities
b. Construction or Expansion of Facilities

16. Transportation/Circulation

a. Conflict with Effectiveness of the Circulation System
b. Conflict with Congestion Management Plan
c. Air Traffic Patterns
d. Hazards to a Design Feature or Incompatible Uses
e. Emergency Access
f. Conflict with Transit, Bicycle or Pedestrian Facilities

17. Tribal Cultural Resources

a. Listed historic resources
b. Eligible historic resources

18. Utilities and Service Systems

a. Wastewater Treatment Requirements
b. New Water or Wastewater Treatment Facilities
c. Stormwater Drainage Facilities
d. Water Supplies
e. Wastewater Treatment Capacity
f. Landfill Capacity
g. Compliance with Solid Waste Federal, State, and Local Statues

19. Energy Conservation and Infrastructure

a. Energy
b. Energy Facilities

1. Aesthetics (See Appendix A. Initial Study of the Draft EIR)

Public Resources Code (PRC) Section 21099 (SB 743), provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." However, impacts to historic or cultural resources are not exempt. As set forth in the EIR, the Project is a mixed-use project on an infill site within a transit priority area. Therefore, pursuant to PRC Section 21099, the Project's aesthetic impacts are not significant. The Project's significant and unavoidable aesthetic impacts on historical resources, are discussed under the Cultural Resources section.

2. Agricultural and Forest Resources (See Appendix A. Initial Study of the Draft EIR)

The Project Site is located in an urbanized area of the City. No agricultural uses or operations occur onsite or in the vicinity of the Project Site. In addition, the project site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation. The project site is also not zoned for agricultural use and no agricultural zoning is present in the surrounding area. Furthermore, the Project Site and surrounding area are not enrolled under a Williamson Act Contract. Additionally, the project site does not include any forest or timberland, is not zoned for forestland, and is not used as forestland. As such, the project will not convert farmland to a non-agricultural use; will not conflict with any zoning for agricultural uses or a Williamson Act Contract; will not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined in the applicable sections of the Public Resources Code; will not result in the loss or conversion of forest land; and will not result in the conversion of farmland to non-agricultural use. Therefore, no impacts to agricultural and forest resources will occur. This impact will also be clearly insignificant and unlikely to occur.

3. Air Quality (See Section IV.A. Air Quality of the Draft EIR)

Conflict with or Obstruction of Implementation of the Applicable Air Quality Plan

South Coast Air Quality Management District's (SCAQMD) 2016 Air Quality Management Plan (AQMP) provides emissions inventories, ambient measurements, meteorological episodes, and air quality modeling tools. The AQMP also provides policies and measures to guide responsible agencies in achieving federal standards for healthful air quality in the Air Basin.

The determination of AQMP consistency is primarily concerned with the long-term influence of the Project on air quality in the Air Basin. Construction and operation of the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. (See Table IV.A-6 on Page IV.A-46 and Table IV.A-7 on page IV.A-48 of the Draft EIR). As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. In addition, because the Project includes similar projections that form the basis of the 2016 AQMP, it can be concluded that the Project would be consistent with the projections in the AQMP. Furthermore, while the Project does not implement any air quality mitigation measures, the Project would comply with all applicable regulatory standards and would incorporate project design features in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR (included below), that would serve to reduce the criteria air pollutants discussed herein. Additionally, as the Project would support the City of Los Angeles and SCAQMD's objectives of reducing VMT and the related vehicular air emissions, the Project would be consistent with AQMP land use policies. Thus, the Project would not conflict with or obstruct implementation of the AQMP.

With regard to the City of Los Angeles policies, the Project would promote the City of Los Angeles General Plan Air Quality Element goals, objectives and policies. Based on the above and as described in detail in Section IV. A. Air Quality of the Draft EIR, impacts related to conflict or obstruction of an air quality plan would be less than significant. Cumulative impacts would also be less than significant.

Air Quality Standards or Contribution to an Existing or Projected Air Quality Violation

a. Regional Emissions

(i) Construction

Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment, such as dozers, loaders, and cranes. During the finishing phase of the Project, paving and the application of architectural coatings (e.g., paints) would potentially release VOCs. The emissions levels in Table IV.A-4 on page IV.A-42 of the Draft EIR represent the highest

daily emissions projected to occur during each year of construction. As presented in Table IV.A-4, construction-related daily maximum regional construction emissions would not exceed any of the SCAQMD daily significance thresholds. Therefore, regional construction emissions resulting from the Project would result in a less-than-significant air quality impact.

(ii) Operation

The Project would incorporate project design features to support and promote environmental sustainability, as discussed in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR. While these features are designed primarily to reduce greenhouse gas emissions, they would also likely serve to reduce criteria air pollutants. For purposes of the air quality analysis, project design features incorporated in this analysis include the Project Site's increase in accessibility to transit and increase in diversity of uses and density. These project design features are explained in detail in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR. Table IV.A-5 on page IV.A-43 provides Project operational emissions with incorporation of project design features. As shown in Table IV.A-5, regional emissions resulting from operation of the Project would not exceed any of the SCAQMD's daily regional operational thresholds. Therefore, air quality impacts from Project operational emissions would be less than significant.

b. Localized Emissions

The SCAQMD recommends the evaluation of localized air quality impacts to sensitive receptors in the immediate vicinity of the Project Site as a result of Project construction and operations. The thresholds are based on applicable short-term state and federal ambient air quality standards.

(i) Construction

Project-related localized construction impacts were evaluated based on SCAQMD's localized significance threshold (LST) methodology which takes into account ambient pollutant concentrations. Based on this SCAQMD methodology, localized emissions which exceed LSTs would also cause an exceedance of ambient air quality standards. As shown in Table IV.A-6 on page IV.A-46 of Section IV.A. Air Quality of the Draft EIR, Project-related construction emissions would not exceed localized thresholds. Therefore, localized construction emissions resulting from the Project would result in a less-than-significant air quality impact.

(ii) Operations

Project-related operational emissions were also evaluated based on SCAQMD LST methodology. While SCAQMD LST methodology evaluates emissions from on-site sources (e.g. water heaters, cooking appliances, HVAC), off-site sources such as Project-related vehicle trips were also evaluated for potential exceedances of ambient air quality standards. As shown in Table IV.A-7 on page IV.A-48 of Section IV.A, Air Quality of the Draft EIR, Project-related operational emissions from on-site and off-site sources

would not exceed localized thresholds. Therefore, localized operational emissions resulting from the Project would result in a less-than-significant air quality impact.

Cumulatively Considerable Net Increase of a Criteria Pollutant for with the Region is in Non-attainment

According to the SCAQMD, individual projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown in Table IV.A-4 on page IV.A-42 and in Table IV.A-5 on page IV.A-43 of the Draft EIR, Project construction and operational daily emissions at the Project Site would n ot exceed any of the SCAQMD's regional thresholds, respectively. Therefore, the Project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant.

In addition, construction and operation of the Project also would have a less-than-significant impact with regard to localized emissions as shown in Tables IV.A-6 on page IV.A-46 and IV.A-7 on page IV.A-48 of the Draft EIR. Therefore, the Project's contribution to cumulative air quality impacts due to localized emissions would also not be cumulatively considerable and therefore would be less than significant.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations

(a) Construction

(i) On-Site Construction Activities (Criteria Pollutants)

The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.[3] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2014–2016) for the Project area presented in Table IV.A-1 on page IV.A-19 of the Draft EIR. Potential impacts were evaluated at the closest off-site sensitive receptor, which are residences located east of and directly adjacent to the Project Site.

The maximum daily localized emissions from Project construction and LSTs are presented in Table IV.A-6 on page IV.A-46 of Section IV.A. Air Quality of the Draft EIR. As presented in Table IV.A-6, maximum construction emissions would not exceed the SCAQMD-recommended localized screening thresholds. As a result, Project-related construction activities would result in a less than significant impact with regard to localized emissions, and no mitigation measures are required.

3 SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.

(ii) Off-Site Construction Activities (Toxic Air Contaminants)

The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the short-term construction schedule of approximately 24 months, the Project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated during construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less-than-significant impact. As such, Project-related TAC emissions during construction would result in a less-than-significant impact.

b. Operation

(i) On-Site Operational Activities (Criteria Pollutants)

Operation of the Project would not introduce any major new sources of air pollution within the Project Site. Emissions estimates for criteria air pollutants from on-site sources are presented in Table IV.A-7 on page IV.A-48 of Section IV.A. Air Quality of the Draft EIR. The SCAQMD LST mass rate look-up tables, which apply to projects that have active areas that are less than or equal to 5 acres in size, were used to evaluate potential localized impacts. As shown in Table IV.A-7, on-site operational emissions would not exceed any of the LSTs. As such, Project operations would result in a less-than-significant impact with regard to localized operational emissions.

(ii) Off-Site Operational Activities (CO "Hot Spots" Analysis)

Consistent with the CO methodology, if a project intersection does not exceed 400,000 vehicles per day, then the project does not need to prepare a detailed CO hot spot analysis. At buildout of the Project, the Project is projected to have a net increase of five daily trips. Therefore, the Project does not trigger the need for a detailed CO hotspots model and would not cause any new or exacerbate any existing CO hotspots. As a result, impacts related to localized mobile-source CO emissions are considered less than significant.

(iii) Toxic Air Contaminants

(1) On-Site Sources

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the types of proposed land uses would be below thresholds

warranting further study under the California Accidental Release Program (CalARP). As such, the Project would not release substantial amounts of TACs, and impacts on human health would be less than significant.

(2) Off-Site Sources

The SCAQMD recommends HRAs for substantial sources of diesel particulate matter such as warehouse distribution and cold storage facilities. The Los Angeles Cold Storage facility is located approximately 600 feet east of the Project Site at 400 S. Central Avenue. The Los Angeles Cold Storage facility is currently operating and generates trips from diesel trucks that operate with transportation refrigeration units (TRUs). In order to determine potential health risk impacts to future on-site residential receptors, an HRA was performed.

Emissions from the Los Angeles Cold Storage facility were estimated using the CARB EMFAC2017 model for heavy duty diesel trucks. Transportation refrigeration units were characterized based on CARB OFFROAD2017 model. Dispersion modeling was performed using the USEPA AERMOD model with meteorological data from the SCAQMD Central Los Angeles monitoring station. Health risk calculations were performed consistent with the Office of Environmental Health and Hazard Assessment Guidelines. The health risk calculations took into account age sensitivity factors (ASFs) consistent with OEHHA guidelines, which takes into account increased sensitivity of younger children. However, future occupants of the Project Site would be 18 years or older. All units would be restricted to single person households over the age of 18.

The results of the HRA are included in Appendix B, of the Draft EIR. The carcinogenic risk estimate for sensitive receptors on the Project Site would result in a maximum risk of 2.1 in one million, which is less than the SCAQMD significance threshold of 10 in one million.

Cumulative impacts

The Project's construction-related air quality emissions and cumulative impacts would be less than significant. The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts due to localized emissions would also not be cumulatively considerable and therefore would be less than significant.

Similar to the Project, the greatest potential for TAC emissions with respect to each related project would generally involve diesel particulate matter (DPM) emissions associated with heavy equipment operations during demolition and grading/excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is

the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Construction activities with respect to each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. In addition, the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information do not require a health risk assessment for short-term construction emissions. It is therefore not required or meaningful to evaluate long-term cancer impacts from construction activities which occur over relatively short durations. As such, cumulative toxic emission impacts during construction would be less than significant.

The Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions did not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by project operation would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any of the related projects (which primarily include residential and retail/commercial uses), would represent a substantial source of TAC emissions, which are more typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening-level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, the Project and each of the related projects would likely generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to California Assembly Bill 1807, which directs the CARB to identify substances as TACs and adopt ATCMs to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Air Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. In addition, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not result in a cumulatively considerable impact or a cumulatively significant impact.

Project Design Features

No specific project design features are proposed with regard to air quality. The Project would incorporate project design features to support and promote environmental sustainability as discussed under Section IV.C, Greenhouse Gas Emissions, of the Draft EIR (also included below). While these features are designed primarily to reduce greenhouse gas emissions, they would also serve to reduce criteria air pollutants discussed herein.

Conclusion

With the implementation of the PDF's identified above and compliance with existing regulations, the Project would not result in significant impacts associated with air quality. Therefore, no mitigation measures are required.

4. Biological Resources (See Appendix A. Initial Study of the Draft EIR)

Candidate, Sensitive, Special Status Species

No species identified as 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 are located on the Project Site. In addition, because of the urbanized nature of the Project Site and Project vicinity, the Project Site does not support habitat for candidate, sensitive, or special status species. Therefore, the Project would have no substantial adverse effects on candidate, sensitive, or special status species.

Riparian Habitat or Federally Protected Wetlands

No riparian or other sensitive natural community exists on the Project Site or in the immediate surrounding area. Therefore, the Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact to riparian habitat or other sensitive natural community will occur.

Federally Protected Wetlands

No Federally Protected wetlands exists on the Project Site or in the immediate surrounding area. Therefore, the Project will not have a substantial adverse effect.

Movement of Native Resident, Migratory Fish or Wildlife Species

No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the project site or in the immediate vicinity of the Project Site. Therefore, the Project would not have an adverse effect on federally protected wetlands.

Local Policies or Ordinances Protecting Biological Resources

No locally protected biological resources, such as oak trees or California walnut woodlands, or other trees protected under the City of Los Angeles Protected Tree Ordinance exist on the Project Site. The Project would be required to replace any significant, non-protected trees through the City's review and permitting process. Therefore, the Project would not conflict with local policies or ordinances protecting biological resources, and impacts are less than significant.

Adopted Habitat Conservation Plans

The Project Site is not located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Therefore, the Project would not conflict with the provisions of any adopted conservation plan, and no impact would occur.

5. Cultural Resources (See Appendix A. Initial Study of the Draft EIR)

Archeological

The results of the archaeological records search indicate that there are no identified archaeological resources within the Project Site and seven archaeological resources located within a 0.5-mile radius of the Project Site. As the Project is only proposing 370 cubic yards of soil export and does not include underground parking or basement levels, the depth of excavation outside of previously disturbed soils will be limited. Nonetheless, if an archaeological resource were to be discovered during construction of the Project, then work in the area would cease, and deposits would be treated in accordance with federal and state regulatory requirements, including those set forth in California Public Resources Code Section 21083.2 with respect to any unique archaeological resource. Compliance with all required regulatory measures would ensure that any potential impacts related to archaeological resources would be less than significant.

Paleontological

The results of the paleontological records search indicate that there are no vertebrate fossil localities that lie directly within the Project Site, although there are resources located in the greater vicinity of the Project Site at depth in similar sediments as those underlying the Project Site. However, the Project would involve only surficial grading, and as the Project Site was previously developed, it is unlikely that development of the site would uncover significant vertebrate fossils. Therefore, the Project's impact on paleontological resources would be less than significant.

Geological Features

The Project Site is relatively flat, fully developed, and does not include any known unique geological features. Impacts associated with unique geological features would be less than significant.

Human Remains

As previously indicated, the Project Site has been previously graded and developed and has a low potential for human remains on-site. Nonetheless, the Project Site would require some surficial ground-disturbing activities. However, if human remains were discovered during construction of the Project, work in the immediate vicinity would be halted, the County Coroner, construction manager, and other entities would be notified per California Health and Safety Code Section 7050.5, and disposition of the human remains and any associated grave goods would occur in accordance with Public Resources Code Section 5097.91 and 5097.98, as amended. Compliance with all required regulatory measures would ensure that any potential impacts related to human remains would be less than significant.

6. Geology and Soils (See Appendix A. Initial Study of the Draft EIR)

Surface Ground Rupture

There are no active faults with the potential for surface fault rupture that are known to pass directly beneath the Project Site, and the potential for surface rupture due to faulting occurring beneath the Project Site is considered low. Thus, the Project would not exacerbate existing conditions and impacts associated with surface rupture from a

known earthquake fault would be less than significant, and no mitigation measures are required.

Strong Seismic Ground Shaking

The potential impacts related to seismic ground shaking at the Project Site would not be exacerbated by the Project because the Project would not involve mining operations, deep excavation into the earth, or boring of large areas creating unstable seismic conditions that would exacerbate ground shaking. The Project Site is suitable for development of the Project, and the Project may be constructed using standard, accepted, and proven engineering practices in consideration of the seismic ground shaking potential and geologic conditions at the Project Site. In addition, the Project must demonstrate compliance with the applicable State and City regulatory compliance measures, including the preparation of a final, site-specific geotechnical report subject to LADBS review and approval, pursuant to LAMC Section 91.7006. Therefore, impacts pertaining to strong seismic ground shaking would be less than significant.

Seismic-related Ground Failure and Liquefaction

The Project Site is not located in an area that has been identified by the State as being potentially susceptible to liquefaction. In addition, according to the CGS, the Project Site is not located within a liquefiable area. The potential for liquefaction, lateral spreading, and seismically-induced settlement to occur on the Project Site is low. As such, the Project would not exacerbate existing environmental conditions related to liquefaction and lateral spreading, and impacts associated with liquefaction would be less than significant and no mitigation measures are required.

Landslides

The Project Site is not located within a City-designated Hillside Grading Area, is not subject to the City's Hillside Ordinance, and is not located in a City-designated Landslide area. Additionally, the Project Site is located in a relatively flat area and is not in close proximity to any mountains or steep slopes. As such, there is no potential for landslides to occur on or near the Project Site. Therefore, the Project would not expose people or structures to potential substantial adverse effects involving landslides and no impact would result.

Soil Erosion or Loss of Topsoil

Construction activities would include ground-disturbing activities that would temporarily expose soils. However, all grading activities would require grading permits from LADBS, which would include requirements and standards designed to limit potential impacts associated with erosion. Finally, once construction activities are completed, the Project Site would be covered in impervious surfaces with no exposed soils. Therefore, with adherence to applicable regulations, substantial soil erosion or the loss of topsoil during Project construction and operation would not occur. In addition, the Project would not cause or accelerate natural processes of wind and water erosion. Impacts would be less than significant.

Lateral Spreading, Subsidence, Liquefaction, Collapse

The Project would not be located on a geologic unit or soil that is unstable, or that would become unstable, and the Project would not result in any on- or off-site lateral spreading, subsidence, liquefaction or collapse caused in whole or in part by

exacerbation of the existing environmental conditions. Impacts during Project construction or operation would be less than significant.

Expansive and Corrosive Soils

Based on the Geotechnical Evaluation, the potential for expansive soils at the site are considered to be low as the soils are anticipated to be granular in nature. The Project would not exacerbate existing environmental conditions and increase the expansion potential of the soils. Therefore, impacts related to expansive soils would be less than significant, and no mitigation measures are required.

Septic Tanks

The Project Site is located in an urbanized area where wastewater infrastructure is currently in place. The Project would connect to existing infrastructure and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

Cumulative Impacts

Due to the site-specific nature of geological conditions (i.e., soils, geological features, subsurface features, seismic features, etc.), geology impacts are typically assessed on a project-by-project basis, rather than on a cumulative basis. Nonetheless, cumulative growth through the Project's anticipated build-out year, would expose a greater number of people to seismic hazards. However, as with the Project, related projects and other future development projects would be subject to established guidelines and regulations pertaining to building design and seismic safety, including those set forth in the California Building Code and Los Angeles Building Code. With adherence to applicable regulations, the Project's impacts with regard to geology and soils would not be cumulatively considerable and cumulative impacts with regard to geology and soils would be less than significant.

Conclusion

Impacts related to geology and soils were determined to be less than significant because adherence to regulatory requirements and applicable building codes would adequately reduce potential geotechnical impacts. Therefore, no mitigation measures are required.

7. Greenhouse Gas Emissions (See Section IV.C. of the Draft EIR)

Generation of GHG Emissions or Conflict with Applicable Plan or Regulations Adopted for the Purpose of Reducing Emission of GHGs

a. Consistency with Applicable Plans and Policies

Compliance with applicable GHG emissions reduction plans would result in less-than-significant project and cumulative impacts. The following describes the extent to which the Project complies with or exceeds the performance-based standards included in the regulations outlined in the *Climate* Change *Scoping Plan* and subsequent updates, the 2016–2040 RTP/SCS, the LA Green Plan/ClimateLA, and the Sustainable City pLAn. As summarized herein and described in detail in Section IV.C, Greenhouse Gas

Emissions, of the Draft EIR, the Project would be consistent with the applicable GHG reduction plans and policies.

(i) Climate Change Scoping Plan

In 2008, CARB approved the Climate Change Scoping Plan as required by AB 32.[4] In 2016, SB 32 was signed into law to include an emission reduction goal for the year 2030. The 2017 Update was updated to include 2030 targets specified in SB 32. The *2008 Climate Change Scoping Plan* has a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The following discussion demonstrates how the pertinent reduction actions relate to and reduce Project-related GHG emissions.

As shown in Table IV.C-10 on page IV.C-76 of the Draft EIR, the Project would result in approximately 228 MTCO2e annually. Provided in Table IV.C-5 on page IV.C-46 of the Draft EIR is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the Project would be consistent with or exceed the reduction actions/strategies outlined in the Climate Change Scoping Plan and First Update.[5] As discussed therein, the Project would be consistent with the GHG reduction-related actions and strategies of the *2008 Climate Change Scoping Plan* and the First Update, which are intended to reduce GHG emissions.

The 2017 Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the Climate Change Scoping Plan and First Update shown on Table IV.C-5. As shown in Table IV.C 6 on page IV.C-55 of the Draft EIR the Project would also be consistent with the additional measures identified in the 2017 Update. Overall, the Project would be consistent with the GHG reduction-related actions and strategies in the *2008 Climate Change Scoping Plan* and subsequent updates, and related impacts regarding such consistency would be less than significant.

(ii) 2016–2040 RTP/SCS

In addition to demonstrating the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB, the 2016–2040 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2016–2040 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use. With regard to individual developments, such as the Project, the strategies and policies set forth in the 2016–2040 RTP/SCS can be grouped into the following three categories: (1) reduction

4 2008 Climate Change Proposed Scoping Plan was approved by CARB on December 11, 2008.

5 CARB, First Update, May 2014, p. 4.

of vehicle trips and VMT; (2) increased use of alternative fuel vehicles; and (3) improved energy efficiency.

(1) Consistency with Integrated Growth Forecast

The 2016–2040 RTP/SCS provides socioeconomic forecast projections of regional population growth. According to the 2016–2040 RTP/SCS, the forecasted population for the City of Los Angeles Subregion in 2018 is approximately 1,403,671 households.[6] In 2021, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,442,757 households.[7] Thus, the Project's four net new residential units would constitute up to approximately 0.01 percent of the housing growth forecasted between 2018 and 2021. The Project would generate approximately four full-time equivalent (FTE) employees based on information provided by the Applicant. The existing residential uses currently employ two FTE employees. Therefore, the Project would have a net increase of two FTE employees. According to the 2016–2040 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2018 is approximately 1,797,693 employees.[8] In 2021, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,848,339 employees.[9] Thus, the Project's estimated two net new employees would constitute approximately 0.004 percent of the employment growth forecasted between 2018 and 2021. Accordingly, the Project's generation of residents and employees would be consistent with the population and employment projections contained in the 2016–2040 RTP/SCS. Accordingly, the Project's generation of residents and employees would be consistent with the population and employment projections contained in the 2016–2040 RTP/SCS.

(2) Consistency with VMT Reduction Strategies and Policies

The 2016–2040 RTP/SCS includes, for the SCAG region as a whole, a daily 22.8 Total VMT per capita for the 2012 Base Year, and a daily 20.5 Total VMT per capita for the 2040 Plan Year. For Los Angeles County, the 2012 Base Year daily Total VMT per capita is 21.5 and the daily Total VMT per capita is 18.4 for the 2040 Plan Year. To analyze the consistency of the Project with the 2016–2040 RTP/SCS, the Project's Total Daily VMT was divided by the Project's service population to arrive at the per capita Total Daily VMT estimates. The estimate, as provided in Table IV.C-7 on page IV.C-64 of the Draft EIR, was compared to the VMT data for the region and Los Angeles County provided by the 2016 RTP/SCS; in both instances, the Project's per capita Total VMT estimate was lower.

As shown in Appendix B of the Draft EIR, the Project design includes characteristics that would reduce trips and VMT as compared to a standard project within the Air Basin as measured by CalEEMod. These relative reductions in vehicle trips and VMT from a

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6 Based on a linear interpolation of 2012–2040 data. SCAG forecasts "households," not housing units. As defined by the U. S. Census Bureau, "households" are equivalent to occupied housing units.

7 Based on a linear interpolation of 2012–2040 data.

8 Based on a linear interpolation of 2012–2040 data.

9 Based on a linear interpolation of 2012–2040 data.

standard project within the Air Basin help quantify the GHG emissions reductions achieved by locating the Project in an infill, HQTA area that promotes alternative modes of transportation. Specifically, the Project characteristics are consistent with the CAPCOA guidance document, *Quantifying Greenhouse Gas Mitigation Measures*,[10] which identifies the VMT and vehicle trips reductions for the Project Site relative to the standard trip and VMT rates in CalEEMod, which corresponds to reduction in relative GHG emissions. Specific CAPCOA measures that the Project implements include destination accessibility, transit accessibility, integration of affordable and below market housing, and improved design of development.

In addition, as shown in Table IV.C-7 on page IV.C-64 of the Draft EIR, the Project's 8.4 daily Total VMT per capita is well below the overall SCAG region's daily 20.5 Total VMT per capita for the 2040 Plan Year and Los Angeles County's 18.4 daily Total VMT per capita for the 2040 Plan Year. In addition, the Project results in a VMT reduction of approximately 66 percent in comparison to a standard project as estimated by CalEEMod and a 28-percent reduction in GHG emissions from mobile sources, and would be consistent with the reduction in transportation emission per capita provided in the 2016–2040 RTP/SCS. This reduction is attributable to the Project characteristics of being an infill project near transit that supports multi-modal transportation options.

The Project would also be consistent with the following key GHG reduction strategies in SCAG's 2016–2040 RTP/SCS, which are based on changing the region's land use and travel patterns: Compact growth in areas accessible to transit; more multi-family housing; housing closer to transit; new housing growth focused in HQTAs; and biking and walking infrastructure to improve active transportation options and transit access.

The Project represents an infill development within an existing urbanized area that would concentrate residential uses within a HQTA, which is defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Project Site is located 0.5 mile from the Metro Gold Line Little Tokyo/Arts District Station. In addition, the Project Site is served by various bus lines including, Metro Rapid, Metro Local, and LADOT DASH lines. Furthermore, the Project would provide 46 short- and long-term bicycle parking spaces as required by the LAMC. These and other measures would further promote a reduction in VMT and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's 2016–2040 RTP/SCS.

(3) Increased Use of Alternative Fueled Vehicles Policy Initiative

The second goal of the 2016–2040 RTP/SCS, with regard to individual development projects, such as the Project, is to increase alternative fueled vehicles to reduce per capita GHG emissions. The 2016–2040 RTP/SCS policy initiative focuses on providing charge port infrastructure and accelerating fleet conversion to electric or other near zero-emission technologies. The Project would provide one parking space which would limit the number of trips generated by the Project. Residents and visitors would be

[10] CAPCOA, Quantifying Greenhouse Gas Mitigation Measures, 2010.

encouraged to use alternative modes of transportation. As the Project would not generate a large number of vehicle trips, the Project would not conflict with goals of the Alternative Fueled Vehicles Policy.

(4) Energy Efficiency Strategies and Policies

The third important goal within the 2016–2040 RTP/SCS for individual developments, such as the Project, involves improving energy efficiency (e.g., reducing energy consumption) to reduce GHG emissions. The 2016–2040 RTP/SCS goal is to actively encourage and create incentives for energy efficiency, where possible. As discussed above, the Project will incorporate project design features to reduce the amount of energy used by the Project. Specifically, Project Design Feature GHG-PDF-1 would ensure that Project energy usage would be reduced.

(5) Land Use Assumptions

At the regional level, the 2016–2040 RTP/SCS is a plan adopted for the purpose of reducing GHGs. In order to assess the Project's potential to conflict with the 2016–2040 RTP/SCS, the Draft EIR also analyzes the Project's land use assumptions for consistency with those utilized by SCAG in its Sustainable Communities Strategy. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as the 2016–2040 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The Project's consistency with the applicable goals and principles set forth in the 2016–2040 RTP/SCS is analyzed in Table IV.D-5 on page IV.D-63 of Section IV.D, Land Use, of the Draft EIR. As shown in Table IV.D-5 the Project is consistent with the goals and principles set forth in the 2016–2040 RTP/SCS.[11]

In sum, the Project is the type of land use development that is encouraged by the 2016–2040 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the state's long-term climate policies.[12] By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with state regulatory requirements. Therefore, the Project would be consistent with the GHG reduction-related actions and strategies contained in the 2016–2040 RTP/SCS. Overall, the Project would not conflict with the 2016–2040 RTP/SCS, which is intended to reduce GHG emissions. As such, impacts related to consistency with the 2016–2040 RTP/SCS would be less than significant.

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11 As discussed in the 2016–2040 RTP/SCS, the actions and strategies included in the 2016–2040 RTP/SCS remain unchanged from those adopted in the 2012–2035 RTP/SCS.

12 As discussed above, SB 375 legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32.

(iii) LA Green Plan

The LA Green Plan outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. Table IV.C-8 on page IV.C-68 of the Draft EIR, provides a discussion of the Project's consistency with applicable GHG-reducing actions from the LA Green Plan. The Project is consistent with the applicable goals and actions of the LA Green Plan. To facilitate implementation of the LA Green Plan, the City adopted the Los Angeles Green Code. The 2017 Los Angeles Green Code (Chapter IX, Article 9, of the LAMC, as amended pursuant to City of Los Angeles Ordinance No. 184,692), incorporated by reference the mandatory requirements of the 2016 California Green Building Standards Code. The Project would substantially surpass the performance-based standards included in the Green Building Code (e.g., 2016 Building Energy Efficiency Standards). Project Design Feature GHG-PDF-1 would require the design of the new buildings to incorporate features to achieve the sustainability intent of the LEED Certified Rating under the LEED® green building program or equivalent green building standards. Overall, the Project would not conflict with the LA Green Plan, which is intended to reduce GHG emissions. As such, impacts related to consistency with the LA Green Plan would be less than significant.

(iv) City of Los Angeles Sustainable City pLAn

Although the Sustainable City pLAn mainly targets GHG emissions related to City owned buildings and operations, certain reductions would also benefit the Project. Such measures include increasing renewable energy usage; reduction of per capita water usage; promotion of walking and biking to work, large events and venues; promotion of high density housing close to major transportation stops; and various recycling and trash diversion goals.

The Project would generally be consistent with these aspirations as the Project is an infill development consisting of residential uses on a Project Site located 0.5 miles from the Metro Gold Line Little Tokyo/Arts District Station. In addition, the Project Site is served by various bus lines including, Metro Rapid, Metro Local, and LADOT DASH lines. In addition, the Project would provide 46 short-term and long-term bicycle parking spaces to further encourage biking. Furthermore, the Project would comply with CALGreen, implement various project design features to reduce energy usage, including Project Design Feature GHG-PDF-1 and GHG-PDF-2, and would comply with the City of Los Angeles Solid Waste Management Policy Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986) in furtherance of the aspirations included in the Sustainable City pLAn with regard to energy-efficient buildings and waste and landfills. Overall, the Project would be consistent with the Sustainable City pLAn. Therefore, impacts pertaining to consistency with the Sustainable City pLAn would be less than significant.

(vi) Conclusion

The plan consistency analysis above demonstrates that the Project is consistent with or exceeds the plans, policies, regulations, and GHG reduction actions/strategies outlined in applicable GHG reduction plans and policies. As the Project would not

conflict with relevant plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs, impacts related to regulatory consistency would be less than significant.

b. Project Emissions

Section 15064.4 of the CEQA guidelines recommends quantification of a Project's GHG emissions. However, the quantification is being done for informational purposes only and Project GHG emissions are not evaluated against any numeric threshold, as compliance with a GHG emissions reduction plan renders a project's potential impacts less than significant. In support of the above regulatory consistency analysis which describes the Project's compliance with or exceedance of performance-based standards included in the regulations and policies outlined in the applicable portions of the *2008 Climate Change Scoping Plan* and subsequent updates, the 2016 RTP/SCS, the LA Green Plan/ClimateLA, and the Sustainable City pLAn, quantitative calculations are provided below. The Project would generate an incremental contribution to and cumulative increase in sources of GHGs. A specific discussion regarding potential GHG emissions associated with the construction and operational phases of the Project is provided below.

(i) Construction

The emission of GHGs associated with construction of the Project were calculated for each year of construction activity. A summary of GHG emissions for each year of construction is presented in Table IV.C-9 on page IV.C-75 of the Draft EIR. As presented in Table IV.C-9, construction of the Project is estimated to generate a total of 669 $MTCO_2e$. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the Project's annual GHG emissions inventory.[13] This results in annual Project construction emissions of 22 $MTCO_2e$.

(ii) Operation

(1) Area Source Emissions

Area source emissions were calculated using the CalEEMod emissions inventory model, which includes landscape maintenance equipment and consumer products. In accordance with Project Design Feature GHG-PDF-2, the proposed residential uses would not include indoor fireplaces. As shown in Table IV.C-10 on page IV.C-76 of the Draft EIR, the Project, at buildout, is expected to result in a net total of less than one $MTCO_2e$ per year from area sources, which reflects a 93 percent reduction in area source emissions with implementation of Project Design Feature GHG-PDF-2.

13 SCAQMD Governing Board Agenda Item 31, December 5, 2008.

(2) Electricity and Natural Gas Generation Emissions

CalEEMod electricity and natural gas usage rates are based on the CEC-sponsored California Commercial End-Use Survey (CEUS) and California Residential Appliance Saturation Survey (RASS) studies.[14] The data are specific for climate zones; therefore, Zone 12 was selected for the Project Site based on the ZIP Code tool. Project buildings are assumed to be compliant with 2016 Title 24 standards which went into effect January 1, 2017.

The Project would implement a number of project design features that would reduce Project energy consumption. Specifically, Project Design Feature GHG-PDF-1 would reduce overall energy usage. In addition, Project Design Feature GHG-PDF-2 would reduce GHG emissions resulting from natural gas combustion.

As shown in Table IV.C-10 on page IV.C-76, Project GHG emissions from energy (electricity and natural gas) usage would result in a net increase of 5 $MTCO_2e$ per year. The Project GHG emissions from electricity and natural gas conservatively does not account for reductions in energy source emissions with implementation of Project Design Feature GHG-PDF-1. If energy reductions were accounted for, the Project would result in a reduction of GHG emissions as compared to the baseline condition. The reduction in electricity and natural gas consumption under the Project indicates that the building under the Project would be more energy efficient than the existing building.

(3) Mobile Source Emissions

As discussed in the Initial Study, provided as Appendix A of the Draft EIR, the residents that would occupy the proposed Restricted Affordable Efficiency Dwelling units on the Project Site are not expected to own cars and no parking spaces are required. The Project would include one designated parking space for the manager's unit. The Project design also includes characteristics that would reduce trips and VMT as compared to a standard project within the South Coast Air Basin (Air Basin) as measured by the air quality model (CalEEMod). The Project represents an infill development within an existing urbanized area that would concentrate residential uses within an HQTA. The Project Site is located approximately 0.5 mile from the Metro Gold Line Little Tokyo/Arts District Station.[15] In addition, the Project Site is served by various bus lines including, Metro Rapid, Metro Local, and Los Angeles Department of Transportation (LADOT) Downtown Area Shuttle (DASH) lines. As shown in Table IV.C-10 on page IV.C-76, Project GHG emissions from mobile sources would result in a net increase of 5 $MTCO_2e$ per year, which accounts for a 28 percent reduction in mobile source emissions taking into account the distance to job centers and mass transit, among other Project characteristics..

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14 CEC, Commercial End-Use Survey, March 2006, and California Residential Appliance Saturation Survey, October 2010.

15 Metro, Regional Connector Transit Project, www.metro.net/projects/connector/, accessed August 13, 2018.

(4) Solid Waste Generation Emissions

Emissions related to solid waste were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the waste generated by applicable emissions factors provided in Section 2.4 of USEPA's AP-42, Compilation of Air Pollutant Emission Factors. CalEEMod solid waste generation rates for each applicable land use were selected for this analysis. As shown in Table IV.C-10 of the Draft EIR, Project GHG emissions from solid waste generation would result in a net increase of less than 1 $MTCO_2e$ per year which takes into account a 50 percent recycling/diversion rate.

(5) Water Usage and Wastewater Generation Emissions

As shown in Table IV.C-10 on page IV.C-76 of the Draft EIR, Project GHG emissions from water/wastewater usage would result in a reduction of 4 $MTCO_2e$ per year as compared to baseline emissions, which reflects a 20-percent reduction in water/wastewater emissions consistent with building code requirements and water conservation measures provided in Section II, Project Description, of the Draft EIR as compared to the Project without sustainability features related to water conservation. The reduction in electricity and natural gas consumption under the Project indicates that the building under the Project would be more energy efficient than the existing building. .

(iii) Combined Construction and Operational Emissions

As shown in Table IV.C-10 of the Draft EIR, when taking into consideration implementation of project design features provided throughout the Draft EIR, including the requirements set forth in the City of Los Angeles Green Building Code and the full implementation of current state mandates, the GHG emissions for the Project in 2021 would equal 22 $MTCO_2e$ per year (amortized over 30 years) during construction and 7 $MTCO_2e$ per year during operation of the Project with a combined net total of 31 $MTCO_2e$ per year.

c. Conclusion

In summary, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, Project-specific impacts with regard to climate change would be less than significant.

d. Cumulative Impacts

The analysis of a project's GHG emissions is inherently a cumulative impacts analysis because climate change is a global problem and the emissions from any single project alone would be negligible. Accordingly, the analysis above took into account the potential for the Project to contribute to the cumulative impact of global climate change. Table IV.C-10 on page IV.C-76 of the Draft EIR illustrates that implementation of the

Project's regulatory requirements and project design features, including state mandates, would contribute to GHG reductions. These reductions support state goals for GHG emissions reduction.

The Project is also consistent with CARB's *Climate Change Scoping Plan* and subsequent updates, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. The analysis also shows that the Project is consistent with the 2016–2040 RTP/SCS' regulatory requirements to reduce regional GHG emissions from the land use and transportation sectors by 2020 and 2035. In addition, the Project would comply with the LA Green Plan, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. Furthermore, the Project would generally comply with the aspirations of the Sustainable City pLAn, which includes specific targets related to housing and development, and mobility and transit. For these reasons, the Project's cumulative contribution to global climate change is less than significant.

e. Project Design Features

The City finds that the following Project Design Features GHG-PDF-1 and GHG-PDF-2, incorporated into the Project, reduce the potential greenhouse gas impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

Project Design Feature GHG-PDF-1: The design of the new buildings shall incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED® Certified or equivalent green building standards.

Project Design Feature GHG-PDF-2: The Project shall prohibit the use of natural gas-fueled fireplaces in the proposed residential units.

8. Hazards and Hazardous Materials (See Appendix A. Initial Study of Draft EIR)

Routine Transport, Use or Disposal of Hazardous Materials

Construction

Construction activities required for the Project would involve trenching, excavation, grading, and other ground-disturbing activities. The construction activities would temporarily require the use of equipment and would use potentially hazardous materials such as fuels, lubricants, glues, solvents, paints, thinners, or other chemicals. Such materials would be used only in quantities typically associated with the construction of a commercial development and would be transported, handled, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Construction in conformance with standard regulatory compliance measures is adequate to reduce the potential risk hazards associated with construction activities. Accordingly, the Project would not increase the probable frequency or severity of consequences to people or property from the potential exposure to hazardous substances. Therefore,

construction of the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Operation

Operations of the Project would consist of typical and common activities associated with operation of a residential development. No hazardous materials would be utilized during day-to-day operation of the Project other than typical housekeeping, vehicle, and maintenance materials such as cleaning supplies, paints, oil, grease, pesticides, herbicides, water disinfectants, fertilizers. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for transport, use, storage, and disposal. Compliance with these standard practices avoids substantial exposure hazards. Therefore, operation of the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials in the Environment

Construction

The Phase I ESA found no evidence of hazardous substances, above ground storage tanks or underground storage tanks, spills, stains, or other indications of hazardous materials or release. No recognized environmental concerns or historically recognized environmental concerns were identified on the Project Site. Based on the age of the on-site buildings (constructed in 1920s), asbestos-containing materials (ACMS) and lead-based paint (LBP) may be present on-site. Furthermore, in accordance with SCAQMD Rule 1403, the Project Applicant would be required to conduct a comprehensive asbestos survey prior to demolition, subject to approval by LADBS. In the event that asbestos-containing materials are found within areas proposed for demolition (e.g., the residential buildings), suspect materials would be removed by a certified asbestos abatement contractor in accordance with applicable regulations. Based on the age of the on-site buildings (constructed in 1920s), it is also likely that lead-based paint is present on-site. In the event that lead-based paint is found within areas proposed for demolition, suspect materials would be removed in accordance with procedural requirements and regulations for the proper removal and disposal of lead-based paint prior to demolition activities. Any hazardous materials encountered would be removed in accordance with all applicable federal, state, and local regulations.

However, the Project Site is located within a Methane Buffer Zone. Adherence to the City of Los Angeles' Methane Mitigation Ordinance, standard construction measures, as well as compliance with California Occupational Safety and Health Act safety requirements, would serve to avoid substantial risk in the event that elevated levels of these soil gases are encountered during grading and construction. Furthermore, grading activities will be limited to surficial grading and the potential to penetrate the Methane Buffer Zone is considered low. Therefore, with compliance with applicable regulations, impacts related be less than significant and no mitigation measures are required.

Operation

Operations of the Project would consist of the typical and common activities associated with operation of a residential development. No hazardous materials would be utilized during day-to-day operation of the Project other than typical housekeeping and maintenance materials. The use of these materials would be in small quantities and

in accordance with the manufacturers' instructions for transport, use, storage, and disposal of such products. Therefore, operation of the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Hazardous Emissions or Materials within One-Quarter Mile of a School

There are no schools within 0.25 mile of the Project Site. Construction and operation of the Project would not result in significant hazardous emissions or materials. As such, it is concluded that the Project would result in no impacts related to hazardous materials at any existing or proposed schools within a one-quarter mile radius of the Project Site. This impact will also be less than significant.

List of Hazardous Materials Sites under Government Code Section 65962.5

The Project Site is not considered a hazardous materials site. The Project Site is not on the Cortese list (complied pursuant to Government Code Section 65962.5). The historical use of the site has not resulted in a significant threat to human health. Therefore, the Project would not be located on a site which is included on a list of hazardous materials sites and would not, as a result, create a significant hazard to the public or the environment. Impacts are less than significant.

Public and Private Airport Safety Hazards

The Project Site is not within an airport land use plan and it is not within two miles of a public use airport or private airstrip. As a result, the Project would not result in a safety hazard to people residing or working within an airport land use plan or within two miles of an airport, and no impact would result.

Impair Implementation or Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

The Project Site is located in an established urban area that is well served by the surrounding roadway network. While it is expected that the majority of construction activities for the Project would be confined on-site, short-term construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day. In these instances, remaining lanes would be maintained for flow and access. Since the Project would not cause an impediment along the City's designated emergency evacuation route, nor would the proposed uses impair the implementation of the City's emergency response plan, the Project would have a less than significant impact with respect to these issues.

Wildland Fires

The Project Site is located in the highly urbanized downtown area of Los Angeles. No wildlands are present on the Project Site or surrounding area. Therefore, the Project would not expose people or structures to a significant risk involving wildland fires.

Cumulative Impacts

Development of the Project in combination with the related projects has the potential to increase the risk for an accidental release of hazardous materials. Each of the related projects would require evaluation for potential threats to public safety, including those

associated with the use, storage, and/or disposal of hazardous materials, asbestos-containing materials, lead-based paint, PCBs, and oil and gas and would be required to comply with all applicable local, state, and federal laws, rules and regulations. Since environmental safety issues are largely site-specific, this evaluation would occur on a case-by-case basis for each individual project affected, in conjunction with development proposals on these properties. Therefore, with full compliance with all applicable local, state, and federal laws, rules and regulations, as well as implementation of site-specific recommendations for the related projects, cumulative impacts related to hazards and hazardous materials would be less than significant.

9. Hydrology and Water Quality (See Appendix A. Initial Study of Draft EIR)

Violate Water Quality Standards or Waste Discharge Requirements or Otherwise Degrade Water Quality

Stormwater Runoff

Construction activities could contribute to pollutant loading in stormwater runoff and thereby impact water quality standards. However, implementation of standard erosion controls during site preparation and grading activities, as well as compliance with City grading permit regulations, would reduce or eliminate the discharge of potential pollutants from the stormwater runoff. Therefore, temporary construction-related impacts on surface water quality would be less than significant.

In addition, operation of the Project would not result in discharges that would alter the quality to a degree that unreasonably affects beneficial uses of the waters or creates a hazard to the public health. Project construction and operation is also not anticipated to disturb the groundwater table during construction. Therefore, the construction and operational impacts of the Project on water quality would be less than significant.

Groundwater Quality

Compliance with all applicable federal, state, and local requirements concerning the handling, storage and disposal of hazardous waste would reduce the potential for the construction and operation of the Project to release contaminants into groundwater that could affect existing contaminants, expand the area or increase the level of groundwater contamination, or cause a violation of regulatory water quality standards at an existing groundwater production well. The Project would also comply with mandatory measures and implement appropriate BMPs during construction and operation to reduce discharge potential to any groundwater sources.

Deplete Groundwater Supplies or Interfere with Groundwater Recharge

The Project does not propose groundwater withdrawal and, with respect to groundwater recharge, would replace one set of fully impervious surfaces with another. Thus, impacts to groundwater recharge on the Project Site would be less than significant. No mitigation measures are required.

Permanently or Substantially Alter the Existing Drainage Pattern of the Site

The Project would implement BMPs and erosion control measures to be used during construction to manage runoff flows and prevent pollution. Once the Project is operational, the Project Site will be impervious, and erosion and siltation would not occur. Therefore, the Project would not substantially alter the existing drainage patterns

of the Project Site or area, including through alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

Alter the Existing Drainage Pattern of the Site or Substantially Increase the Rate or Amount of Surface Runoff in a Manner that would Result in Flooding On or Off-Site

There are no streams or rivers within the Project Site or in the vicinity of the Project Site. The Project would not substantially alter the existing drainage pattern of the Project Site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Impacts would be less than significant.

Create or Contribute Runoff Water Which Would Exceed the Capacity of Existing or Planned Stormwater Drainage Systems

The Project would not create runoff that would exceed the capacity of existing or planned drainage systems because the current drainage infrastructure is sufficient to handle existing and post-project peak flows and would not require construction of new stormwater drainage facilities or expansion of existing facilities because there is no material change in pre- and post-project stormwater runoff volumes or flow rates. Therefore, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

Degrade Water Quality

In addition, the Project would implement BMPs and infiltration for stormwater runoff in accordance with current LID requirements. Finally, Project does not propose any activities or land uses that would otherwise create water quality pollutants that are atypical of most urban existing uses and proposed developments. Therefore, the Project would not otherwise substantially degrade water quality. Impacts would be less than significant.

Housing or Structures within a 100-year Flood Plain

The Project Site is not located within a flood zone, including the 100-year flood zone designated by the Federal Emergency Management Agency (FEMA). Thus, no flood zone impacts would occur, and no mitigation measures would be required.

Levee or Dam

The Project Site is not located within a designated floodplain. Further, the Project Site is not located with a potential inundation area. The nearest level is along the Los Angeles River located approximately 0.68 miles east of the Site, which is operated and maintained to minimize flooding risk. With continued inspection and maintenance and floor control activities, the potential for substantial adverse impacts related to inundation at the Project Site would be less than significant.

Inundation by Seiche, Tsunami, or Mudflow

With respect to tsunami hazards, the Project Site would not be subject to a tsunami and is not located in a City-designated tsunami hazard area. The Project Site is located

in an area of relatively flat topography and urban development. The Los Angeles River is located approximately 0.68 mile to the east, but includes a sunken concrete lined channel, and there are no major water-retaining structures that are located immediately up-gradient from the Project Site. As such, there is low potential for inundation resulting from a seiche or mudflows. Therefore, no impacts would be less than significant and no mitigation measures are required.

Cumulative

In accordance with City requirements, related projects and other future development projects would be required to implement BMPs to manage stormwater in accordance with LID guidelines. Furthermore, the City Department of Public Works would review each future development project on a case-by-case basis to ensure sufficient local and regional infrastructure is available to accommodate stormwater runoff. Construction and operation of future projects would be subject to NPDES requirements for water quality and Los Angeles Regional Water Quality Control Board (LARWQCB) requirements governing groundwater quality. As such, the Project's contribution to cumulatively significant impacts on surface water hydrology, surface water quality or groundwater quality, considered together with the related projects, would be less than significant.

Land Use (refer to Section IV.D. Land Use and Appendix A. Initial Study of the Draft EIR)

Physically Divide an Established Community

The Project Site is located within the boundaries of the Central City Community Plan in the highly urbanized area of Los Angeles. The Project vicinity is generally built out with a variety of industrial, residential, and commercial uses. Development generally consists of low- and mid-rise structures. The Project would represent infill development and would introduce replacement residential uses to the Project Site compatible to adjacent and nearby land uses. Therefore, the Project would not physically divide, disrupt, or isolate an established community and related impacts would be less than significant.

Conflict with Applicable Land Use Plans and Regulations

The Project would replace a residential development with supportive services with similar uses. It would develop up to 51 residential units, which would consist of 50 Restricted Affordable Efficiency Dwelling units and one manager's unit and 433 square feet of residential supportive service uses that would support the underserved needs of the City's homeless population. The Project would increase the intensity of development on the Project Site by increasing the height of the building but would continue to be compatible in terms of mass and scale with the adjacent developments and uses. In addition, development of the Project would be in an area with convenient access to public transit, and opportunities for walking and biking would promote an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled (VMT), and air pollution, while supporting the City's objective to encourage residential uses and employment opportunities near transit. As set forth in detail in Section IV.D, Land Use of the Draft EIR, the Project would be substantially consistent with the applicable goals, objectives, and policies of the General Plan, including the Framework Element, Conservation Element, Housing Element, Mobility Plan 2035, and Health and Wellness Element; the Community Plan; Redevelopment Plan; Citywide Design Guidelines; LAMC; and the Walkability Checklist.

Based on the analysis above, the Project would be substantially consistent with applicable goals, policies, and objectives in local and regional plans that govern development on the Project Site. Therefore, the Project would not conflict with applicable land use plans adopted for the purpose of avoiding or mitigating an environmental effect. As such, impacts related to land use policy consistency would be less than significant.

Conflict with Habitat Conservation Plans

The Project Site is located in the highly urbanized downtown area of Los Angeles and is developed with a three-story residential building. The Project Site is not located within a habitat conservation plan or natural community conservation plan. Therefore, the Project would not conflict with the provisions of any adopted applicable conservation plan and impacts are not significant.

Cumulative Impacts

The related projects generally consist of infill development and redevelopment of existing uses, which is encouraged by the land use policies for the Downtown area. As with the Project, the related projects as well as development associated with the Community Plan Update would be required to comply with relevant land use policies and regulations. Therefore, as the Project would generally be consistent with applicable land use plans, the Project would not incrementally contribute to cumulative inconsistencies with respect to land use plans. Cumulative impacts with regard to regulatory framework would not be cumulatively considerable, and cumulative impacts would be less than significant.

10. Mineral Resources (refer to Appendix A. Initial Study of the Draft EIR)

No mineral extraction operations currently occur on the Project Site, and the Project Site is not classified by the City of Los Angeles as being located in a Mineral Resource Zone Area (MRZ-2)., oil field, or oil-drilling area. Furthermore, the Project Site is not designated as an existing mineral resource extraction area by the State of California or the U.S. Geological Survey. Project implementation would not result in the loss of availability of a known mineral resource of value to the region and residents of the State, nor of a locally important mineral resource recovery site. No impacts to mineral resources would occur.

11. Noise (refer to Section IV.E of the Draft EIR)

Operational Noise

The Project would generate noise from on-site stationary sources, including mechanical equipment and outdoor amenity spaces, as well as off-site road traffic noise. The Project would comply with regulatory compliance measures of the LAMC regulating operational noise. These include regulations which prevent mechanical equipment from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA, and necessary noise insulation features, such as insulated glass windows and doors, in addition, as provided in Project Design Feature NOI-PDF-3, all outdoor mounted mechanical equipment would be enclosed or screened from off-site noise-sensitive receptors. As discussed in detail in Section IV.E, Noise, of the Draft EIR,

the estimated noise levels from mechanical equipment, outdoor spaces, loading dock and trash collection areas would be below significance threshold of 5 dBA (Leq) above ambient noise levels at all off-site sensitive receptors. As such, on-site noise impacts would be less than significant.

The Project would also not result in a measurable increase in noise levels at most of the analyzed roadway segments, as the Project would only result in five net vehicle trips per day, which is considered negligible and a negligible increase in mobile source noise. Therefore, impacts would be less than significant.

Operational Vibration

The Project does not include land uses that would generate high levels of vibration. In addition, ground-borne vibration attenuates rapidly as a function of distance from the vibration source. Therefore, operation of the Project would not increase the existing vibration levels in the immediate vicinity of the Project Site, and, as such, vibration impacts associated with operation of the Project would be less than significant.

Public and Private Airport Noise

The Project Site is not located within an airport land use plan or within two miles of an airport. Therefore, the Project would not expose its future residents or residents within the Project vicinity to excessive noise levels from airport use, and impacts would not be significant.

12. Population and Housing (refer to Appendix A. Initial Study of the Draft EIR)

Induce Substantial Population Growth

The Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure, since the infill Project would utilize the existing transportation and utility infrastructure to serve the Project. The Project would provide approximately 51 residential units. The increase in growth is consistent with Southern California Association of Government's (SCAG) growth projections, and therefore impacts regarding consistency with the projections would be less than significant.

Displace Existing Housing or Persons

The Project would result in the replacement of 46 Very Low Income SRO units and one manager's unit. However, the Project would provide for 50 Restricted Affordable Efficiency Dwelling Units and one managers' unit. These units would provide replacement housing exceeding the number of existing residents that would be displaced. Therefore, the Project would not displace substantial numbers of people necessitating the construction of replacement housing elsewhere. Impacts would be less than significant, and no mitigation measures would be required.

13. Public Services (See Appendix A. Initial Study of Draft EIR)

Consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and potential impacts on public safety services are not an environmental impact that CEQA requires a project applicant to mitigate: "[T]he obligation to provide adequate fire and emergency medical services is the responsibility of the city. (Cal. Const., art. XIII, § 35, subd. (a)(2) ["The protection

of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services."].) The need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate." Although that case specifically addressed fire services, its holding also applies to other public services.

Fire Protection

Construction

Construction of the Project would occur in compliance with all applicable federal, state, and local requirements concerning the handling, disposal, use, storage, and management of hazardous materials. Compliance with regulatory requirements would effectively reduce the potential for construction activities associated with the Project to expose people to the risk of fire or explosion related to hazardous and combustible materials. Construction activities could also potentially affect emergency vehicles travelling to the Project Site and nearby uses along surrounding streets. However, any partial lane closures would be temporary in nature, and travel on area roadways and access to the Project Sit would be maintained. In addition, a construction traffic management plan, as required by Project Design Feature TR-PF-1, would be implemented to ensure that adequate and safe access remains available. Impacts would be less than significant, and no mitigation measures are required.

Operation

Existing fire protection resources are adequate to serve the Project, fire flow and demand is adequate, and that adherence to LAFD recommendations would reduce potential impacts to an acceptable level. In addition, response distances to the Project Site from the closest fire stations are within standards. The Project would comply with the applicable Building Code, Fire Code, and other LAMC and LAFD requirements. Emergency access to the Project Site and surrounding uses would be maintained and Project-related traffic is not anticipated to impair the LAFD from responding to emergencies at the Project Site or the surrounding area. In addition, the Project will be installing fire sprinklers throughout the building as part of FIR-PDF-1. The Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility in order to maintain service. Therefore, operation of the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable fire protection emergency services. Impacts would be less than significant, and no mitigation measures are required.

Cumulative Impacts

The increase in development and residential service populations from the Project and related projects would result in a cumulative increase in the demand for LAFD services. However, similar to the Project, the related projects would be reviewed by the LAFD and would be required to comply with regulatory requirements related to fire protection and emergency medical services. The Project and related projects would also generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) and through the City's regular budgeting efforts that could be applied toward the provision of new fire station facilities and related staffing, as deemed appropriate. Based on the above, the Project's contribution to cumulative impacts to fire protection and emergency medical services would not be cumulatively considerable. As

such, cumulative impacts on fire protection and emergency medical services would be less than significant.

Project Design Features

Project Design Feature FIR-PDF-1: The Project will install automatic fire sprinklers in all interior spaces of the proposed building.

Police Protection Services

Construction

Project construction would not generate a permanent population on the Project Site that would substantially increase the police service population of the area. However, construction sites can be sources of nuisances and hazards and invite theft and vandalism and can contribute to a temporary increased demand for police protection services. In accordance with standard building practice, the Project Applicant would implement temporary security measures including security fencing, lighting, and locked entry to secure the Project Site during construction, and potential impacts associated with theft and vandalism during construction activities would be less than significant.

Project construction activities could also potentially impact Los Angeles Police Department (LAPD) police protection services and emergency response within the Southwest Area due to construction impacts on the surrounding roadways. In addition, a construction management plan would be implemented during Project construction pursuant to Project Design Feature TR-PDF-1, to ensure that adequate and safe access is available within and near the Project Site during construction activities. Furthermore, emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic.

Based on the above, construction of the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain LAPD's capability to serve the Project Site. Impacts on police protection services during Project construction would be less than significant.

Operation

The Project would result in a net increase in four residents for the daytime population. This is a minimal increase that would marginally affect the existing officer-to-resident ratio or crimes-per-resident ratio citywide or within the Central Community Police Station service area. Notwithstanding, the Project would implement standard security measures as part of the Project, including controlled access, security cameras, visibility into common areas, safety lighting, an on-site manager, and regular security guard patrol. Project related traffic is also not anticipated to impair the LAPD from responding to emergencies at the Project Site or the surrounding area.

Based on the above analysis, the Project would not generate a demand for additional police services that would substantially exceed the capability of the Central Community Police Station to serve the Project Site. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain LAPD's capability to serve the Project Site.

Cumulative Impacts

In general, impacts to LAPD services and facilities during the construction of each related project would be addressed as part of each related project's development review process conducted by the City. In addition, construction-related traffic generated by the Project and the related projects would not significantly impact LAPD access and emergency response within the Project Site vicinity as drivers of police vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, the Project's contribution to cumulative impacts on either police protection services or emergency response during construction would not be cumulatively considerable.

For operation, similar to the Project, each related project would be subject to the City's routine permitting process. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Furthermore, like the Project, related projects would generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new facilities and related staffing, as deemed appropriate.

Based on the above, the Project's contribution to cumulative operational impacts to police protection services would not be cumulatively considerable. The Project would not result in cumulative adverse impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain LAPD's capability to serve the Project Site. As such, cumulative impacts on police protection services would be less than significant.

Schools

Construction and Operation

The Project does not include units that would generate school-aged children and a corresponding demand for school services in the vicinity. Furthermore, pursuant to Senate Bill 50, the Project Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995, the payment of these fees is considered full and complete mitigation of Project-related school impacts. Therefore, payment of the applicable development school fees to the LAUSD would offset the potential impact of additional student enrollment at schools serving the Project Site and impacts on schools would be less than significant.

Cumulative Impacts

As with the Project, future development, including the related projects, would be required to pay development fees for schools to the LAUSD prior to the issuance of building permits pursuant to Senate Bill 50. Pursuant to Government Code Section 65995, the payment of these fees would be considered full and complete mitigation of school impacts generated by the related projects. Therefore, the Project's incremental contribution towards school impacts would not be cumulatively considerable.

Libraries

Construction

Construction of the Project would result in a temporary increase of construction workers on the Project Site. However, construction workers are not likely to relocate their households as a consequence of project construction. Therefore, any increase in usage of the libraries by construction workers is anticipated to be negligible. As such, impacts on library facilities during Project construction would be less than significant, and no mitigation measures are required.

Operation

The Project would result in a net increase of four residents, and a minimal increase in demand for library services. Therefore, the Project would not generate demand for library facilities or services that would require new or physically altered library facilities in order to maintain acceptable service ratios. Project impacts to library services and facilities would be less than significant.

Cumulative Impacts

The Project's contribution to cumulative impacts on libraries would not be cumulatively considerable, and cumulative impacts on libraries would be less than significant.

14. Parks and Recreation (See Appendix A. Initial Study of Draft EIR)

Construction

The construction workers associated with the Project would not result in a notable increase in the residential population of the Project vicinity, or a corresponding permanent demand for parks and recreational facilities in the vicinity of the Project Site. Thus, Project construction would not generate a demand for park or recreational facilities that cannot be adequately accommodated by existing or planned facilities and services, nor would Project construction interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project vicinity. Therefore, impacts on parks and recreational facilities during Project construction would be less than significant, and mitigation measures would not be required.

Operation

The Project would introduce four net new residents that would generate a nominal increase in demand for parks and recreational facilities in the Project vicinity. While the Project's new residents would be expected to utilize off-site public parks and recreational facilities to some degree, the Project would not be expected to cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities given the provision of on-site open space and recreational amenities. Therefore, the Project would not substantially increase the demand for off-site public parks and recreational facilities.

New or Required Construction of Recreational Facilities

The Project would provide private open space and recreational amenities, which have been incorporated into the overall Project design. Therefore, the construction of

these recreational facilities as part of the Project would take place at the same time as the rest of the construction processes and would have no additional adverse physical effects on the environment. Therefore, there would be a less than significant impact in regard to construction or expansion of recreational facilities which may have adverse physical effects on the environment.

Cumulative Impacts

While it is anticipated that the Project's provision of on-site open space would meet the recreational needs of Project residents and employees, the Project would nominally increase residents utilizing existing neighborhood and regional parks. Future development projects would also be required to comply with the park and recreation requirements of Sections 12.21, 17.12, 12.33, and 21.10.3(a)(1) of the LAMC, as applicable. As such, cumulative impacts to parks and recreational facilities would be less than significant.

15. Transportation/Traffic (See Appendix A. Initial Study of Draft EIR)

Circulation System Impacts

Construction

Peak hauling activity is anticipated to occur during the first phase of construction during demolition. However, it is anticipated that almost all haul truck and construction worker traffic activity to and from the Project Site would occur outside of the A.M. and P.M. peak hours. In addition, temporary construction impacts would temporarily close only one of three westbound lanes of travel on 5th Street (one-way westward). However, a construction traffic management plan, as required by Project Design Features TR-PDF-1 would include measures to ensure pedestrian and bicyclist safety along the sidewalks and temporary walkways. Construction worker trips would not contribute a substantial amount of traffic during the weekday morning and afternoon peak periods and would be less than significant, and impacts to transit usage, access, and safety would be less than significant as well.

Operation

As the Project is not expected to generate a noticeable increase in new trips (five new net trips), impacts would be less than significant. In addition, the Project would not generate significant transit trips. Therefore, the Project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system.

Project Design Feature TR-PDF-1: Prior to the start of construction, the Applicant will prepare a construction traffic management plan and submit it to the Los Angeles Department of Transportation for review and approval. The construction traffic management plan will identify the location of any temporary street parking or sidewalk closures, provide for the posting of signs advising pedestrians of temporary sidewalk closures and providing alternative routes, provide for the installation of other construction-related warning signs, and show access to abutting properties.

Congestion Management Program

The Project would not substantially increase traffic or warrant preparation of a traffic study. Therefore, the Project would not substantially impact a CMP intersection or freeway mainline, and arterial intersection impacts are therefore less than significant.

Air Traffic Patterns

The Project is not in the vicinity of any private or public airport of planning boundary of any airport land use plan. As such, the Project is not anticipated to alter air traffic patterns or affect the utilization of navigable air space. As such, the Project would not result in a change in air traffic patterns including, increases in traffic levels or changes in location that would result in substantial safety risks. No impact will occur.

Increased Hazards Due to a Design Features or Incompatible Use

The Project's design does not include hazardous features. The proposed uses would be consistent with the surrounding uses. Therefore, the Project would not create or substantially increase hazards due to a design feature or incompatible uses and impacts are less than significant.

Emergency Access

Construction

During construction, temporary closure of one of three westbound lanes of travel on 5th Street (one-way westward) would occur, while the other lanes would remain open and would be more than adequate to serve existing and future traffic volumes, and emergency access to the Project Site and surrounding areas would be maintained. In addition, a construction traffic management plan, as required by Project Design Feature TR-PDF-1 would include measures to ensure pedestrian and bicyclist safety along the sidewalks and temporary walkways. Impacts would be less than significant.

Operation

The Project would not substantially increase traffic or warrant preparation of a traffic study. In addition, the Project would be designed to incorporate all Municipal Code requirements regarding site access, including providing adequate emergency vehicle access. The Project would not include any features to impede emergency vehicle access. Impacts would be less than significant and no mitigation measures are required.

Conflict with Adopted Policies, Plans or Program Regarding Public Transit, Bicycle, or Pedestrian Facilities

The Project would have no adverse significant impacts to either existing or planned public transit, bicycle, or pedestrian facilities in the vicinity of the Project Site. In addition, a construction traffic management plan, as required by Project Design Feature TR-PDF-1 would include measures to ensure pedestrian and bicyclist safety along the sidewalks and temporary walkways during construction. In addition, the Project would comply with LAMC requirements with regard to bicycle parking and pedestrian access. Therefore, the Project would not conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, and impacts would be less than significant.

Cumulative Impacts

Project impacts related to transportation would be less than significant. Project impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

16. Tribal Cultural Resources (See Appendix A. Initial Study of Draft EIR)

Substantial Adverse Change in the Significance of a Tribal Cultural Resource

a. Project Impacts

No known geographically-defined resources were identified within, or in the immediate vicinity of, the Project area. As such, no tribal cultural resources or known cultural resources have been identified through consultation that could be impacted by the Project.

The TCR Report performed a records search and literature review of 19 previous cultural resource studies that were conducted within 0.5 mile of the Project area, as discussed above. The results of this literature review did not identify any Native American resources within a 0.5-mile radius of the Project Site. In addition, the SLF search request for the Project did not identify any recorded tribal cultural resources on the Project Site. While a prehistoric/ethnohistoric village and areas of general cultural sensitivity were noted to have been located approximately 1 mile to the north, as indicated by maps and description of involvement in previous projects in the area. In addition, historical maps and articles were used to show the presence of prehistoric trials in the vicinity as well as highlight their traditional importance. No geographically defined tribal cultural resource was identified that might be impacted by the Project. As such, consultation initiated by the City, acting in good faith and after a reasonable effort, has not resulted in the identification of a tribal cultural resource within or near the project area. CEQA only requires mitigation measures if substantial evidence exists of potentially significant impacts. Section 15126.4(a)(4)(A) of the CEQA Guidelines states that there must be an essential nexus between the mitigation measure and a legitimate government interest (i.e., potential significant impacts). Therefore, based on these negative results, impacts to tribal cultural resources would be less than significant, and no mitigation measures are required.

While no tribal cultural resources are anticipated to be affected by the Project, the City has established a standard condition of approval to address inadvertent discovery of tribal cultural resources. A copy of this condition of approval is included in Appendix E of the Draft EIR. Should tribal cultural resources be inadvertently encountered, this condition of approval provides for temporarily halting of construction activities near the encounter and the Project's certified construction monitor notifying the City and Native American tribes that have informed the City that they are traditionally and culturally affiliated with the geographic area of the proposed project. If the City determines that the object or artifact appears to be a tribal cultural resource, the City would provide any affected tribe a reasonable period of time to conduct a site visit and make recommendations regarding the monitoring of future ground disturbance activities, as

well as the treatment and disposition of any discovered tribal cultural resources. The Applicant would then implement the tribe's recommendations if a qualified archaeologist reasonably concludes that the tribe's recommendations are reasonable and feasible. The recommendations would then be incorporated into a tribal cultural resource monitoring plan and once the plan is approved by the City, ground disturbance activities could resume. In accordance with the condition of approval, all activities would be conducted in accordance with regulatory requirements.

b. Cumulative Impacts

The Project and the related projects are located within an urbanized area that has been disturbed and developed over time. In the event that tribal cultural resources are uncovered, each related project and other future development would be required to comply with the regulatory requirements discussed in detail in Subsection 2.of the Draft EIR. In addition, related projects would also be required to comply with the consultation requirements of AB 52 to determine and mitigate any potential impacts to tribal cultural resources. Therefore, cumulative impacts to tribal cultural resources would be less than significant and would not be cumulatively considerable.

17. Utilities and Service Systems (See Appendix A. Initial Study of Draft EIR)

Exceed Wastewater Treatment Requirements of Los Angeles Regional Water Quality Control Board

Construction

Construction activities would produce nominal amounts of wastewater from construction workers on the Project Site. The resultant waste would be disposed of off-site by licensed waste haulers and would not be directed to the City's sewer system. Therefore, construction activities would not create wastewater that would exceed the treatment requirements of the applicable RWQCB.

Operation

Operationally, the Project would nominally increase the amount of wastewater generated at the Project Site. Similar to existing conditions, the effluent from the Project would be conveyed to Hyperion Water Reclamation Plant (HWRP) and the HWRP continually monitors all effluent to ensure it meets applicable water quality standards of the RWQCB. Therefore, the Project would comply with the wastewater treatment requirements of the RWQCB. Impacts would be less than significant.

Require Construction of New Wastewater Treatment Facilities or Expansion of Existing Facilities and Adequate Capacity

Construction

Construction workers would typically utilize portable restrooms, which would not contribute to wastewater flows to the City's wastewater conveyance system. As such, wastewater generation from Project construction activities is not anticipated to cause a measurable increase in wastewater flows that would exceed the capacity of the sewer system or the future scheduled capacity of any one treatment plant. Moreover, activities

related to the installation of any required wastewater infrastructure would be coordinated through the City of Los Angeles Bureau of Sanitation (LASAN) so as not to interrupt existing service to other users. Therefore, Project construction impacts to the wastewater conveyance or treatment system would be less than significant.

Operation

As described in Appendix A. Initial Study, of the Draft EIR, the Project's net increase in average daily wastewater generation of 0.0022 mgd would represent approximately 0.0012 percent of the current 172 mgd remaining available capacity of the HWRP. Therefore, the Project-generated wastewater would be accommodated by the existing capacity of the HWRP and would not substantially or incrementally exceed the future scheduled capacity of the HWRP or the Hyperion Service Area. Impacts with respect to wastewater treatment capacity would be less than significant and mitigation measures are not required.

The City determined that the existing capacity of the sewer line on 5th Street would be adequate to accommodate the additional wastewater infrastructure demand created by the Project. All Project-related sanitary sewer connections and on-site infrastructure would be designed and constructed in accordance with applicable LASAN and California Plumbing Code standards. Therefore, the Project would not cause a measurable increase in wastewater flows at a point where, and at a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained. Thus, impacts with regards to wastewater generation and infrastructure capacity would be less than significant.

Cumulative Wastewater Impacts

Development of the Project, in conjunction with the related projects located in the Project vicinity, would result in an increase in the demand for sanitary sewer service in LASAN's Hyperion Service Area. The Project impacts on the wastewater treatment systems would not be cumulatively considerable, and cumulative impacts would be less than significant.

As with the Project, new development projects occurring in the Project vicinity would be required to coordinate with LASAN via a sewer capacity availability request to determine adequate sewer capacity. Furthermore, similar to the Project, each related project would be required to comply with applicable sewer permit approvals, water conservation programs, including the City of Los Angeles Green Building Code. Therefore, Project impacts on the City's wastewater infrastructure would not be cumulatively considerable, and cumulative impacts would be less than significant.

Construction of New Water Facility or Expansion of New Water Facilities

Construction

Construction activities associated with the Project would not require or result in the construction of new water facilities or expansion of existing facilities that could have a significant impact on the environment. The design and installation of service connections would be required to meet applicable City standards. As such, construction-related impacts to water infrastructure would be less than significant.

Operation

The Project would comply with LAMC standards for water conservation and would not exceed the available capacity within the water distribution infrastructure that would serve the Project Site, and the Project would not require or result in the construction of new off-site water facilities or expansion of existing facilities. Therefore, the Project's operational impacts on water infrastructure would be less than significant.

Cumulative Water Supply Infrastructure Impacts

As with the Project, other new development projects would be subject to LADWP review to assure that the existing public infrastructure would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. Therefore, Project impacts on water infrastructure would not be cumulatively considerable, and cumulative impacts on the water infrastructure system would be less than significant.

Water Supply

Construction

Given the temporary nature of construction activities, the short-term and intermittent water use during construction of the Project would be significantly less than the demand created by the existing uses, as well as the net new water consumption at Project buildout, both of which may be accommodated by LADWP's available supplies. As such, construction-related impacts to water supply would be less than significant.

Operation

The projected water supplies for normal, single-dry, and multiple-dry years reported in LADWP's 2015 UWMP would be sufficient to meet the Project's estimated water demand, in addition to the existing and planned future water demands within LADWP's service area through the year 2040. Therefore, the Project's operation-related impacts on water supply would be less than significant.

Cumulative Impacts

Based on the water demand projections in the 2015 UWMP, LADWP determined that it will be able to reliably provide water to its customers through the year 2040, as well as the intervening years. In addition, compliance of the Project and other future development projects with the numerous regulatory requirements that promote water conservation would also reduce water demand on a cumulative basis. Therefore, cumulative significant impacts with respect to water supply are not anticipated from the development of the Project and the related projects. Project impacts to water supply would not be cumulatively considerable and would be less than significant.

Solid Waste

Construction

In accordance with existing regulations, the Project's construction contractor would be required to implement a construction waste management plan to achieve a minimum 75 percent diversion from landfills. Furthermore, pursuant to Sections 66.32–66.32.5 of

the Los Angeles Municipal Code (Ordinance No. 181,519), the Project's construction contractor would be required to deliver all remaining construction and demolition waste generated by the Project to a Certified Construction and Demolition Waste Processing Facility. The Project's estimated amount of construction and debris waste would represent approximately a nominal percent of the Azusa Land Reclamation Landfill's existing remaining disposal capacity of 56.34 million tons. Construction of the Project would not result in the need for an additional disposal facility to adequately handle Project-generated construction-related waste. Therefore, construction impacts to solid waste facilities would be less than significant.

On-site recycling containers, the use of a Certified Construction and Demolition Waste Processing Facility would promote source reduction and recycling, consistent with AB 939 and the City's Solid Waste Integrated Resources Plan, General Plan Framework Element, RENEW LA Plan, and Green LA Plan. Therefore, construction of the Project would not conflict with any applicable state or City solid waste regulations and impacts would be less than significant.

In the event that hazardous materials are found in the buildings proposed for demolition, suspect materials would be removed in accordance with all applicable local, state, and federal regulations prior to demolition activities. Compliance with such requirements would reduce the potential for a Project impact associated with disposal of construction-related hazardous waste to a less-than-significant level.

Operation

This net increase in solid waste disposal associated with the Project would represent an approximately 0.0006-percent increase in the City's annual solid waste disposal quantity, and approximately 0.00001 percent of the estimated remaining Class III landfill capacity available to the City of Los Angeles. Thus, based on the existing available capacities of landfills that serve the City of Los Angeles, the Project's solid waste disposal demands could be met without the need for additional landfill capacity. Therefore, the Project would not result in the need for an additional recycling or disposal facility to adequately handle Project-generated waste.

The Project would provide recycling containers and associated storage areas on-site and would not conflict with solid waste policies and objectives in the City of Los Angeles Source Reduction and Recycling Element or its updates, City of Los Angeles Solid Waste Management Policy Plan, the City of Los Angeles General Plan Framework Element or the Curbside Recycling Program, nor would it conflict with solid waste policies and objectives in the County Integrated Waste Management Plan. Based on the above, Project-level impacts with regard to solid waste would be less than significant during operation, and no mitigation measures are required.

Cumulative Impacts

Given regulatory requirements, it is anticipated that future cumulative development would also implement similar measures to divert construction and demolition waste from landfills. Furthermore, the unclassified landfill does not face capacity issues. Therefore, cumulative impacts on the unclassified landfill would be less than significant. In addition, the Project's contribution to the County's estimated cumulative waste stream would not be cumulatively considerable.

The Project's and each related project's construction contractor would deliver all construction and demolition waste generated to a Certified Construction and Demolition

Waste Processing Facility and would implement waste reduction measures. Thus, the Project and each of the related projects would promote source reduction and recycling, consistent with AB 939 and the City's Solid Waste Integrated Resources Plan, General Plan Framework Element, RENEW LA Plan, and Green LA Plan. Therefore, construction of the Project and each of the related projects would not conflict with any applicable state or City solid waste regulations and cumulative impacts would be less than significant.

18. Energy Conservation and Infrastructure (See Section IV.G Energy of the Draft EIR)

Wasteful, Inefficient, and Unnecessary Use of Energy

a. Overview of Project Energy Requirements and Energy Use Efficiencies

(i) Construction

(1) Electricity

As shown in Table IV.G 1 on page IV.G-18 of the Draft EIR, a total of approximately 937 kWh of electricity is anticipated to be consumed during Project construction. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed, and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. The estimated construction electricity usage represents approximately 5 percent of the estimated net annual operational demand which, would be within the supply and infrastructure service capabilities of LADWP.[16] Moreover, construction electricity usage would replace the existing electricity usage at the Project Site during construction.

(2) Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus there would be no natural gas demand generated by construction.

(3) Transportation Energy

The petroleum-based fuel use summary provided in Table IV.G 1 on page IV.G-18 of the Draft EIR represents the amount of transportation energy that could potentially be consumed during Project construction based on a conservative set of assumptions, provided in Appendix F, of the Draft EIR. As shown, on- and off-road vehicles would consume an estimated 6,931 gallons of gasoline and approximately 33,794 gallons of diesel fuel throughout the Project's construction. For comparison purposes, the fuel usage during Project construction would represent approximately 0.0001 percent of the 2019 annual on-road gasoline-related energy consumption and 0.003 percent of the

16 The percentage is derived by taking the total amount of electricity usage during construction (937 kWh) and dividing that number by the total amount of net electricity usage during operation (20,646 kWh) to arrive at 5 percent.

2019 annual diesel fuel-related energy consumption in Los Angeles County, as shown in Appendix F, of the Draft EIR.

(ii) Operation

(1) Electricity

As shown in Table IV.G 2 on page IV.G-20 of the Draft EIR, with compliance with 2016 Title 24 standards and applicable 2016 CALGreen requirements, buildout of the Project would result in a projected net increase in the on-site demand for electricity totaling approximately 20,646 kWh per year. In addition to complying with CALGreen, the Project Applicant would also implement Project Design Feature GHG-PDF-1 in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR, which states that the design of new buildings would include features so as to be capable of meeting the standards of Leadership in Energy and Environmental Design (LEED)® Certified or equivalent green building standards; and building code requirements and sustainability features related to water conservation provided in Section II, Project Description, of the Draft EIR, which would include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star–labeled appliances; reduction of indoor and outdoor water use; weather-based controller and drip irrigation systems; and water-efficient landscape design. These measures would further reduce the Project's energy demand. Furthermore, the Project would comply with Section 110.10 of Title 24, which includes mandatory requirements for solar-ready buildings, and, as such, would not preclude the potential use of alternate fuels.

Based on LADWP's 2017 Power Strategic Long-Term Resources Plan, LADWP forecasts that its total energy sales in the 2021–2022 fiscal year (the Project's buildout year) will be 22,613 GWh of electricity.[17,18] As such, the Project-related net increase in annual electricity consumption of 20,646 kWh per year would represent less than 0.00009 percent of LADWP's projected sales in 2021. In addition, as previously described, the Project would incorporate a variety of energy conservation measures to reduce energy usage.

(2) Natural Gas

As provided in Table IV.G 2 on page IV.G-20 of the Draft EIR, with compliance with 2016 Title 24 standards and applicable 2016 CALGreen requirements, buildout of the Project is projected to generate a net decrease, when compared to existing uses, in the on-site demand for natural gas totaling approximately 104,705 cf per year. As discussed above, in addition to complying with applicable regulatory requirements regarding energy conservation (e.g., California Building Energy Efficiency Standards and CALGreen), the Project would implement project design features to further reduce energy use. In addition, as discussed above, the Project Applicant would implement GHG-PDF-1 in Section IV.C. Greenhouse Gas Emissions, of the Draft EIR, which states that the design

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17 LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

18 LADWP, 2017 Power Strategic Long-Term Resources Plan, December 2017, Appendix A, Table A-1.

of new buildings would include features so as to be capable of meeting the standards of LEED® Certified or equivalent green building standards.

When looking at the Project's total natural gas usage and not taking into consideration the existing uses on-site, the Project would consume 533,226 cf per year, which translates to 1,461 cf per day. Based on the 2018 California Gas Report, the California Energy and Electric Utilities estimates natural gas consumption within SoCal Gas' planning area will be approximately 2.50 billion cf/day in 2021 (the Project's buildout year).[19] The Project would account for approximately 0.0001 percent of the 2021 forecasted consumption in SoCal Gas' planning area. In addition, as also previously described, the Project would incorporate a variety of energy conservation measures to reduce energy usage.

(3) Transportation Energy

While the residents that would occupy the proposed Restricted Affordable Efficiency Dwelling units on the Project Site would not use cars, energy impacts associated with transportation during operation were conservatively assessed. Based on the Transportation Memo, as provided in Appendix IS-10 of the Initial Study, which is provided in Appendix A of the Draft EIR, the Project-related traffic would conservatively result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. As noted above, the Project Site is located in a HQTA designated by SCAG, which indicates that the Project Site is an appropriate site for increased density and employment opportunities from a "smart growth," regional planning perspective. The Project would also provide a total of 46 bicycle parking spaces for the proposed uses to encourage utilization of alternative modes of transportation. The Project would also incorporate characteristics that would reduce trips and VMT as compared to standard ITE trip generation rates. For example, applicable CAPCOA measures that would be implemented by the Project include increased destination accessibility, increased transit accessibility, integration of affordable housing and improved design elements such as an improved streetscape, which would enhance walkability in the project vicinity. As such, the Project's siting would minimize transportation fuel consumption through the reduction of VMT, as described above and discussed further in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR.

As summarized in Table IV.G 2 on page IV.G-20 of the Draft EIR, when accounting for the measures that would be implemented to reduce VMT, the Project's estimated net petroleum-based fuel usage would be approximately 610 gallons of gasoline and 108 gallons of diesel per year, or a total of 718 gallons of net petroleum-based fuels annually.

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19 California Gas and Electric Utilities, 2018 California Gas Report p. 100.

b. Effects of the Project on Energy Supplies and Requirements for Additional Capacity

(i) Construction

The estimated construction electricity usage represents approximately 5 percent of the estimated net annual operational electricity demand which, would be within the supply and infrastructure service capabilities of LADWP.[20] Furthermore, the electricity demand during construction would be somewhat offset with the removal of the existing on-site uses which currently generate a demand for electricity. Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus there would be no natural gas demand generated by construction, resulting in a net decrease when compared to existing operations. Transportation fuel usage during Project construction activities would represent approximately 0.0001 percent of gasoline usage and 0.003 percent of diesel usage within Los Angeles County, respectively. As energy consumption during Project construction activities would be relatively negligible, the Project would not likely affect regional energy consumption during the construction period.

(ii) Operation

Based on LADWP's 2017 Power Strategic Long-Term Resources Plan, LADWP forecasts that its total energy sales in the 2021–2022 fiscal year (the Project's buildout year) will be 22,613 GWh of electricity.[21,22] As such, the Project-related net increase in annual electricity consumption of 20,646 kWh per year would represent less than 0.00009 percent of LADWP's projected sales in 2021.[23] Furthermore, LADWP has confirmed that the Project's electricity demand can be served by the facilities in the Project area.[24] Therefore, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand.

As stated above, the Project's estimated net reduction in demand for natural gas is 104,705 cf per year. When looking at the Project's total natural gas usage not taking into consideration the existing uses on-site, the Project would consume 533,226 cf per year, which translates to 1,461 cf per day. Based on the 2018 California Gas Report, the California Energy and Electric Utilities estimated natural gas consumption within SoCal Gas' planning area will be approximately 2.50 billion cf/day in 2021 (the Project's

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20 The percentage is derived by taking the total amount of electricity usage during construction (937 kWh) and dividing that number by the total amount of net electricity usage during operation (20,646 kWh) to arrive at 5 percent.

21 LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

22 LADWP, 2017 Power Strategic Long-Term Resources Plan, December 2017, Appendix A, Table A-1.

23 LADWP, 2017 Power Strategic Long-Term Resources Plan, December 2017, Appendix A.

24 LADWP, Will serve letter for 713-717 ½ East 5th Street, 51-Unit Apartment Building. Will serve letter from Jeffery T. Bergman, dated December 7, 2018. Refer to Appendix F of tthe Draft EIR.

buildout year).[25] The Project would account for approximately 0.0001 percent of the 2021 forecasted consumption in SoCal Gas' planning area.

As energy consumption during Project operations would be relatively negligible and energy requirements are within LADWP's and SoCal Gas' service provision, Project operational impacts on energy usage would be less than significant.

c. The effects of the project on peak and base period demands for electricity and other forms of energy

As discussed above, electricity demand during construction and operation of the Project would have a negligible effect on the overall capacity of LADWP's power grid and base load conditions. With regard to peak load conditions, the LADWP power system experienced an all-time high peak of 6,432 MW on August 31, 2017.[26] The LADWP also estimates a peak load based on two years of data known as base case peak demand to account for typical peak conditions. Based on LADWP estimates for 2017, the base case peak demand for the power grid is 5,854 MW.[27] Under peak conditions, the Project would consume a total of 197,387 kWh on an annual basis which is equivalent to a daily peak load of 49 kW. In comparison to the LADWP power grid base peak load of 5,854 MW in 2017, the Project would represent approximately 0.001 percent of the LADWP base peak load conditions. In addition, LADWP's annual growth projection in peak demand of the electrical power grid of 0.4 percent would be sufficient to account for future electrical demand by the Project.[28] Therefore, Project electricity consumption during operational activities would have a negligible effect on peak load conditions of the power grid.

d. The degree to which the project complies with existing energy standards

Although Title 24 requirements typically apply to energy usage for buildings, construction equipment would also comply with Title 24 requirements where applicable. Electricity and Natural Gas usage during Project operations presented in Table IV.G-2 on page IV.G-20 of the Draft EIR would comply with 2016 Title 24 standards and applicable 2016 CalGreen requirements and Los Angeles Green Building Code. Therefore, Project construction and operational activities would comply with existing energy standards with regards to electricity and natural gas usage.

With regard to transportation fuels, the Project would comply with CARB's anti-idling regulations as well as the In-Use Off-Road Diesel-Fueled Fleets regulation for trucks and equipment used during construction. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in efficient use of construction-related energy. During Project operations, vehicles traveling to and from the Project Site would comply with CAFE fuel economy standards, as required.

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25 California Gas and Electric Utilities, 2018 California Gas Report p. 97.

26 LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.

27 LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.

28 LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.

e. Effects of the Project on Energy Resources

Natural gas supplied to the Southern California is mainly sourced from out of state with a small portion originating in California. Sources of natural gas for the Southern California region are obtained from locations throughout the western United States as well as Canada.[29] According to the U.S. Energy Information Administration (EIA), the United States currently has over 80 years of natural gas reserves based on 2015 consumption.[30] Compliance with energy standards is expected to result in more efficient use of natural gas (lower consumption) in future years. Therefore, Project construction and operation activities would have a negligible effect on natural gas supply.

Transportation fuels (gasoline and diesel) are produced from crude oil which is imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of consumption.[31] The Project would also comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Therefore, Project construction and operation activities would have a negligible effect on the transportation fuel supply.

One of the objectives of SB 350 is to increase procurement of California's electricity from renewable sources from 33 percent to 50 percent by 2030. Accordingly, LADWP is required to procure at least 50 percent of their energy portfolio from renewable sources by 2030. The current sources of renewable energy procured by LADWP include wind, solar, and geothermal sources. These sources account for 29 percent of LADWP's overall energy mix in 2016, the most recent year for which data are available.[32] This represents the available off-site renewable sources of energy that would meet the Project's energy demand.

With regard to on-site renewable energy sources, the Project would comply with Title 24 requirements for "Solar Ready Buildings" which requires a certain area of rooftop to be set aside for installation of solar panels. However, due to the Project Site's location, other on-site renewable energy sources would not be feasible to install on-site as there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydroelectric, digester gas, methane, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels. Furthermore, wind-powered energy is not viable on the Project Site due to the lack of sufficient wind in the Los Angeles basin.

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29 California Gas and Electric Utilities, 2018 California Gas Report.

30 U.S. Energy Information Administration, Frequently Asked Questions, www.eia.gov/tools/faqs/faq.php?id=58&t=8, accessed January 26, 2018.

31 BP Global, Oil Reserves, www.bp.com/en/global/corporate/energy-economics/statistical-review-of-world-energy/oil/oil-reserves.html, accessed December 12, 2017.

32 California Energy Commission, Utility Annual Power Content Labels for 2016, www.energy.ca.gov/pcl/labels/.

Specifically, based on a map of California's wind resource potential, the Project Site is not identified as an area with wind resource potential.[33]

f. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives

As discussed above, the Project would include project features to reduce VMT during operational activities. The Project's high density design and location to job centers and retail uses would allow for residents to live closer to potential job opportunities and shopping areas, reducing vehicle miles travelled. The Project includes dedicated bicycle parking facilities and encourages non-automotive forms of transportation such as walking or biking to destinations. In addition, the Project would be located approximately 0.5 mile from the Metro Gold Line Little Tokyo/Arts District Station. In addition, the Project Site is served by various bus lines including, Metro Rapid, Metro Local, and LADOT DASH lies. As further discussed in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR, these measures would reduce VMT by approximately 28 percent in comparison to a standard project as estimated by CalEEMod, with a corresponding reduction in the Project's petroleum-based fuel usage. Therefore, the Project would encourage the use of efficient transportation alternatives.

g. The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements

The current City of LA Green Building Code requires compliance with CalGreen and California's Building Energy Efficiency Standards (Title 24). In addition to compliance with the City's Green Building Code, the Project would be capable of achieving at least LEED® Certified equivalent status, which include conservation features to reduce natural gas usage. LEED Certified equivalent status may be achieved through a variety of measures, some of which are not directly related to energy consumption (e.g. interior lighting, acoustic performance). Therefore, the Project would incorporate measures that are above and beyond current State and City energy conservation requirements.

The City has also adopted several plans and regulations to promote the reduction, reuse, recycling, and conversion of solid waste going to disposal systems. These regulations include the City of Los Angeles Solid Waste Management Policy Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986). These solid waste reduction programs and ordinances help to reduce the number of trips associated with hauling solid waste, thereby reducing the amount of petroleum-based fuel consumed. Thus, through compliance with the City's construction-related solid waste recycling programs, the Project would contribute to reduced fuel-related energy consumption. Furthermore, recycling efforts indirectly reduce the energy necessary to create new products made of raw material, which is an energy-intensive process. With implementation of these features along with complying with state and local energy efficiency standards, the Project would meet and/or exceed all applicable energy conservation policies and regulations.

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[33] CEC, Wind Resource Area & Wind Resources, www.energy.ca.gov/maps/renewable/wind.html, updated October 16, 2017.

h. Whether the Project conflicts with adopted energy conservation plans

The Project would comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the 2016 CALGreen Code and California's Building Energy Efficiency Standards, which have been incorporated into the City's Green Building Code.

With regard to transportation uses, the Project design would reduce VMT throughout the region and encourage use of alternative modes of transportation. The Project would be consistent with regional planning strategies that address energy conservation. As discussed above and in Section IV.D, Land Use, of the Draft EIR, SCAG's 2016–2040 RTP/SCS focuses on creating livable communities with an emphasis on sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. The Project would be an infill development within an existing urbanized area that would concentrate new residential uses within a HQTA, which is defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours (see Section IV.D, Land Use, of the Draft EIR for further details). The Project would be located approximately 0.5 mile from the Metro Gold Line Little Tokyo/Arts District Station as well as various bus lines that would encourage and support use of public transportation. Development of the Project within an HQTA would encourage the use of transit and reduce the transportation fuel associated with VMT.

The introduction of new housing and job opportunities within a HQTA, as proposed by the Project, is consistent with numerous policies in the 2016–2040 RTP/SCS. The 2016–2040 RTP/SCS is estimated to result in an 8-percent decrease in VMT by 2020, an 18-percent decrease in VMT by 2035, and a 21-percent decrease in VMT by 2040. In March 2018, CARB adopted updated targets requiring a 19-percent decrease in VMT for the SCAG region by 2035. As the CARB targets were adopted after the 2016–2040 RTP/SCS, it is expected that the updated targets will be incorporated into the next RTP/SCS. The 2016–2040 RTP/SCS and/or the next RTP/SCS are expected to fulfill and exceed SB 375 compliance with respect to meeting the State's GHG emission reduction goals. Consistent with both the 2016–2040 RTP/SCS and CARB's updated targets adopted in March 2018, the Project would reduce VMT by 28 percent, thereby reducing fuel usage. In addition, as previously discussed, the Project would exceed state energy efficiency requirements and would use electricity from LADWP, which has a current (2016) renewable energy mix of 29 percent. All of these features would serve to reduce the consumption of electricity, natural gas, and transportation fuel. Based on the above, the Project would be consistent with adopted energy conservation plans.

i. Conclusion Regarding Wasteful, Inefficient or Unnecessary Consumption of Energy

As demonstrated above, the Project would not cause wasteful, inefficient, or unnecessary consumption of energy during construction or operation. The Project's energy requirements would not significantly affect local or regional supplies or capacity. The Project's energy usage during base and peak periods would be consistent with electricity and natural gas future projections for the region. Electricity generation

capacity and supplies of natural gas and transportation fuels would be sufficient to meet the needs of Project-related construction and operational activities. During operations, the Project would comply with applicable energy efficiency requirements such as CalGreen, as well as include energy conservation measures beyond such requirements. In summary, the Project's energy demands would not significantly affect available energy supplies and would comply with relevant energy efficiency standards. Therefore, Project impacts related to energy use would be less than significant during construction and operation**.**

j. Cumulative Impacts

(1) Electricity

Buildout of the Project, related projects, and additional forecasted growth in LADWP's service area would cumulatively increase the demand for electricity supplies and infrastructure capacity. LADWP forecasts that its total energy sales in the 2021–2022 fiscal year (the Project's buildout year) will be 22,613 GWh of electricity.[34,35] As such, the Project-related net increase in annual electricity consumption of 20,646 kWh per year would represent less than 0.00009 percent of LADWP's projected sales in 2021. In addition, LADWP has confirmed that the Project's electricity demand can be served by the facilities in the Project area, and in general, each related project would be expected to comprise a similarly limited percentage of overall electricity consumption.[36] Data used to develop the LADWP demand forecasts take into account population growth, energy efficiency improvements, and economic growth which includes construction projects.[37] Therefore, electricity usage resulting from future operations at many of the related projects is likely accounted for in the LADWP projections.

Although Project development would result in the use of renewable and non-renewable electricity resources during construction and operation, which could limit future availability, the use of such resources would be on a relatively small scale, would be reduced by measures rendering the Project more energy-efficient, and would be consistent with growth expectations for LADWP's service area. In particular, the Project would be capable of achieving LEED Certified equivalency, as required by Project Design Feature GHG-PDF-1. Furthermore, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and state energy standards under Title 24, and incorporate mitigation measures, as necessary. Additionally, as discussed above, LADWP is required to procure at least 33 percent of their energy portfolio from renewable sources by 2020. The current sources of renewable energy procured by LADWP include wind, solar, and geothermal sources. These sources accounted for 29 percent of LADWP's overall energy mix in 2016, the most recent year for which data are

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34 LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

35 LADWP, 2017 Power Strategic Long-Term Resources Plan, Appendix A, Table A-1.

36 LADWP, Will serve letter for 713-717 ½ East 5th Street, 51-Unit Apartment Building. Will serve letter from Jeffery T. Bergman, dated December 7, 2018. Refer to Appendix F of the Draft EIR.

37 2016 Retail Electric Sales and Demand Forecast, City of Los Angeles Department of Water and Power, June 30, 2016.

available.[38] This represents the available off-site renewable sources of energy that could meet the Project's and related projects energy demand. As such, the Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of electricity would not be cumulatively considerable and, thus, would be less than significant.

(2) Natural Gas

Buildout of the Project, related projects, and additional forecasted growth in SoCal Gas' service area would cumulatively increase the demand for natural gas supplies and infrastructure capacity. As stated above, the Project's estimated net reduction in demand for natural gas is 104,705 cf per year. When looking at the Project's total natural gas usage not taking into consideration the existing uses on-site, the Project would consume 533,226 cf per year, which translates to 1,461 cf per day. Based on the 2018 California Gas Report, the CEC estimates natural gas consumption within SoCal Gas' planning area will be approximately 2.50 billion million cf per day in 2021 (the Project's buildout year).[39] The Project would account for approximately 0.0001 percent of the 2021 forecasted consumption in SoCal Gas' planning area. In general, each related project would be expected to comprise a similarly limited percentage of overall natural gas consumption. Moreover, SoCal Gas forecasts take into account projected population growth and development based on local and regional plans. Therefore, natural gas usage resulting from future operations at many of the related projects is likely accounted for in the SoCal Gas projections.

Although Project development would result in the use of natural gas resources, which could limit future availability, the use of such resources would be on a relatively small scale, would be reduced by measures rendering the Project more energy-efficient, and would be consistent with regional and local growth expectations for SoCal Gas' service area. The Project would also incorporate additional energy efficiency measures capable of achieving LEED Certified equivalency, as required by Project Design Feature GHG-PDF-1. Furthermore, future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and state energy standards under Title 24, and incorporate mitigation measures, as necessary. As such, the Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of natural gas would not be cumulatively considerable and, thus, would be less than significant.

(3) Transportation Energy

As described above, at buildout, the Project would consume a net total of 610 gallons of gasoline and 108 gallons of diesel per year, or a net total of 718 gallons of petroleum-based fuels per year. For comparison purposes, the transportation-related fuel usage for the Project would represent approximately 0.0001 percent of the 2021

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38 California Energy Commission, Utility Annual Power Content Labels for 2016, www.energy.ca.gov/pcl/labels/, accessed May 17, 2018.

39 California Gas and Electric Utilities, 2018 California Gas Report, p. 97.

annual on-road gasoline- and diesel-related energy consumption in Los Angeles County, as shown in Appendix F, of the Draft EIR.

As described above, petroleum currently accounts for 90 percent of California's transportation energy sources; however, over the last decade the State has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce vehicle miles traveled, all of which serve to reduce reliance on petroleum fuels. According to the CEC, gasoline consumption has declined by 6 percent since 2008, and the CEC predicts that the demand for gasoline will continue to decline over the next 10 years, with a corresponding increase in the use of alternative fuels, such as natural gas, biofuels, and electricity. As with the Project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions.

Furthermore, as described above, the Project would be consistent with the energy efficiency policies emphasized by the 2016–2040 RTP/SCS. Specifically, the Project would be an infill development within an existing urbanized area that would *concentrate new* residential uses within a HQTA. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well-served by existing public transportation, including Metro and LADOT bus lines and rail line. The Project also would introduce new housing and job opportunities within a HQTA, which is consistent with numerous policies in the 2016–2040 RTP/SCS related to locating new jobs near transit. These features would serve to reduce VMT and associated transportation fuel consumption. As discussed in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR, the Project results in a VMT reduction of approximately 28 percent in comparison to a standard project as estimated by CalEEMod, which would be consistent with the reduction in transportation emission per capita provided in the 2016–2040 RTP/SCS and with CARB's updated 2035 target. Although the 2016–2040 RTP/SCS is intended to reduce GHG emissions, the reduction in VMT would also result in reduced transportation fuel consumption. By its very nature, the 2016–2040 RTP/SCS is a regional planning tool that addresses cumulative growth and resulting environmental effects. Since the Project is consistent with the 2016–2040 RTP/SCS and CARB's updated 2035 target, its contribution to cumulative transportation energy use would not be cumulatively considerable, and therefore, would be less than significant.

Demand for Electricity or Natural Gas that Exceeds Available Supply or Distribution Infrastructure Capabilities

a. Construction

(i) Electricity

During Project construction activities, electricity usage represents 5 percent of the estimated net annual Project operational demand, which LADWP's existing electrical infrastructure currently has enough capacity to provide service for construction activities. Moreover, construction electricity usage would replace the existing electricity usage at the Project Site during construction since the existing on-site uses which currently

generate a demand for electricity would be removed. As existing power lines are located in the vicinity of the Project site, temporary power poles may be installed to provide electricity during Project construction. However, existing off-site electricity infrastructure would not have to be expanded or newly developed to provide electrical service to the project during construction or demolition. Therefore, the Project would not result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

With regard to existing electrical distribution lines, the Applicant would be required to coordinate electrical infrastructure removals or relocations with LADWP and comply with site-specific requirements set forth by LADWP, which would ensure that service disruptions and potential impacts associated with grading, construction, and development within LADWP easements are minimized. Project contractors would notify and coordinate with SoCal Gas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. As such, construction of the Project is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity and would not result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

(ii) Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction, and there would be no natural gas demand generated by construction activities. Since the Project Site is located in an area already served by existing natural gas infrastructure, it is anticipated that the Project would not require extensive off-site infrastructure improvements to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, Project contractors would notify and coordinate with SoCal Gas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. Therefore, construction of the Project would not result in an increase in demand for natural gas to affect available supply or distribution infrastructure capabilities and would not result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

b. Operation

(i) Electricity

As shown in Table IV.G-2 on page IV.G-20 of the Draft EIR, the Project's net operational electricity usage would be 20,646 kWh per year, which would represent less

than 0.00009 percent of LADWP's projected sales in 2021.[40] In addition, during peak conditions, the Project would represent approximately 0.001 percent of the LADWP estimated peak load. LADWP has confirmed that the Project's electricity demand can be served by the facilities in the Project area.[41] Therefore, during Project operations, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand.

(ii) Natural Gas

As shown in Table IV.G-2 of the Draft EIR, the Project would result in a net reduction in the on-site demand for natural gas totaling approximately 104,705 cf per year. When looking at the Project's total natural gas usage not taking into consideration the existing uses on-site, the Project would consume 533,226 cf per year, which translates to 1,461 cf per day, which represents approximately 0.0001 percent of the 2021 forecasted consumption in the SoCal Gas planning area. Therefore, it is anticipated that SoCal Gas' existing and planned natural gas supplies would be sufficient to support the Project's net increase in demand for natural gas.

(c) Cumulative Impacts

(i) Electricity

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk, consistent with LADWP's environmental priorities and reliability standards. The Power IRP takes into account future energy demand, advances in renewable energy resources and technology, energy efficiency, conservation, and forecast changes in regulatory requirements. Development projects within the LADWP service area would be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet the needs of their respective projects. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the Project area. The Project's contribution to cumulative impacts with respect to electricity infrastructure would not be cumulatively considerable and, thus, would be less than significant.

(ii) Natural Gas

Natural gas infrastructure is typically expanded in response to increasing demand and system expansion and improvements by SoCal Gas occur as needed. It is expected that SoCal Gas would continue to expand delivery capacity if necessary to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements,

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40 LADWP, 2017 Power Strategic Long-Term Resources Plan, Appendix A.

41 LADWP, Will serve letter for 713-717 ½ East 5th Street, 51-Unit Apartment Building. Will serve letter from Jeffery T. Bergman, dated December 7, 2018. Refer to Appendix F of the Draft EIR.

as appropriate. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the natural gas infrastructure in the Project area. The Project's contribution to cumulative impacts with respect to natural gas infrastructure would not be cumulatively considerable and, thus, would be less than significant.

SCHEDULE 1V. Environmental Impacts Found to Be Significant and Unavoidable Even After Mitigation

The Final EIR determined that the environmental impacts set forth below are significant and unavoidable. In order to approve the project with significant unmitigated impacts, the City is required to adopt a Statement of Overriding Considerations, which is set forth in Section VIII below. No additional environmental impacts other than those identified below will have a significant effect or result in a substantial or potentially substantial adverse effect on the environment as a result of the construction or operation of the project:

1. Cultural Resources
a. Historic Resources

2. Noise
a. Construction Noise
b. Construction Vibration

The City finds and determines that:

a) All significant environmental impacts that can be feasibly avoided have been eliminated, or substantially lessened through implementation of the project design features and/or mitigation measures; and

b) Based on the Final EIR, the Statement of Overriding Considerations set forth below, and other documents and information in the record with respect to the construction and operation of the project, all remaining unavoidable significant impacts, as set forth in these findings, are overridden by the benefits of the project as described in the Statement of Overriding Considerations for the construction and operation of the project and implementing actions.

1. Cultural Resources - Historic Resource

Impact Summary

The Project Site includes a building identified as a potential contributor to the Potential Historic District under SurveyLA, and is considered a historical resource under CEQA. The Project would result in the demolition of one out of ten buildings that currently comprise the Potential Historic District. The Project is also located within a central and prominent portion of the Potential Historic District and would introduce a new visual element to the setting of the Historic District. Removal of the portion of the Historic District would result in direct and cumulatively considerable significant impacts to historic cultural resources.

a. Direct Impacts

SurveyLA did not identify the Edward Hotel as an individually eligible historical resource. However, the Edward Hotel was identified as a potential contributor to the Potential Historic District. To provide the most conservative possible analysis of the Project's potential impacts on the built historical resources and Potential Historic District in particular, the Historic Resources Report and the analysis herein assumed that the Potential Historic District is a historical resource under CEQA based on the SurveyLA findings. The Historical Resources Report does not provide a more in-depth analysis as to whether the Potential Historic District is actually eligible for listing under the relevant criteria for federal, state, and local listing; the analysis merely and conservatively assumes that it is. The analysis herein therefore assumes that the Project would result in direct impacts to the Potential Historic District if it would affect the integrity of the Potential Historic District to the degree that it may no longer be eligible for listing in the National and California Registers and for designation as an HPOZ. Such an effect would occur if the Project resulted in the Potential Historic District no longer retaining sufficient integrity to convey its significance.

The Potential Historic District as identified by SurveyLA, includes seven current and former SRO hotels constructed between 1906 and 1926. The ratio of contributing to non-contributing buildings in the Potential Historic District is 70 percent; seven of the ten buildings within the boundaries of the Potential Historic District were evaluated as contributors. The demolition of the Edward Hotel, which would be required for the development of the Project Site, would reduce the ratio of contributing to non-contributing buildings to 60 percent. Because the potential eligibility of the Potential Historic District's significance is derived from the relatively small number and concentration of SRO hotels in the Potential Historic District, the demolition of one contributing building would materially impair the historical resource, insofar as a reduction from 70 to 60 percent of the contributing buildings would result in a loss of integrity to the Potential Historic District that could result in the loss of its eligibility for listing. The overall integrity of feeling, association, workmanship, design, setting, and materials would be reduced as a result of development of the Project to an extent to which the Potential Historic District would no longer convey enough of its significance to be eligible for listing. The loss of the Edward Hotel building in particular would be a severe impact on the integrity of the Potential Historic District due to its central location in the middle of the Potential Historic District in a manner that would essentially divide the Potential Historic District into two halves. As such, the Project would have a direct impact on the Potential Historic District.

Even if the Potential Historic District remained eligible for listing in the National and California Registers and for designation as an HPOZ with only 60 percent contributing buildings, the construction of the proposed building would still significantly reduce the Potential Historic District's integrity of setting and feeling. The Project would increase the number of non-contributing buildings within the Potential Historic District from three to four by constructing a new eight-story building. Since the Project Site is located in the center of the Potential Historic District, the new building would become a prominent visual element in the Potential Historic District, and the boundaries of the Potential Historic District could not be redrawn to exclude the proposed building. The height and

contemporary design of the proposed building would stand out in contrast to the contributing buildings and would further reduce the integrity of setting and feeling of the Potential Historic District. Thus, the physical characteristics that convey the Potential Historic District's significance and justify its eligibility for inclusion in the National and California Registers and for designation as an HPOZ would be materially impaired by the Project.

Based on the above, and as discussed in more detail in the Historical Resources Report, the demolition of the contributing building on the Project Site and the construction of the proposed building would cause a change in the significance of a historical resource as defined in Section 15064.5. Therefore, development of the Project would result in direct impacts to historical resources in the vicinity of the Project Site. As discussed in detail in Section V, Alternatives, of the Draft EIR, it is not feasible to retrofit the Edward Hotel building to meet any applicable building code requirements, while also preserving the building's historic character-defining features.

b. Indirect Impacts

Other than the Potential Historic District analyzed above, there are no historical resources within a one-block radius of the Project Site. None of the buildings within the Potential Historic District were identified as individual historical resources by SurveyLA. Therefore, the Project would have no indirect impacts on historical resources, because there are none in the vicinity of the Project site.

c. Cumulative Impacts

Although impacts to historical resources tend to be site-specific, cumulative impacts would occur if the Project, related projects, and other future development within the Central City Community Plan area affected local resources with the same level or type of designation or evaluation, affected other structures located within the same historic district, or involved resources that are significant within the same context as the Project. As discussed above, there are no individual historical resources or individually eligible historical resources located within the Project Site, and all Project development would remain on-site. However, Related Project No. 51 includes one contributing building to the Potential Historic District. Specifically, Related Project No. 51 is located at 719 E. 5th Street. Relate Project No. 51 would involve the demolition of the contributing building and the construction of 160 dwelling units and 7,500 square feet of retail uses. In addition, Related Project No. 82 includes two contributing buildings to the Potential Historic District. One is located at 609–15 E. 5th Street, and the other is located at 617–23 E. 5th Street. The Related Project No. 82 would involve the demolition of both contributing buildings and the construction of 150 Restricted Affordable Efficiency Dwelling units and one manager's unit in a building fourteen stories in height. Collectively, the Project and Related Project Nos. 51 and 82 would result in the demolition of four of the seven contributing buildings to the Potential Historic District and the construction of three new larger buildings that would be considered non-contributing because they post-date the period of significance for the Potential Historic District. The ratio of contributing to non-contributing buildings in the Potential Historic District would change from seven contributing and three non-contributing to three contributing and six

non-contributing. There would be a cumulative impact on the historical resource, because the Potential Historic District would no longer be eligible for listing for the reasons identified by SurveyLA. The integrity of the Potential Historic District would be diminished to the degree that it would no longer constitute a unified entity because the two new buildings would change the sense of time and place. Therefore, based on the above, impacts to historical resources would be cumulatively considerable, and cumulative impacts would be significant and unavoidable.

Project Design Features – *none.*

Mitigation Measures – *none.*

Finding

The City finds, pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section VIII of these findings (Statement of Overriding Considerations), make infeasible additional mitigation measures or Project alternatives identified in the EIR to reduce the Project's historic impacts to be less than significant.

Rationale for Finding

As discussed in Section IV.B, Cultural Resources, of the Draft EIR the Project Site is located within a Potential Historic District identified by Survey LA for SRO hotels constructed between 1906 and 1926, and is considered a historical resource under CEQA. The Project would result in the demolition of one of ten buildings that currently comprise the Potential Historic District. Thus, the Historic District as a whole would be substantially altered.

As discussed in the Historic Resources Report, Appendix C of the Draft EIR, the only way of avoiding the impact on the historical resources would be to redesign the Project to preserve the contributing building proposed for demolition. As discussed in detail in Section V, Alternatives, of the Draft EIR, Alternatives considered full and partial preservation of the building (Alternative 2 – Refurbishment and Preservation of Existing Building and Alternative 3 – Preservation of the Existing Façade). Alternative 2 would fully preserve the building and update all the major aging systems of the building and add supportive service areas, resulting in a reduction in the number of units from 47 to 42 to accommodate the update. However, the additional cost of the renovation would result in a reduction of facilities for building residents, and would not meet the objective of providing expanded facilities for residents. The partial preservation of the hotel contemplated under Alternative 3 would maintain the existing façade, but would not avoid the significant and unavoidable impacts to historic resources, as the significance of the Edward Hotel and Potential Historic District is not solely embodied by the façade, and the additional building height under the Alternative would also be incompatible with the other buildings in the district. Therefore, it is not feasible to retrofit the Edward Hotel building to meet any applicable building code requirements, while also preserving the building's historic character-defining features and project objectives.

The project would remove a building with 14,475 square feet of floor area, and replace it with a building with 33,007 square feet of floor area. This would not only

replace the number of existing SRO units with Restricted Affordable Efficiency Dwelling units, but would also add four affordable units. In addition, the proposed new building would also improve the existing on-site affordable housing stock by providing larger units (more than double in size compared to the existing unit), with new kitchen and bathroom facilities within each unit, which are not provided in the existing on-site SRO building. The additional floor area would also accommodate new elevator access, a management office and lobby, residential supportive service uses, including several small counseling offices for residents, as well as a work center, a residents' lounge, and a shared laundry room. Furthermore, the new building would be built to meet current seismic, safety, and green building standards, resulting in a safer and more efficient building. These features would all serve to provide a more economically and energy efficient operation of the building, would decrease waster, water, and energy usage, and would provide for increased livability of units with increased amenities and services for restricted income tenants.

As such, the Project results in significant and unavoidable impacts with regard to demolition of historical resources. Pursuant to Public Resources Code section 21081(a)(3), based on the evidence described below in Section VIII, Statement of Overriding Considerations, the City finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report to reduce these impacts to less than significant.

Reference

See Section IV.B. Cultural Resources of the Draft EIR.

2. Noise - Construction Noise and Vibration

Impact Summary

Construction noise and cumulative impacts from on-site construction would be potentially significant without mitigation. In addition, on-site construction vibration impacts related to potential building damage and human annoyance would be potentially significant. For off-site construction noise impacts, cumulative truck trips from the project combined with other nearby related projects could combine to create potentially significant noise impacts, while vibration impacts from the off-site truck trips would be less than significant.

Impacts Associated with Exposure of Persons or Generation of Excess Noise Levels

a. Construction Noise

(i) On-Site Construction Noise

Individual pieces of construction equipment anticipated to be used during construction of the Project could produce maximum noise levels (L_{max}) of 74 dBA to 90 dBA at a reference distance of 50 feet from the noise source, as shown in Table IV.E-8 on page IV.E-22 of the Draft EIR. These maximum noise levels would occur when equipment is operating under full power conditions (i.e., the equipment engine at

maximum speed). However, equipment used on construction sites often operate under less than full power conditions, or part power. To more accurately characterize construction-period noise levels, the average (Hourly L_{eq}) noise level associated with each construction phase is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction phase. These noise levels are typically associated with multiple pieces of equipment operating on part power, simultaneously.

Table IV.E-9 on page IV.E-23 of the Draft EIR provides the estimated construction noise levels for various construction phases at the off-site noise-sensitive receptors. To present a conservative impact analysis, the estimated noise levels were calculated for a scenario in which all pieces of construction equipment were assumed to operate simultaneously and be located at the construction area nearest to the affected receptors. These assumptions represent the worst-case noise scenario because construction activities would typically be spread out throughout the Project Site, and, thus, some equipment would be farther away from the affected receptors. In addition, the noise modeling assumes that construction noise is constant, when, in fact, construction activities and associated noise levels are periodic and fluctuate based on the construction activities.

Since construction activities would occur over a period longer than 10 days for all phases, the corresponding significance criteria used in the construction noise analysis is when the construction-related noise exceeds the ambient L_{eq} noise level of 5 dBA at a noise-sensitive use. As presented in Table IV.E-9 on page IV.E-23 of the Draft EIR, construction activities would generate the highest noise during the demolition phase, as it is anticipated to have the highest noise generating construction equipment in the construction area compared to the Project's other construction stages. Therefore, the potential noise impacts (i.e., noise increase over the ambient level) would be highest during the demolition phase. As indicated in Table IV.E-9 on page IV.E-23, the estimated noise levels during all stages of Project construction would exceed the significance criteria at the residential units adjacent to the project site. In addition, Project construction noise levels would also exceed the significance criteria at the residential units further to the east (approximately 100 feet east of the Project Site). As discussed above, these units appear to be vacant. *However, should such units be occupied during construction of the Project temporary noise impacts associated with the Project's on-site construction would result in a potentially significant impact.*

(ii) Off-Site Construction Noise

The major noise sources associated with off-site construction trucks would be associated with delivery/haul trucks. As described above, construction delivery/haul trucks would travel between the Project Site and the SR-110 freeway via East 5th Street and East 6th Street or US-101 freeway via East 5th Street to Los Angeles Street.

The peak period of construction with the highest number of construction trucks would occur during the demolition phase. During this phase, there would be a maximum of 20 haul truck roundtrips per day. In addition, there would be a total of 20 worker trips to and from the Project Site on a daily basis during the demolition. There would also be

construction haul/delivery truck trips (up to 5 truck trips per day) during other construction phases of the Project, but such trips would be less than the 20 truck trips under the demolition phase.

In order to present a worst-case scenario, the analysis assumed that 20 trucks per day would be travelling to and from the site. Based on a typical workday (i.e., an 8-hour period) and a uniform distribution of trips throughout the day, a maximum of 5 truck trips per hour (40 one-way trips / 8 hours) would occur. The estimated noise level along the Project's truck route due to construction truck activity would be approximately 66.7 dBA. The existing ambient noise level along the haul route is 66.0 dBA, measured along 5th Street at the Project Site. As the noise level increase due to construction haul trucks would be lower than 5 dBA, noise impacts from off-site construction traffic, temporary noise impacts from off-site construction traffic would be less than significant.

Impacts Associated with the Exposure of Persons to or Generation of Excessive Ground-borne Vibration or Ground-born Noise Levels

a. Building Damage Impacts from On-Site Construction

With regard to potential building damage, the Project would generate ground-borne construction vibration during building demolition and site excavation/grading activities when heavy construction equipment, such as large bulldozers, drill rigs, and loaded trucks, would be used. The FTA has published standard vibration velocities for various construction equipment operations. Table IV.E-12 on page IV.E-30 provides the estimated vibration levels (in terms of inch per second PPV) at the nearest off-site structures to the Project Site. It is noted that since impact pile driving methods would not be used during construction of the Project, in accordance with Project Design Feature NOI-PDF-2 provided below, impact pile driving vibration is not included in the on-site construction vibration analysis. Installation of piles for shoring and foundation would utilize drilling methods to minimize vibration generation.

As discussed in Section IV.B, Cultural Resources, of the Draft EIR, there are no historical resources located on or adjacent to the Project Site. Both the existing Edward Hotel building and the building located adjacent to the Project Site at 719 E. 5th Street were identified as contributing buildings to the Fifth Street Single-Room Occupancy Hotel Historic District, a potentially eligible historic district, but were not identified as an individual historical resource by SurveyLA. The assessment of construction vibration provided below for potential building damage due to on-site construction compares the estimated vibration levels generated during construction of the Project to the 0.2-PPV significance criteria for non-engineered timber and masonry building (applicable to the single- and three-story buildings to the west and east of the Project Site).

As indicated in Table IV.E-12 of the Draft EIR, the estimated vibration levels from the construction equipment would exceed the 0.2 PPV building damage significance criteria at the buildings adjacent to the Project Site to the east and west. *Therefore, the on-site vibration impacts during construction of the Project would be significant without mitigation measures.*

b. Human Annoyance Impacts from On-Site Construction

Table IV.E-13 on page IV.E-31 of the Draft EIR provides the estimated vibration levels at the off-site sensitive uses due to construction equipment operation and compares the estimated vibration levels to the specified significance criteria for human annoyance. Per FTA guidance, the significance criteria for human annoyance is 72 VdB for sensitive uses, including residential, hotel, and theater uses, assuming there are a minimum of 70 vibration events occurring during a typical construction day. As indicated in Table IV.E-13, the estimated ground-borne vibration levels from construction equipment would be below the significance criteria for human annoyance at all off-site sensitive measurement locations, with the exception of measurement location M1. The estimated ground-borne vibration levels at measurement location M1 would be up to 96 VdB and would exceed the 72 VdB significance criteria, during the demo and grading/excavation phases with large construction equipment (i.e., large bulldozer, caisson drilling and loaded trucks) operating within 25 feet of measurement location M1. *Therefore, on-site vibration impacts during construction of the Project, pursuant to the significance criteria for human annoyance, would be significant without mitigation measures.*

c. Building Damage and Human Annoyance Impacts from Off-Site Construction

As described above, construction delivery/haul trucks would travel between the Project Site and I-110 via 5th Street or US-101 via 5th Street and Los Angeles Street. Heavy-duty construction trucks would generate ground-borne vibration as they travel along the Project's anticipated haul route(s). Thus, an analysis of potential vibration impacts using the building damage and human annoyance criteria for ground-borne vibration along the anticipated local haul routes was conducted.

Regarding building damage, based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.00566 PPV) at a distance of 50 feet from the truck.[42] According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Nonetheless, there are existing buildings along the Project's anticipated haul route(s) that are situated approximately 20 feet from the right-of-way and would be exposed to ground-borne vibration levels of approximately 0.008 PPV, as provided in the noise calculation worksheets included in Appendix D to the Draft EIR. Most off-site buildings located along the haul route would be of non-engineered timber and masonry (brick) buildings where a 0.2 PPV threshold for building damage would be used to evaluate vibration impacts. However, as a conservative assumption and to account for potentially fragile buildings along the haul route, estimated vibration generated by construction trucks traveling along the anticipated haul route(s) would be well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, vibration impacts (pursuant to the significance criteria for building damage) from off-site construction activities (i.e., construction trucks traveling on public roadways) would be less than significant.

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[42] FTA, Transit Noise and Vibration Impact Assessment, May 2006, Figure 7-3.

As discussed above, per FTA guidance, the significance criteria for human annoyance is 72 VdB for sensitive uses, including residential, hotel and theater uses. To provide a conservative analysis, the estimated vibration levels generated by construction trucks traveling along the anticipated haul route(s) were assumed to be within 20 feet of the sensitive use (transient lodging) along 5th Street. As indicated in the noise calculation worksheets included in Appendix D to the EIR, the temporary vibration levels could reach approximately 50 VdB periodically as trucks pass sensitive receptors along the anticipated haul route(s). Therefore, the transient lodging uses along 5th Street (between the Project Site and US-101), which would be exposed to ground-borne vibration up to 50 VdB, which would be below the 72-VdB significance criteria from the construction trucks. Therefore, potential vibration impacts with respect to human annoyance that would result from temporary and intermittent off-site vibration from construction trucks traveling along the anticipated haul route(s) would be less than significant.

d. Operational Vibration

The primary source of vibration related to operation of the Project would include vehicle circulation for the parking-space behind the alley and off-site vehicular trips. However, vehicular-induced vibration is unlikely to be perceptible by people. The Project is expected to place typical commercial-grade stationary mechanical equipment, such as air-condenser units (mounted at the roof level), that would include vibration-attenuation mounts to reduce the vibration transmission. The Project does not include land uses that would generate high levels of vibration. In addition, ground-borne vibration attenuates rapidly as a function of distance from the vibration source. Therefore, operation of the Project would not increase the existing vibration levels in the immediate vicinity of the Project Site, and, as such, vibration impacts associated with operation of the Project would be less than significant.

Cumulative Impacts

a. Construction Noise

(i) On-Site Construction Noise

Noise from construction of development projects is typically localized and has the potential to affect noise-sensitive uses within 500 feet from the construction site, based on the *L.A. CEQA Thresholds Guide* screening criteria. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction sites. While the majority of the related projects are located a substantial distance (greater than 1,000 feet) from the Project Site, the following five Related Projects 51, 80, 82, 94 and 138 are within 1,000 feet of the Project Site.

Construction-related noise levels from the related projects would be intermittent and temporary, and it is anticipated that, as with the Project, the related projects would comply with the construction hours and other relevant provisions set forth in the LAMC. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each

individual related project and compliance with locally adopted and enforced noise ordinances. However, to the extent that the nearby related projects are constructed concurrent with the Project, cumulative impacts could occur. As such, cumulative noise impacts would be significant at the nearby sensitive uses (e.g., residential uses) located in proximity to the Project Site. *As such, cumulative noise impacts from on-site construction would be potentially significant.*

(ii) Off-Site Construction Noise

In addition to the cumulative impacts of on-site construction activities, off-site construction haul trucks would have a potential to result in cumulative impacts if the trucks for the related projects and the Project were to utilize the same haul route. Specifically, based on the existing daytime ambient noise level of 63.0 dBA (L_{eq}) along the anticipated haul route, on 5th Street (refer to Table IV.E-10 on page IV.E-26 of the Draft EIR), it is estimated that up to 30 truck trips per hour could occur along 5th Street without exceeding the significance criteria of 5 dBA above ambient noise levels. Therefore, if the total number of trucks from the Project and related projects were to add up to 30 truck trips per hour along 5th Street, the estimated noise level 68.0 dBA, which would exceed the ambient noise levels by 5 dBA and exceed the significance criteria.[43] Since the Project would generate up to 5 truck trips per hour during peak construction period, it is conservatively assumed that truck traffic related to construction of the Project and other related projects would cumulatively add up to 30 or more hourly truck trips. Therefore, cumulative noise due to construction truck traffic from the Project and other related projects has the potential to exceed the ambient noise levels along the haul route by 5 dBA. *As such, cumulative noise impacts from off-site construction would be significant.*

b. Construction Vibration

(i) On-Site Construction Vibration

As discussed above, potential vibration impacts associated with Project-related on-site construction activities would be significant with respect to human annoyance. However, due to the rapid attenuation characteristics of ground-borne vibration and given the distance of the nearest related project to the Project Site, there is no potential for a cumulative construction vibration impact with respect to both building damage and human annoyance associated with ground-borne vibration from on-site sources.

(ii) Off-Site Construction Vibration

According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." As discussed above, there are existing buildings that are approximately 20 feet from the right-of-way of the anticipated haul route(s) for the Project (i.e., 5th Street). These buildings are anticipated to be exposed to ground-borne vibration levels of approximately 0.008 PPV. Trucks

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43 It is estimated that with 171 truck trips per hour, the noise level would be 72.7 dBA, which is 4.9 dBA above the ambient noise level of 67.8 dBA. With 172 truck trips per hour, the noise level would be 72.8 dBA, which would exceed the ambient by 5.0 dBA.

from the related projects are expected to generate similar ground-borne vibration levels. Therefore, the vibration levels generated from off-site construction trucks associated with the Project and other related projects along the anticipated haul route(s) would be below the most stringent building damage significance criteria of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant.

Potential vibration impacts associated with temporary and intermittent vibration from project-related construction trucks traveling along the anticipated haul route(s) would less than significant with respect to human annoyance. As related projects would be anticipated to use similar trucks as the Project, it is anticipated that construction trucks would generate similar vibration levels along the anticipated haul route(s). Therefore, to the extent that other related projects use the same haul route as the Project, potential cumulative human annoyance impacts associated with temporary and intermittent vibration from haul trucks traveling along the designated haul routes would be less than significant.

c. Operational Vibration

The related projects in the vicinity of the Project Site include infill developments that include various land uses such as residential, office, and commercial uses. Similar to the Project, the primary source of vibration related to operation of the related projects would include vehicle circulation. However, as discussed above, vehicular-induced vibration is unlikely to be perceptible by people. In addition, related projects are expected to place typical commercial-grade stationary mechanical equipment, such as air-condenser units (mounted at the roof level), that would include vibration-attenuation mounts to reduce the vibration transmission. Therefore, cumulative operational vibration impacts would be less than significant.

Project Design Features

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Project Design Feature NOI-PDF-2: Project construction shall not include the use of driven (impact) pile systems.

Mitigation Measures

Mitigation Measure NOI-MM-1: No mitigation measures would be required to reduce on-site construction noise if the adjacent building (719 E. 5th Street) to the east of the Project Site and/or the building 100 feet east of the Project site (809 E. 5th Street) are not occupied. Substantial evidence (e.g., a letter from the building owner, photographs, etc.) shall be provided to the City prior to construction to confirm the vacancy of this building. Should permanent residents be found to occupy the adjacent building to the east of the Project Site and/or the building 100 feet east of the Project site, a temporary and impermeable sound barrier shall be erected at the location listed below. At plan

check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

Along the eastern property line of the Project Site between the construction areas and the residential uses to the east of the Project Site. The temporary sound barrier shall be designed to provide a minimum 10-dBA noise reduction at the ground level of measurement location M1. The height of the barrier shall be sufficient to block the line of sight between equipment engines and ground level receptors.

Mitigation Measure NOI-MM-2: No mitigation measures would be required to reduce vibration impacts with respect to both building damage and human annoyance if the adjacent building (719 E. 5th Street) to the east of the Project Site is demolished or scheduled to be demolished. Substantial evidence (e.g., a letter from the building owner, photographs, etc.) shall be provided to the City prior to construction to confirm demolition of this building. Should the building structure remain standing prior to start of construction, the Applicant shall retain the services of a structural engineer or qualified professional to visit the adjacent residential building adjacent to the Project Site to the east to inspect and document the apparent physical condition of the buildings' readily-visible features. If the building is anticipated to be occupied during construction activities, the following measures will be required:

The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at office building during demolition and grading/excavation phases. The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.4 PPV and a regulatory level of 0.5 PPV. The system shall also provide real-time alert when the vibration levels exceed the two preset levels.

In the event the warning level (0.4 PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.

In the event the regulatory level (0.5 PPV) is triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.

Finding

The City finds, pursuant to Public Resources Code Section 21081(a)(1), that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. However, these impacts have not been reduced to less than significant.

The City finds, pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section VIII of these findings (Statement of Overriding Considerations), make infeasible additional mitigation measures or Project alternatives identified in the EIR to reduce the Project's historic impacts to be less than significant.

Rationale for Finding

a. Construction Noise

(i) On-Site Construction Noise

Implementation of Mitigation Measure NOI-MM-1 provided above would reduce the Project's and cumulative construction noise levels to the extent feasible. Specifically, implementation of Mitigation Measure NOI-MM-1 (installation of temporary sound barrier) would reduce the noise generated by on-site construction activities at the off-site sensitive uses, by minimum 10 dBA at residential uses east of the site. However, with the implementation of the Mitigation Measured NOI MM-1, the construction-related noise at measurement location M1 (property line of 713 E. 5th Street) would still exceed the significance threshold by 4 dBA. Therefore, construction noise impacts associated with on-site noise sources would remain significant and unavoidable. Cumulative impacts associated with on-site construction noise would also be significant.

(ii) Off-Site Construction Noise

Project-level noise impacts from off-site construction would be less than significant. However, cumulative noise due to construction truck traffic from the Project and other related projects would likely exceed the ambient noise levels along the haul route by 5 dBA. No feasible mitigation measures have been identified to reduce construction truck noise along the haul route to acceptable levels. As such, cumulative noise impacts from off-site construction would be significant and unavoidable.

b. Construction Vibration

(i) On-Site Construction Vibration

Implementation of Mitigation Measure NOI-MM-2, would ensure the vibration levels at the exterior of the adjacent buildings would not exceed the significance criteria, 0.2 PPV. Therefore, vibration impacts associated with the on-site construction activities in respect to building damage would be reduced to a less than significant level.

However, project-level vibration impacts from on-site construction activities would still exceed the 72 VdB significance criteria at the residential use east of the Project Site (measurement location M1) for human annoyance. Project construction vibration levels at residential uses located 100 feet east of the Project site would remain below significance criteria. As discussed above, the residential uses adjacent to the Project site appear to be unoccupied. Although the human annoyance threshold applies to when the building is occupied, it was conservatively assumed that residents would be present during Project construction. Other mitigation measures considered to reduce vibration impacts from on-site construction activities with respect to human annoyance included the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, wave barriers must be very deep and long to be effective and are not

considered cost effective for temporary applications, such as construction.[44] In addition, constructing a wave barrier to reduce the Project's construction-related vibration impacts would, in and of itself, generate ground-borne vibration from the excavation equipment. Thus, it is concluded that there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from on-site construction associated with human annoyance to a less-than-significant level. Therefore, project-level vibration impacts from on-site construction activities with respect to human annoyance would remain significant and unavoidable.

(ii) Off-Site Construction Vibration

Vibration levels generated by construction trucks (i.e., haul, delivery, and concrete trucks) along the Project's haul route (i.e., 5th Street) would be well below the significance criteria for building damage. Therefore, vibration impacts with respect to building damage would be less than significant under both Project-level and cumulative-level.

Project and cumulative vibration levels from construction trucks would not exceed the significance criteria for human annoyance at sensitive receptors (e.g., residential and hotel uses) along 5th Street. Therefore, Project-level and cumulative vibration impacts from off-site construction with respect to human annoyance would be less than significant.

c. Conclusion

As such, the Project results in significant and unavoidable noise and vibration impacts with regard to construction. Pursuant to Public Resources Code Sections 21081(a)(1) and (a)(3), that changes or alterations have been required in, or incorporated into, the Project which partially mitigate some of these impacts, although not all to a less than significant level.

Based on the thresholds upon which the construction and vibration analysis is based, a substantial reduction in the intensity of construction activities would be necessary to reduce construction-related impact to less-than-significant level. In addition, significant construction noise and vibration impacts within the Project Site would be expected to occur with most redevelopment scenarios because construction activities, and the need to grade the Project Site, are inherently disruptive in nature. Thus, reducing temporary construction noise and vibration impacts below a level of significance at adjacent uses, if they are occupied at the time of construction, would not be possible while still achieving the Project's objectives. Furthermore, any reduction in the intensity of construction activities would actually increase the overall duration of the construction period. Therefore, alternatives to eliminate the Project's short-term noise and vibration impacts during construction were rejected as infeasible based on the inability to avoid significant environmental impacts under a reasonable construction schedule.

In addition, as discussed in of Section V, Alternatives, of the Draft EIR, Alternative 1: No Project Alternative would avoid these significant and unavoidable impacts by maintaining the existing conditions at the Project Site and not providing for any new

44 Caltrans, Transportation- and Construction-Induced Vibration Guidance Manual, June 2004.

development. Similarly, Alternative 2, which would limit construction to a rehabilitation of the existing building and would therefore eliminate most significant and unavoidable noise and vibration impacts, although a significant and unavoidable impact would still remain in terms of off-site construction traffic. However, the City concluded that Alternatives 1 and 2 are infeasible because they will not meet the objectives of the Project, as described in greater detail in Section VI, Alternatives to the Project, below.

Therefore based on the evidence described below in Section VIII, Statement of Overriding Considerations, the City finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report to reduce these impacts to less than significant.

Reference

See Section IV.E. Noise of the Draft EIR.

SCHEDULE 2VI. Alternatives to the Project

In addition to the project, the Draft EIR evaluated a reasonable range of three alternatives to the project. These alternatives are: 1) No Project/No Build Alternative; 2) Refurbishment and Preservation of Existing Building; and 3) Preservation of Exterior Façade of the Existing Building. In accordance with CEQA requirements, the alternatives to the Project include a “No Project” alternative and alternatives capable of eliminating the significant adverse impacts of the project. These alternatives and their impacts, which are summarized below, are more fully described in Section V of the Draft EIR.

1. Summary of Findings

Based upon the following analysis, the City finds, pursuant to Pubic Resources Code Section 21081, that specific economic, legal, social, technological, or other considerations, including considerations identified in Section VIII of these findings (Statement of Overriding Considerations), make infeasible the Project alternatives identified in the EIR.

2. Project Objectives

An important consideration in the analysis of alternatives to the Project is the degree to which such alternatives would achieve the objectives of the Project. As more thoroughly described in Section II, Project Description, of the Draft EIR, both the City and Project Applicant have established specific objectives concerning the Project, which are incorporated by reference herein and discussed further below.

3. Project Alternatives Considered and Rejected

As set forth in CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the

factors that may be used to eliminate an alternative from detailed consideration are the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the Project that were considered and rejected as infeasible include the following:

a. Alternatives to Eliminate Significant Noise and Vibration Impacts during Construction

As evaluated in Section IV.E, Noise, of the Draft EIR, significant noise and vibration impacts would occur during Project construction for limited durations from the operation of construction equipment and haul trucks if the adjacent building east of the Project Site was occupied at the time of construction. Based on the thresholds upon which the construction noise and vibration analysis is based, a substantial reduction in the intensity of construction activities would be necessary to reduce construction-related impacts to a less-than-significant level. In addition, significant construction noise and vibration impacts within the Project Site would be expected to occur with most reduced development scenarios because construction activities, and the need to grade the Project Site, are inherently disturbing. Thus, reducing temporary construction noise and vibration impacts below a level of significance at adjacent uses, if they are occupied at the time of construction, would not be possible while still achieving the Project's objectives. Furthermore, any reduction in the intensity of construction activities would actually increase the overall duration of the construction period. Therefore, alternatives to eliminate the Project's short-term noise and vibration impacts during construction were rejected as infeasible based on the inability to avoid significant environmental impacts under a reasonable construction schedule.

b. Alternative Project Site

The Edward Hotel building is an existing building historically used to provide affordable housing that is in need of upgrades and infrastructure expansion in order to provide quality housing for people who have experienced homelessness, prolonged extreme poverty, poor health, disabilities, mental illness and/or addiction to lead safe, stable lives in wellness. The Applicant already owns the Project Site, which has the capacity to accommodate the necessary upgrades and enhancements. The location of the Project Site is also ideally situated in an area of Los Angeles which experiences high levels of homelessness and development of the Project would bring high quality affordable housing to an area with the highest need for housing for homeless individuals. In addition, an alternative site would not meet the objective to replace a building that is not able to accommodate the basic needs of permanent supporting housing with a new building that can accommodate such basic needs. Additionally, development of the Project at an alternative site would not likely avoid the Project's significant impacts as similar impacts from noise and vibration during construction could occur. Therefore, an alternative site is not considered feasible as the Applicant does not own another suitable site in the vicinity that would achieve the underlying purpose and objectives of the Project. Thus, this alternative was rejected from further consideration.

4. Project Alternatives Analyzed

a. Alternative 1—No Project/No Build

Alternative 1 assumes that the Project would not be approved and no new development would occur within the Project Site. Thus, the physical conditions of the Project Site would generally remain as they are today. Thus, the existing Edward Hotel building on the Project Site would remain and no new construction would occur. The site plan under Alternative 1 would resemble existing conditions. As such, Alternative 1 would not address the existing deficiencies of the Edward Hotel building that prohibit its continued use as permanent supportive housing.

(i) Impact Summary

Alternative 1 would avoid the Project's significant and unavoidable impacts associated with historical resources and noise and vibration impacts from on-site and off-site construction activities. Impacts associated with the remaining environmental issues would be less than those of the Project.

(ii) Findings

The City finds, pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section VIII of these findings (Statement of Overriding Considerations), make infeasible the No Project Alternative described in the Draft EIR.

(iii) Rationale for Findings

Alternative 1 would eliminate the significant and unavoidable impacts of the Project. However, Alternative 1 would not meet the underlying purpose of the Project or any of the Project's basic objectives. Specifically, Alternative 1 would not:

- Increase the supply of permanent supportive housing in the existing community and replace a substandard residential hotel building with a new residential apartment building with contemporary design, modern amenities, and private bath and kitchen facilities that exemplifies best practices in permanent supportive housing and supports independent living.

- Provide a building that promotes the safety and well-being of, and meets the needs of permanent supportive housing residents, who may have needs related, but not limited, to homelessness; mental illness; physical and/or mental disabilities, including combat-related injuries, such as traumatic brain injury and post-traumatic stress disorder; insufficient natural social support systems; addiction; unemployment and/or prolonged poverty; lack of work history; lack of financial literacy; and limited independent living skills.

- Better allow all residents to age in place, and to promote the safety of elderly residents, by providing accessibility features such as an elevator, and residential units that include a private restroom, shower, and kitchen while meeting LEED Certified equivalent standards.

- Provide space for the provision of on-site supportive services, including counseling services, which would be accessible and free of charge to all residents, meeting the needs of those who require permanent supportive housing.

The Edward Hotel building includes existing deficiencies that do not make it a viable option for permanent supportive housing. All major building systems within the Edward Hotel building are no longer covered by warranty and have reached the end of their remaining useful life. As observed by the Applicant, the roof of the existing building leaks, while the domestic water plumbing system has failed numerous times, producing leaks from toilets with worn valves, circulation pump connections failing, and numerous pinhole leaks in pipes behind drywall, leading to water intrusion and invasive repairs. In addition, the electrical load of the Edward Hotel building is currently insufficient for modern amenities. Furthermore, the common kitchen has one four-burner range and oven which does not allow for all residents to utilize the kitchen at convenient times during the day and, thus, is insufficient for the needs of residents on-site. Additionally, the lack of cooling and central ventilation leads residents to prop open doors for cross ventilation in their unit, which diminishes privacy and safety, while also allowing more noise and odor into the common areas.

(iv) Reference

See Section IV. Alternatives of the Draft EIR.

b. Alternative 2: Refurbishment and Preservation of Existing Building

Under Alternative 2, the Refurbishment and Preservation of Existing Building Alternative, the existing Edward Hotel building on the Project Site would be preserved and refurbished. The Edward Hotel building currently has substantial deficiencies related to building systems, water intrusion, the electrical load, and inefficient building design for residents. To address the existing deficiencies of the Edward Hotel building, refurbishment activities would include the replacement of all major systems, including all HVAC, the addition of air conditioning, new electrical systems, new plumbing, roof, finishes, fixtures, elevator, windows, and flooring. This alternative would also add an elevator and residential supportive service offices. In order to accommodate the added elevator and proposed residential supportive service offices, Alternative 2 would include a reduction in the number of residential units existing in the Edward Hotel building by five residential units. Specifically, Alternative 2 would include a total of 42 residential units, including 41 Very Low Income single room occupancy (SRO) units and one manager's unit. No vehicular parking would be provided under Alternative 2.

As Alternative 2 would preserve and refurbish the Edward Hotel building, the height and massing of the existing building would remain the same. The total floor area of the Edward Hotel building would remain the same under Alternative 2 as under existing conditions. Similar to existing operations, Alternative 2 would provide 505 square feet of lounge/amenity space, 145 square feet of communal kitchen space, and 95 square feet of laundry space. Alternative 2 would also provide 140 square feet of private open space, similar to existing conditions. Unlike the Project, Alternative 2 would not achieve a LEED Certified by the U.S. Green Building Council or satisfy equivalent green building

standards. Since Alternative 2 would only require internal demolition and construction activities necessary to refurbish the existing Edward Hotel building and minimal grading and excavation activities for installation of the elevator overall construction activities and duration would be reduced when compared to the Project.

The implementation of Alternative 2 would not require a General Plan Amendment, a Vesting Zone and Height District Change, or Site Plan Review, as proposed by the Project. Alternative 2 would incorporate the same project design features and mitigation measures as the Project.

(i) Impact Summary

Alternative 2 would eliminate the Project's significant and unavoidable impacts to historic resources and Project-level vibration impacts from on-site construction activities with respect to human annoyance. However, significant and unavoidable impacts related to Project-level and cumulative on-site noise impacts and cumulative off-site noise during construction would remain significant and unavoidable under Alternative 2. All other impacts would be less than those of the Project, and such impacts would be less than significant or less than significant with mitigation.

(ii) Findings

The City finds, pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section VIII of these findings (Statement of Overriding Considerations), make infeasible Alternative 2 described in the Draft EIR.

(iii) Rationale for Findings

Although Alternative 2 would eliminate several of the significant and unavoidable impacts of the Project, other significant and unavoidable impacts relating to construction noise would remain. Moreover, development of Alternative 2 would not meet the Project objectives or would meet the objectives to a less extent than the Project. Development of Alternative 2 would not meet the underlying purpose of the Project to replace an existing deficient building that has reached the end of its remaining useful life with a new building that provides independent living opportunities combined with permanent supportive housing within the existing community while providing an environment for people who have experienced homelessness, prolonged extreme poverty, poor health, disabilities, mental illness and/or addiction to lead safe, stable lives in wellness. In addition, Alternative 2 would not meet the following Project objective:

- Increase the supply of permanent supportive housing in the existing community and replace a substandard residential hotel building with a new residential apartment building with contemporary design, modern amenities, and private bath and kitchen facilities that exemplifies best practices in permanent supportive housing and supports independent living.

Alternative 2 would meet the following Project objectives, but to a lesser extent than the Project:

- Provide a building that promotes the safety and well-being of, and meets the needs of permanent supportive housing residents, who may have needs related, but not limited, to homelessness; mental illness; physical and/or mental disabilities, including combat-related injuries, such as traumatic brain injury and post-traumatic stress disorder; insufficient natural social support systems; addiction; unemployment and/or prolonged poverty; lack of work history; lack of financial literacy; and limited independent living skills.

- Better allow all residents to age in place, and to promote the safety of elderly residents, by providing accessibility features such as an elevator, and residential units that include a private restroom, shower, and kitchen while meeting LEED Certified equivalent standards.

- Provide space for the provision of on-site supportive services, including counseling services, which would be accessible and free of charge to all residents, meeting the needs of those who require permanent supportive housing.

Thus, while Alternative 2 would address several of the existing physical building deficiencies of the Edward Hotel building, this alternative would not meet the underlying purpose of the Project and its associated objectives.

Specifically, although Alternative 2 would preserve the existing building, it would provide fewer restricted-income housing units in the Skid Row neighborhood of the Central City Community Plan area, which would reduce housing opportunities within an area of the Community Plan that is well served by a diversity of services for restricted-income individuals, as well as transportation alternatives, including transit, bicycling, and walking. Moreover, retaining the Project Site's existing structure significantly reduces the available floor area, resulting in a corresponding decrease in achievable residential density. This hinders the ability to provide additional affordable units and to provide housing units at a sufficient size to provide in-room amenities such as bathrooms and kitchens, as well as other supportive services on-site. Accordingly, only 41 restricted-income units (rather than 50) would be constructed under Alternative 2, with room sizes that are half the size of the Project, with fewer amenities and services available to residents, thereby meeting the affordable housing needs of the community to a lesser extent than the Project.

In addition, regarding the City's planning goals and policies, the City supports the development of new housing, and has a critical need for affordable housing development and supportive services. The Community Plan includes policies to increase the range of housing choices available to Downtown employees and residents, to preserve the existing low-income housing stock (including SRO units), to address the problems of the homeless population by creating services and facilities that better serve their needs, and to provide the requisite services, housing opportunities, and environments to allow the homeless to rejoin the workforce and lead productive lives. The Project would preserve and enhance low-income housing stock in the area and would improve the livability for residents of the site by providing larger room accommodations with in-room kitchens and bathroom, as well as on-site amenities and supportive services, thereby directly meeting these goals. The reduced unit count and lack of services associated with Alternative 2 does not meet to the same extent the City's planning goals for affordable and supportive housing and is less desirable from a policy standpoint.

(iv) Reference

See Section V. Alternatives of the Draft EIR.

c. Alternative 3: Preservation of Exterior Façade of the Existing Building Alternative

Under Alternative 3, the Preservation of Exterior Façade of the Existing Building Alternative, all of the uses proposed by the Project would be provided within an eight-story building. However, the façade of the existing Edward Hotel building would be preserved. Specifically, the interior floor plan, unit count, and amenities proposed under the Project would be unchanged under this alternative, but the exterior façade of the floors one through three would be the same as existing on the Project Site. Under Alternative 3, the building height would be similar to the building height under the Project and would reach a maximum height of 102 feet. Architectural elements for floors fourth through eight, lighting and signage, and access to and within the Project Site would also be similar to that of the Project. Similar to the Project, Alternative 3 would achieve LEED Certified by the U.S. Green Building Council or satisfy equivalent green building standards. In addition, the amount of grading and overall construction duration under Alternative 3 would be similar to that of the Project. As with the Project, one vehicular parking space would be provided under Alternative 3. The implementation of Alternative 3 would require a General Plan Amendment, a Vesting Zone and Height District Change, and a Site Plan Review, similar to the Project. Alternative 3 would incorporate the same project design features and mitigation measures as the Project.

(i) Impact Summary

All significant and unavoidable impacts related to historical resources, noise and vibration impacts from on-site construction activities would remain significant and unavoidable under Alternative 3. In addition, Alternative 3 would result in cumulative impacts to historical resources, and noise from on-site and off-site construction activities. All other impacts would be similar to those of the Project, and such impacts would be less than significant or less than significant with mitigation.

(ii) Findings

The City finds, pursuant to Public Resources Code Section 21081(a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section VIII of these findings (Statement of Overriding Considerations), make infeasible Alternative 3 described in the Draft EIR.

(iii) Rationale for Findings

As discussed above, Alternative 3 would not reduce or eliminate any of the significant cultural resource or noise impacts of the Project, although it would retain the existing building facade. The types and amounts of uses proposed under Alternative 3 would be the same as under the Project. As such, this alternative would meet the Project's underlying purpose to replace an existing deficient building with a new building that provides permanent supportive housing within the existing community while providing an environment for people who have experienced homelessness, prolonged

extreme poverty, poor health, disabilities, mental illness and/or addiction to lead safe, stable lives in wellness. This alternative would also achieve all the Project objectives that support this underlying purpose. Specifically, as Alternative 3 would replace the existing Edward Hotel building with a new more efficient building and would include the same amount of permanent supportive housing within a similarly designed residential building, this alternative would meet the following Project objectives to the same extent as the Project:

- Provide a building that promotes the safety and well-being of, and meets the needs of permanent supportive housing residents, who may have needs related, but not limited, to homelessness; mental illness; physical and/or mental disabilities, including combat-related injuries, such as traumatic brain injury and post-traumatic stress disorder; insufficient natural social support systems; addiction; unemployment and/or prolonged poverty; lack of work history; lack of financial literacy; and limited independent living skills.

- Better allow all residents to age in place, and to promote the safety of elderly residents, by providing accessibility features such as an elevator, and residential units that include a private restroom, shower, and kitchen while meeting LEED Certified equivalent standards.

- Provide space for the provision of on-site supportive services, including counseling services, which would be accessible and free of charge to all residents, meeting the needs of those who require permanent supportive housing.

Alternative 3 would meet the following Project objectives, but to a lesser extent than the Project:

- Increase the supply of permanent supportive housing in the existing community and replace a substandard residential hotel building with a new residential apartment building with contemporary design, modern amenities, and private bath and kitchen facilities that exemplifies best practices in permanent supportive housing and supports independent living.

(iv) Reference

See Section V. Alternatives of the Draft EIR.

d. Environmentally Superior Alternative

Alternative 1, the No Project/No Build Alternative, would avoid all of the Project's significant environmental impacts, including those related to historical resources, noise impacts from on-site construction activities and significant vibration impacts from on-site construction activities with respect to human annoyance if the adjacent building east of the Project Site was occupied at the time of construction, as well as cumulative impacts related to historical resources, noise impacts from on-site and off-site construction activities. In addition, Alternative 1 would eliminate all of the Project's remaining less-than-significant and less-than-significant with mitigation impacts. However, Alternative 1 would not meet any of the Project objectives or the Project's underlying purpose to replace an existing deficient building that has reached the end of its remaining useful life

with a new building that provides independent living opportunities combined with permanent supportive housing within the existing community while providing an environment for people who have experienced homelessness, prolonged extreme poverty, poor health, disabilities, mental illness and/or addiction to lead safe, stable lives in wellness.

In accordance with the CEQA Guidelines, a comparative evaluation of the remaining alternatives indicates that Alternative 2, Refurbishment and Preservation of Existing Building Alternative, is the Environmentally Superior Alternative. As discussed above, Alternative 3 would not eliminate any of the Project's impacts. Alternative 2 would eliminate the Project's significant and unavoidable Project-level and cumulative cultural resources impacts and significant and unavoidable Project-level vibration impacts from on-site construction activities with respect to human annoyance. Therefore, Alternative 2, Refurbishment and Preservation of Existing Building Alternative, would be the Environmentally Superior Alternative. However, significant and unavoidable impacts related to Project-level and cumulative on-site construction noise impacts and cumulative off-site construction noise would remain significant and unavoidable under Alternative 2. Alternative 2 would refurbish the Edward Hotel building, which has substantial deficiencies related to building systems, water intrusion, the electrical load, and inefficient building design for residents. However, Alternative 2 would not achieve most of the Project objectives or achieve the Project's underlying purpose to replace an existing deficient building that has reached the end of its remaining useful life with a new building that provides independent living opportunities combined with permanent supportive housing within the existing community while providing an environment for people who have experienced homelessness, prolonged extreme poverty, poor health, disabilities, mental illness and/or addiction to lead safe, stable lives in wellness.

SCHEDULE 3VII. Other CEQA Considerations

a. Growth Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires that growth-inducing impacts of a project be considered in a Draft EIR. Growth-inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the CEQA Guidelines, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a waste water treatment plant that, for example, may allow for more construction in service areas). In addition, as set forth in the CEQA Guidelines, increases in the population may tax existing community service facilities, thus requiring construction of new facilities that could cause significant environmental effects. The CEQA Guidelines also require a discussion of the characteristics of projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Finally, the CEQA Guidelines also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.

(i) Population

As discussed in Section II, Project Description, of the Draft EIR, the Project would result in the construction of 51 residential units, which would consist of 50 Restricted Affordable Efficiency Dwelling units and one manager's unit. As discussed further in the Initial Study, provided in Appendix A of the Draft EIR, development of the Project would replace 46 Very Low Income SRO units and one manager's unit. According to SCAG's 2016–2040 RTP/SCS, the forecasted population for the City of Los Angeles Subregion in 2018 is approximately 4,009,193 persons.[45] In 2021, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,091,039 persons.[46] The four net new residential units proposed under the Project would each only include one person per dwelling unit.[47] The four net new residents generated by the Project would represent approximately 0.005 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2018 and 2021. Furthermore, the Project does not include the extension of roads or other infrastructure that would indirectly induce substantial population growth in the area. Therefore, the Project's residents would be well within SCAG's population projection for the City of Los Angeles Subregion and would not result in a significant direct growth-inducing impact.

(ii) Employment

In addition to the residential population generated by the Project, the Project would have the potential to generate indirect population growth in the vicinity of the Project Site as a result of the employment opportunities generated by the Project. As discussed further in the Initial Study, provided in Appendix A of the Draft EIR, the Project would generate approximately four full-time equivalent (FTE) employees based on information provided by the Applicant. The existing residential uses currently employ two FTE employees. Therefore, the Project would have a net increase of two FTE employees. According to the 2016–2040 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2018 is approximately 1,797,693 employees.[48] In 2021, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,848,339 employees.[49] Thus, the Project's estimated two net new employees would constitute approximately 0.004 percent of the employment growth forecasted between 2018 and 2021. Therefore, the Project would not cause an exceedance of SCAG's employment projections contained in the 2016–2040 RTP/SCS. In addition, the employment opportunities are typically filled by persons already residing in the vicinity of the workplace and generally do not relocate their households due to such employment opportunities. Therefore, given that the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site, the potential growth associated with Project

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45 Based on a linear interpolation of 2012–2040 data.

46 Based on a linear interpolation of 2012–2040 data.

47 The residential units proposed under the Project are Restricted Affordable Efficiency Dwelling units, and, therefore, would only have one person per residential dwelling unit.

48 Based on a linear interpolation of 2012–2040 data.

49 Based on a linear interpolation of 2012–2040 data.

employees who may relocate their place of residence would not be substantial. Although it is possible that some of the employment opportunities offered by the Project would be filled by persons moving into the surrounding area, which could increase demand for housing, it is anticipated that most of this demand would be filled by then-existing vacancies in the housing market and others by any new residential developments that may occur in the vicinity of the Project Site. As such, the Project's net increase of two FTE employees would be unlikely to create an indirect demand for additional housing or households in the area.

(iii) Utility Infrastructure Improvements

The area surrounding the Project Site is already developed with residential, commercial, and office-related uses, and the Project would not remove impediments to growth. The Project Site is located within an urban area that is currently served by existing utilities and infrastructure. While the Project may require minor local infrastructure upgrades to maintain and improve water, sewer, electricity, and natural gas lines on-site and in the immediate vicinity of the Project Site, such improvements would be limited to serving Project-related demand, and would not necessitate major local or regional utility infrastructure improvements that have not otherwise been accounted and planned for on a regional level.

(iv) Conclusion

Overall, the Project would be consistent with the growth forecast for the City of Los Angeles Subregion and would be consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled. In addition, the Project would not require any major roadway improvements nor would the Project open any large undeveloped areas for new use. Any access improvements would be limited to driveways necessary to provide immediate access to the Project Site and to improve safety and walkability. Therefore, direct and indirect growth-inducing impacts would be less than significant.

b. Significant Irreversible Environmental Changes

Section 15126.2(c) of the CEQA Guidelines indicates that an EIR should evaluate significant irreversible environmental changes that would be caused by implementation of a proposed project. As stated in CEQA Guidelines Section 15126.2(c), "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The Project would necessarily consume a limited amount of slowly renewable and non-renewable resources that could result in irreversible environmental changes.

This consumption would occur during construction of the Project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation. As demonstrated below, the Project would not consume a large commitment of natural resources or result in significant irreversible environmental changes.

(i) Building Materials and Solid Waste

Construction of the Project would require consumption of resources that do not replenish themselves or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), and petrochemical construction materials (e.g., plastics).

With regard to solid waste, which is addressed in the Initial Study, included as Appendix A to the Draft EIR, during construction of the Project, a minimum of 75 percent of construction and demolition debris would be diverted from landfills. In addition, during operation, the Project would provide on-site recycling containers within a designated recycling area for Project residents to facilitate recycling in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687) and the Los Angeles Green Building Code. The Project will adhere to State and local solid waste policies and objectives that further goals to divert waste. Thus, the consumption of non-renewable building materials such as lumber, aggregate materials, and plastics would be reduced.

(ii) Water

Consumption of water during construction and operation of the Project is addressed in the Initial Study, included as Appendix A to the Draft EIR. Given the temporary nature of construction activities, the short-term and intermittent water use during construction of the Project would be less than the net new water consumption estimated for the Project at buildout. During operation, the estimated water demand for the Project would not exceed the available supplies projected by the City of Los Angeles Department of Water and Power (LADWP). Thus, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. In addition, the Project would implement a variety of sustainable features related to water conservation to reduce indoor water use, as set forth in Section II, Project Description, of the Draft EIR. Thus, as evaluated in the Initial Study, while Project construction and operation would result in some irreversible consumption of water, the Project would not result in a significant impact related to water supply.

(iii) Energy Consumption

During ongoing operation of the Project, non-renewable fossil fuels would represent the primary energy source, and thus the existing finite supplies of these resources would be incrementally reduced. Fossil fuels, such as diesel, gasoline, and oil, would also be consumed in the use of construction vehicles and equipment. Project consumption of

non-renewable fossil fuels for energy use during construction and operation of the Project is addressed in Section IV.G, Energy Conservation and Infrastructure, of the Draft EIR. As discussed therein, construction activities for the Project would not require the consumption of natural gas, but would require the use of fossil fuels and electricity. On- and off-road vehicles would consume an estimated 6,931 gallons of gasoline and approximately 33,794 gallons of diesel fuel throughout the Project's construction. For comparison purposes, the fuel usage during Project construction would represent approximately 0.0001 percent of the 2019 annual on-road gasoline-related energy consumption and 0.003 percent of the 2019 annual diesel fuel-related energy consumption in Los Angeles County.[50] Furthermore, a total of approximately 937 kWh of electricity related to water consumption is anticipated to be consumed during Project construction. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Therefore, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Therefore, impacts related to the consumption of fossil fuels during construction of the Project would be less than significant.

During operation, the Project's increase in electricity and natural gas demand would be within the anticipated service capabilities of LADWP and the Southern California Gas Company, respectively. As discussed in Section IV.G, Energy Conservation and Infrastructure, of the Draft EIR, the Project would comply with Title 24 standards and applicable CALGreen requirements. In addition, new buildings and infrastructure would include features so as to be capable of achieving LEED® Certified or equivalent green building. Therefore, the Project would not cause the wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F to the CEQA Guidelines. In addition, Project operations would not conflict with adopted energy conservation plans. Refer to Section IV.G, Energy Conservation and Infrastructure, of the Draft EIR, for further analysis regarding the Project's consumption of energy resources.

(iv) Environmental Hazards

The Project's potential use of hazardous materials is addressed in the Initial Study, included as Appendix A to the Draft EIR. As evaluated therein, the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used for residential and residential supportive service uses. Specifically, operation of the Project would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials to be used during construction and operation of the Project would be contained, stored, and used in accordance with manufacturers' instructions and handled in accordance with all applicable standards and regulations, including, but not limited to,

50 Refer to Appendix F of the Draft EIR for detailed energy calculations.

those set forth by the federal and State Occupational Safety and Health Acts. Any associated risk would be adequately reduced to a less-than-significant level through compliance with these standards and regulations. As such, compliance with regulations and standards would serve to protect against significant and irreversible environmental change that could result from the accidental release of hazardous materials.

(v) Conclusion

Based on the above, Project construction and operation would require the irreversible commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of these resources and the Project Site for future generations or for other uses. However, the consumption of such resources would not be considered substantial and would be consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions, and such resources would not be used in a wasteful manner. Therefore, although irreversible environmental changes would result from the Project, such changes are concluded to be less than significant, and the limited use of nonrenewable resources that would be required by Project construction and operation is justified.

VIII. Statement of Overriding Considerations

Implementation of the Project would result in significant impacts related to historical resources, noise from on-site construction activities, and vibration from on-site construction activities with respect to human annoyance. In addition, the Project would result in cumulative impacts to historical resources and noise from on-site and off-site construction activities. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decisions of the public agency allow the occurrence of significant impacts identified in the EIR that are not substantially lessened or avoided, the lead agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. Article I of the City's CEQA Guidelines incorporates all of the State CEQA Guidelines contained in Title 14, California Code of Regulations, Sections 15000 et seq. and thereby requires, pursuant to CEQA Guidelines Section 15093(b), that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a Project if it finds that significant adverse environmental effects identified in the Final EIR cannot be substantially lessened or avoided. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the EIR, the source references in the EIR, and other documents and material that constitute the record of proceedings.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts will result from implementation of the Project. Having: (1) adopted all feasible mitigation measures; (2) rejected as infeasible alternatives to the Project; (3) recognized all significant, unavoidable impacts; and (4) balanced the benefits of the Project against the Project's significant and unavoidable impacts, the City hereby finds that the each of the Project's benefits, as listed below, outweighs and overrides the significant unavoidable impacts of the Project.

Summarized below are the benefits, goals and objectives of the Project. These provide the rationale for approval of the proposed Project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the significant unavoidable impacts of the Project and justify the approval, adoption or issuance of all of the required permits, approvals and other entitlements for the Project and the certification of the completed Final EIR. Despite the unavoidable impacts caused by the construction of the Project, the City approves the Project based on the following contributions of the Project to the community:

- The Project intends to increase the supply of permanent supportive housing in the existing community and replace a substandard residential hotel building with a new residential apartment building with contemporary design, modern amenities, and private bath and kitchen facilities that exemplifies best practices in permanent supportive housing and supports independent living.

- The Project would provide a building that promotes the safety and well-being of, and meets the needs of permanent supportive housing residents, who may have needs related, but not limited, to homelessness; mental illness; physical and/or mental disabilities, including combat-related injuries, such as traumatic brain injury and post-traumatic stress disorder; insufficient natural social support systems; addiction; unemployment and/or prolonged poverty; lack of work history; lack of financial literacy; and limited independent living skills.

- The Project would better allow all residents to age in place, and to promote the safety of elderly residents, by providing accessibility features such as an elevator, and residential units that include a private restroom, shower, and kitchen while meeting LEED Certified equivalent standards.

- The Project would provide space for the provision of on-site supportive services, including counseling services, which would be accessible and free of charge to all residents, meeting the needs of those who require permanent supportive housing.

Supports City's Housing Goals. In addition, the Project would be consistent with the objectives and policies that support the City's housing goals and Central City Community Plan's goals. Regarding the City's planning goals and policies, the City supports the development of new housing, and has a critical need for affordable housing development and supportive services. The Community Plan includes policies to increase the range of housing choices available to Downtown employees and residents, to preserve the existing low-income housing stock (including SRO units), to address the problems of the homeless population by creating services and facilities that better serve their needs, and to provide the requisite services, housing opportunities, and environments to allow the homeless to rejoin the workforce and lead productive lives. The project would remove a building with 14,475 square feet of floor area and replace it with a building with 33,007 square feet of floor area. This would not only replace the number of existing SRO units with Restricted Affordable Efficiency Dwelling units but would also add four affordable units, for a total of 51 residential units (50 Restricted Affordable Efficiency Dwelling units and one manager's unit). The Project would ensure that that the housing stock for Very Low Income and homeless persons would be protected with permanent affordable housing, which would also include supportive services for homeless persons and those at risk of becoming homeless. In addition, the proposed new building would also improve the existing on-site affordable housing stock by providing larger units (more than double in size compared to

the existing units), with new kitchen and bathroom facilities within each unit, which are not provided in the existing on-site SRO building. The additional floor area would also accommodate new elevator access, a management office and lobby, residential supportive service uses, including several small counseling offices for residents, as well as a work center, a residents' lounge, and a shared laundry room. The Project would therefore preserve and enhance low-income housing stock in the area and would improve the livability for residents of the site by providing larger room accommodations with in-room kitchens and bathrooms, as well as on-site amenities and supportive services, thereby directly meeting the City's goals.

Improves Supportive Housing Services. The Project would also replace an existing substandard building with a new building that provides independent living opportunities combined with permanent supportive housing within the existing community while providing an environment for people who have experienced homelessness, prolonged extreme poverty, poor health, disabilities, mental illness and/or addiction to lead safe, stable lives in wellness. In particular, the Project would provide a new residential apartment building with contemporary design and modern amenities that exemplifies best practices in permanent supportive housing. Additionally, the Project would better allow all residents to age in place and to promote the safety of elderly residents. In particular, the Project would include a private restroom, shower, and kitchen in all residential units.

Smart Growth. The Project also provides an opportunity to fulfill policy directives reflected in both local and regional land use plans by concentrating residential development in an area that is targeted for higher density, urban growth. The Project will provide housing opportunities within an area of the Community Plan that is well served by a diversity of services for restricted-income individuals, as well as transportation alternatives, including transit, bicycling, and walking. Specifically, as discussed in Section IV.D, Land Use, of the Draft EIR, the Project Site is located in a High-Quality Transit Area (HQTA) as designated by the Southern California Association of Governments' (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS). HQTAs are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Project would be located in an area well-served by existing public transportation, including the Metro Gold Line Little Tokyo/Arts District Station, which is located approximately 0.5 mile north of the Project Site. Furthermore, the 7th Street/Metro Center Station is approximately 1.3 miles west of the Project Site and is served by Metro's Red, Purple, Blue, and Expo rail lines, along with the Silver Line limited-stop bus route. Numerous bus lines connect near the Project Site to points and transit throughout Downtown. Thus, the Project would focus housing growth in proximity to major transportation corridors and within walking distance of a transit station, as well as other employment and supportive services for residents.

Sustainability. The Project would be built to meet current seismic, safety, and green building standards, resulting in a safer and more efficient building. The Project will be consistent with the City's Green Building Code, LA Green Plan, and Sustainable City pLAn by incorporating sustainable and green building design and construction to promote resource conservation, including energy and water conservation measures. These features would serve to provide a more economically and energy efficient operation of the building and would provide for increased livability of units with improved amenities and services for restricted income tenants.

IX. General Findings

1. The City, acting through the Department of City Planning, is the "Lead Agency" for the Project that is evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the Project, that the Draft EIR which was circulated for public review reflected its independent judgment, and that the Final EIR reflects the independent judgment of the City.

2. The EIR evaluated the following potential project and cumulative environmental impacts: Air Quality; Cultural Resources; Greenhouse Gas Emissions; Land Use and Planning; Noise; Tribal Cultural Resources; and Energy Conservation and Infrastructure. Additionally, the EIR considered Growth Inducing Impacts and Significant Irreversible Environmental Changes. The significant environmental impacts of the Project and the alternatives were identified in the EIR.

3. The City finds that the EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

4. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned response to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

5. The Final EIR documents changes to the Draft EIR. The Final EIR provides additional information that was not included in the Draft EIR. Having reviewed the information contained in the Draft EIR and the Final EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there are no new significant impacts, substantial increase in the severity of a previously disclosed impact, significant information in the record of proceedings, or other criteria under CEQA that would require recirculation of the Draft EIR, or preparation of a supplemental or subsequent EIR.

   Specifically, the City finds that:

   a. The Responses to Comments contained in the Final EIR fully considered and responded to comments claiming that the Project would have significant impacts or

more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.

b. The City has thoroughly reviewed the public comments received regarding the Project and the Final EIR as it relates to the Project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.

c. None of the information submitted after publication of the Final EIR, including testimony at and documents submitted for the public hearings on the Project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

6. The mitigation measures identified for the Project were included in the Draft and Final EIRs. As revised, the final mitigation measures for the Project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the Project. The City finds that the impacts of the Project have been mitigated to less than significance by the feasible mitigation measures identified in the MMP.

7. CEQA requires the Lead Agency approving a project to adopt a MMP or the changes to the project which it has adopted or made a condition of project approval to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City serves that function. The MMP includes all the mitigation measures and project design features adopted by the City in connection with the approval of the Project and has been designed to ensure compliance with such measures during implementation of the Project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the MMP.

8. In accordance with the requirements of Public Resources Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the Project.

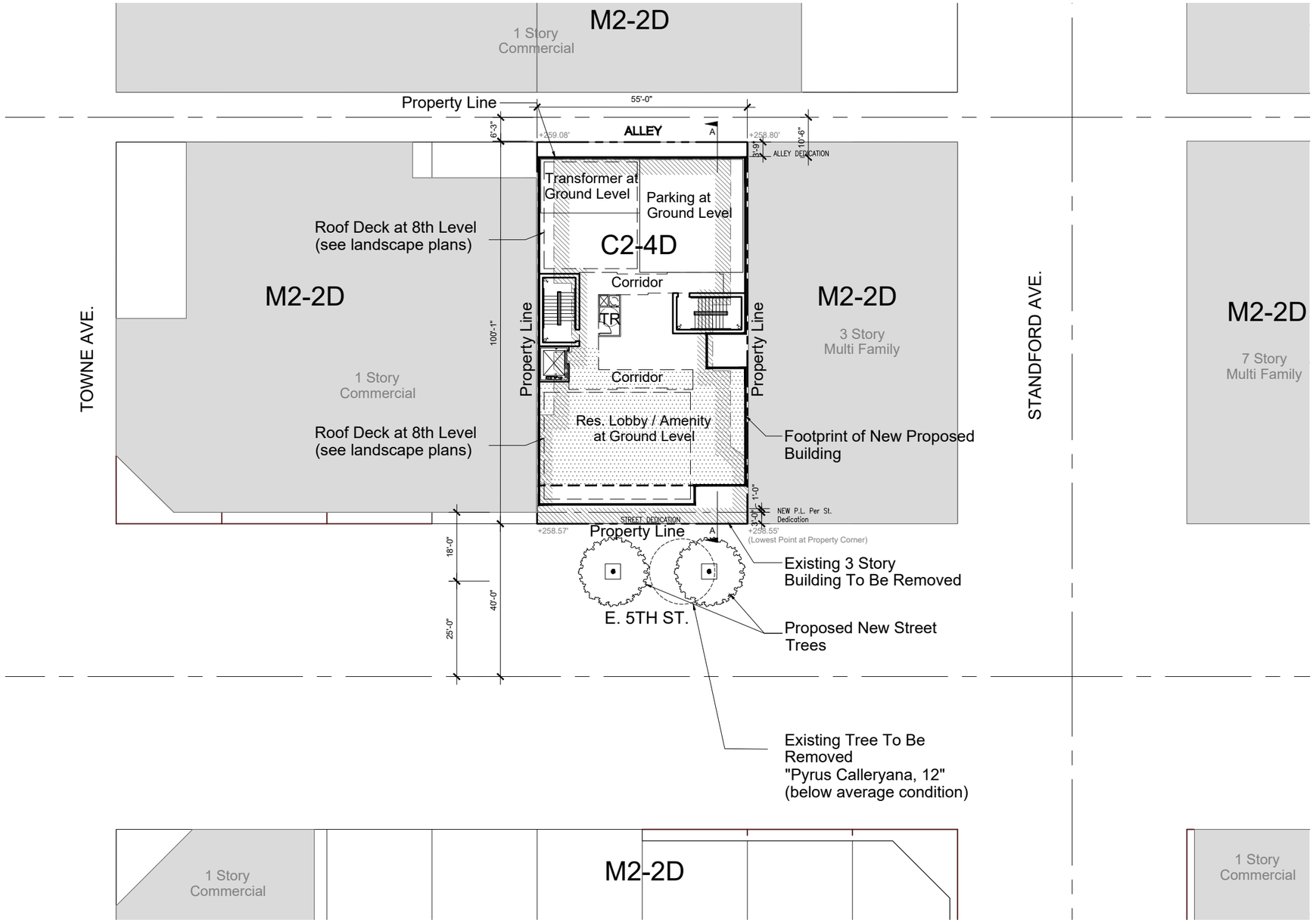
9. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the City Department of City Planning, Major Projects Section, 221 North Figueroa Street, Room 1350, Los Angeles, California 90012.

10. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

11. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Project.

12. The EIR is a Project EIR for purposes of environmental analysis of the Project. A Project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the Project by the City and other regulatory jurisdictions.

13. The City finds that none of the public comments to the Draft EIR or subsequent public comments or other evidence in the record, including any changes in the Project in response to input from the community and the Council Office, include or constitute substantial evidence that would require recirculation of the Final EIR prior to its certification and that there is no substantial evidence elsewhere in the record of proceedings that would require substantial revision of the Final EIR prior to its certification, and that the Final EIR need not be recirculated prior to its certification.



Lot Area			
	Square feet	Acres	
Gross (to centerline)	0	0.00	
Existing Lot Area	5,506	0.13	
Density			
Permitted by C2-2D Zone (LAMC 12.22 C 3 (c))	Unlimited per GDHIA		
Maximum Proposed Units	51	units	
Average unit size	405	sf (not including manager's unit)	
Unit Type by Habitable Rm			
Efficiency	50	units	
2-bedroom (Managers Unit)	1	units	
Floor Area			
Buildable area (same as lot area per LAMC 12.22 C 3 (b))	5,506		
Permitted	Square feet	FAR	
Total Permitted	33,036	6.0 :1	
Proposed	Square feet		
Residential	30,934		
Support Services	433		
Interior Common areas	1,640		
Total Proposed	33,007	6.0 :1	
Height			
	Stories/Vertical Height		
Total Permitted	Unlimited		
To highest architectural feature	102'-0"	*measured from lowest point	
Stories	8 - stories		
Open Space			
Required	SF per Unit	Units	Square feet
< 3 Habitable Rooms	100	50	5,000.0
= 3 Habitable Rooms	125	1	125.0
Required Sub-Total			5,125.0
Open Space reduction per LAMC 11.5.11 (e) to provide			**2,562.5**
Proposed			
Exterior Common		1,922.0	
Roof	1,922.0		
Interior Common		640.5	
Resident Amenity and Kitchen (1st Floor)	640.5		
Exterior Private		0	
Balconies (50 SF per Unit)	0		
Total Provided			**2,562.5**
Trees	7		
Auto Parking			
Required	Spaces/Unit	No. of Units	No. of Pkg Spaces
Restricted Affordable units per the LAMC 11.5.11(e)	0	50	0
Managers unit per Central City Parking Exception per LAMC 12.21.A.4(p)	1	1	1
Total Required			1
Proposed			
Standard			
Compact			
HC	1		
Total Proposed	1		
Bike Parking			
Required			
Short Term	Racks	Units	Parking Spaces
1-25 Dwelling Units	1 per 10	25	2
26-100 Dwelling Units	1 per 15	26	2
Short Term Required		51	4
Long Term	Racks	Units	Parking Spaces
1-25 Dwelling Units	1 per unit	25	25
26-100 Dwelling Units	1 per 1.5 units	26	17
Long Term Required		51	42
Total Parking Spaces Required	**46**		
Proposed			
Residential Short Term	4		
Residential Long Term	42		
Total Proposed	**46**		

LOTS 3 AND 4 IN BLOCK 10 OF WOLFSKILL ORCHARD TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 30, PAGE 9 ET SEQ., OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

EXHIBIT A - Project Plans
July 19, 2019

0 15 30 60 ft

Plot Plan

JULY 19, 2019

A-1

ARCHITECTS
TOGAWA SMITH MARTIN
RESIDENTIAL, INC
444 S Flower Street - Suite 1220
Los Angeles, California 90071
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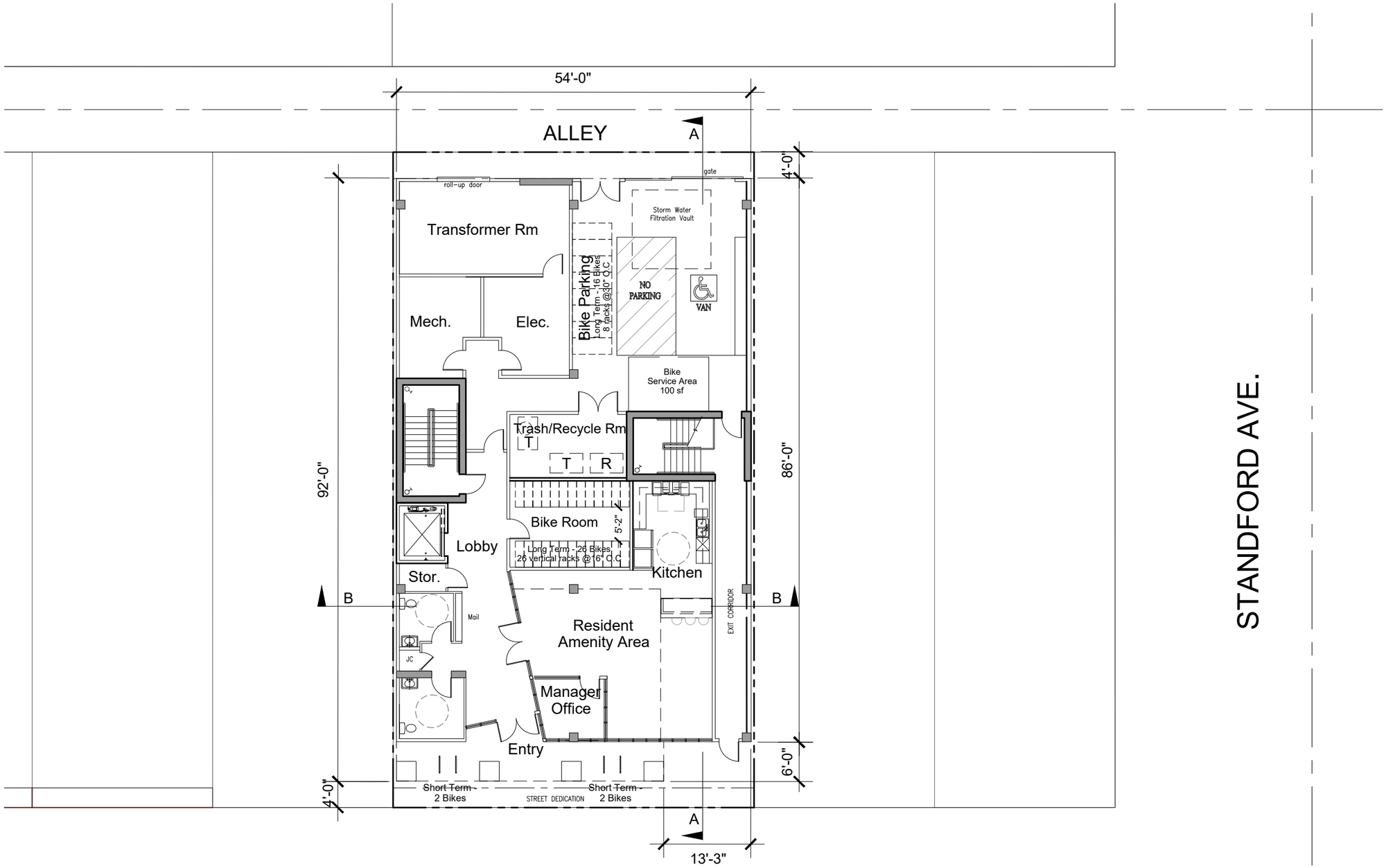

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

0 8 16 32 ft

Ground Floor Plan

JULY 19, 2019

A-2

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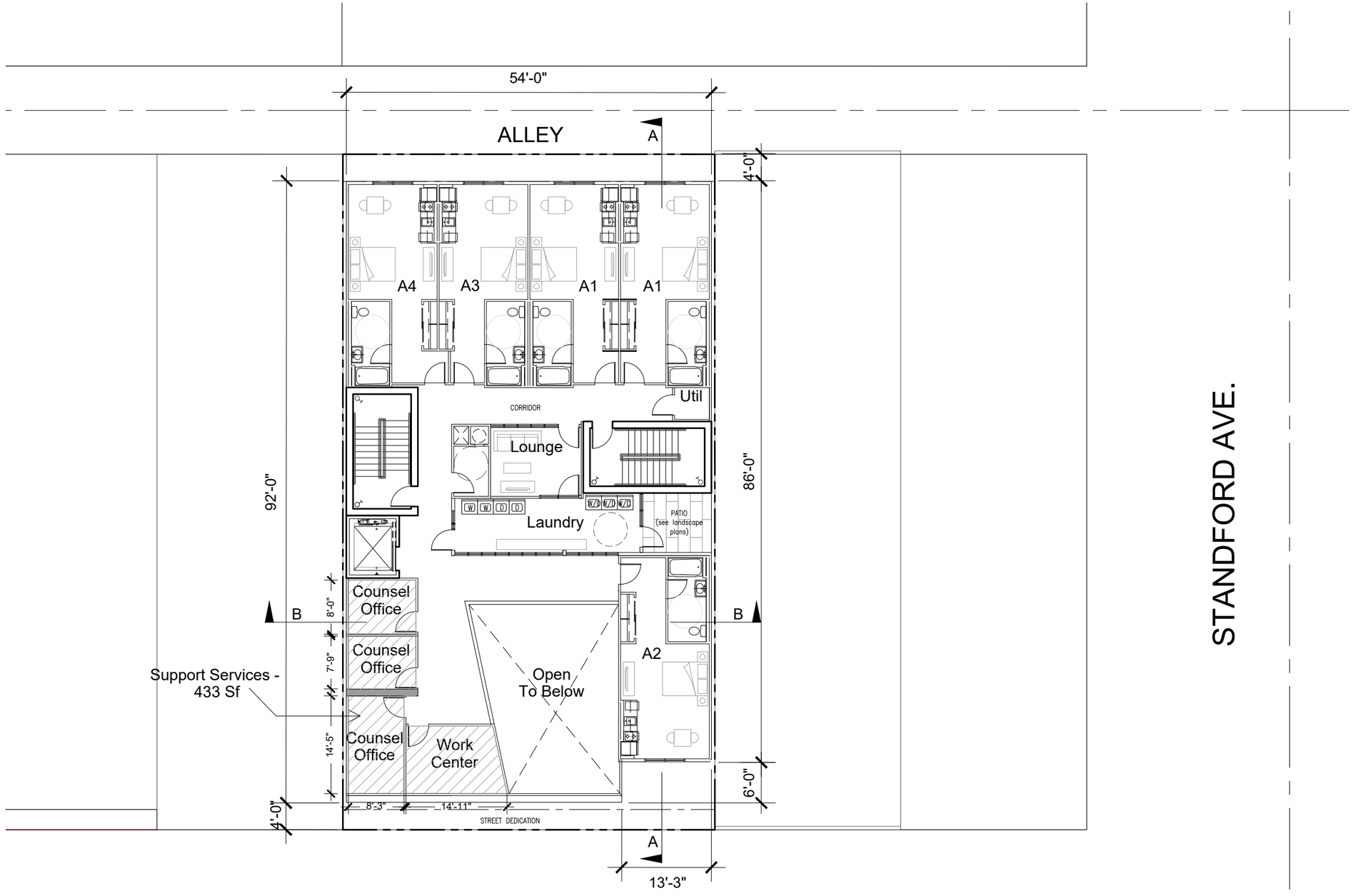

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

0 8 16 32 ft

Second Floor Plan

JULY 19, 2019

A-3

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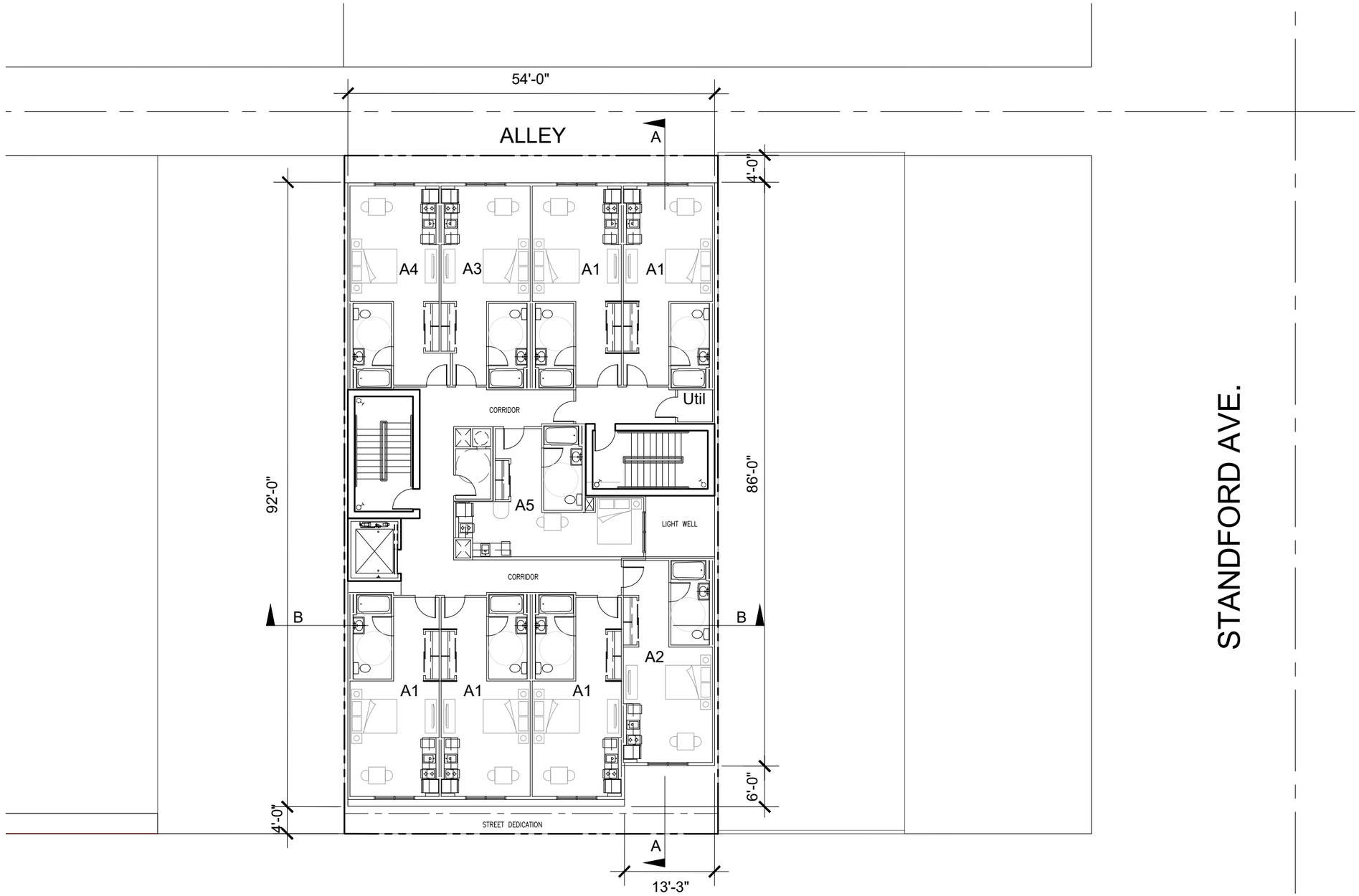

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

0 8 16 32 ft

Typical Floor Plan (3-7)

JULY 19, 2019

A-4

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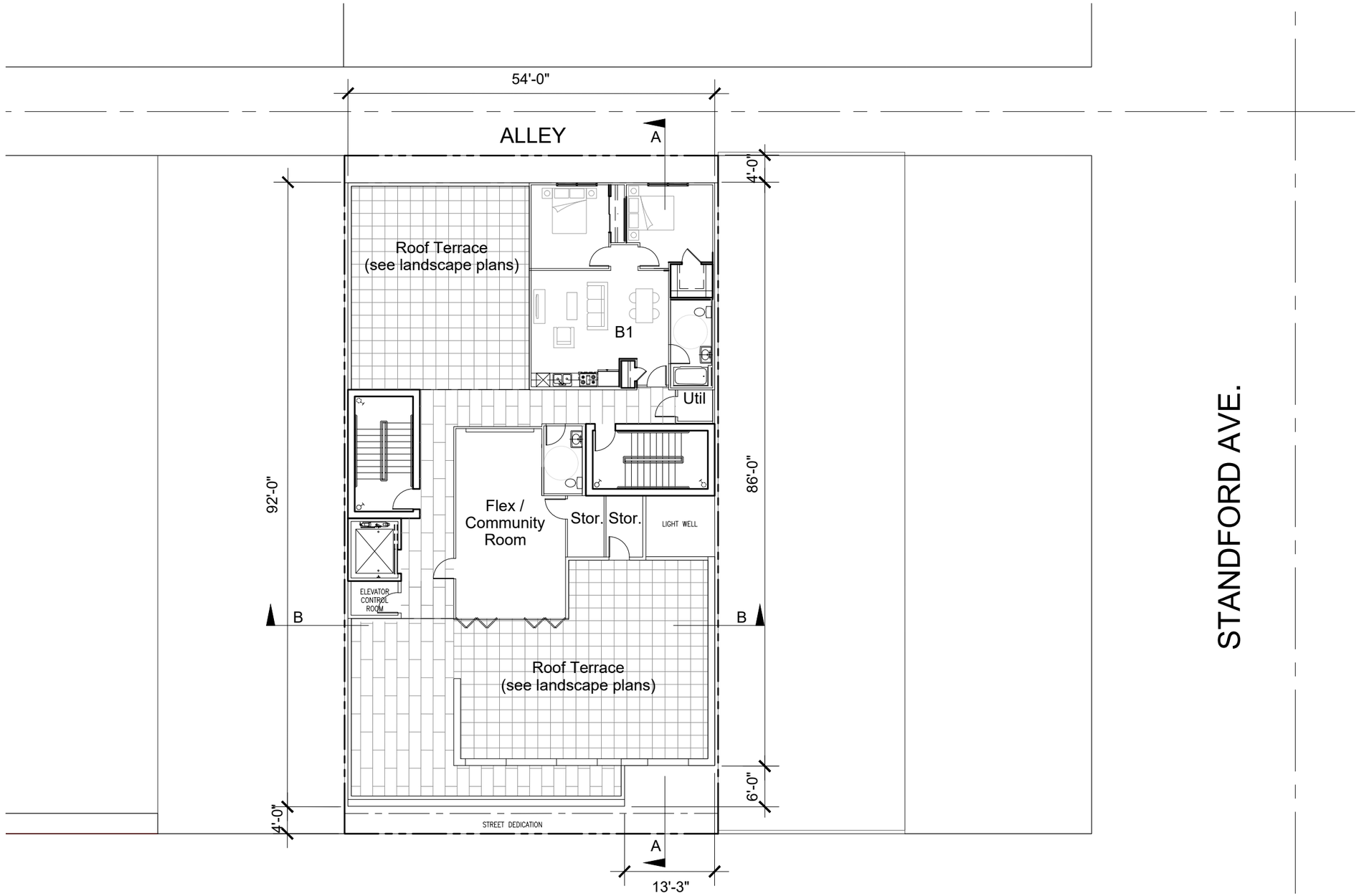

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

0 8 16 32 ft

Eighth Floor Plan

JULY 19, 2019

A-5

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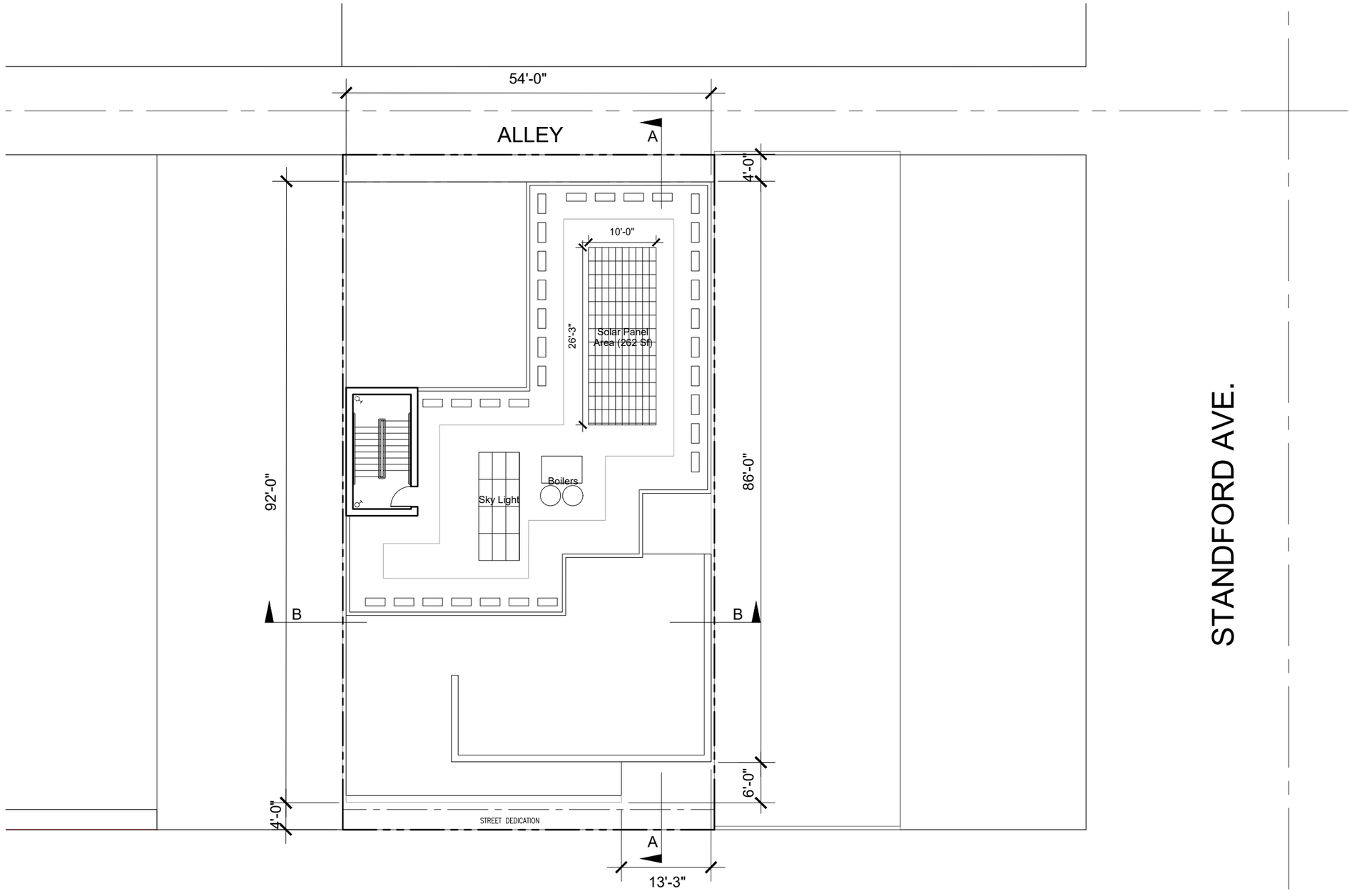

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

0 8 16 32 ft

Roof Plan

JULY 19, 2019

A-6

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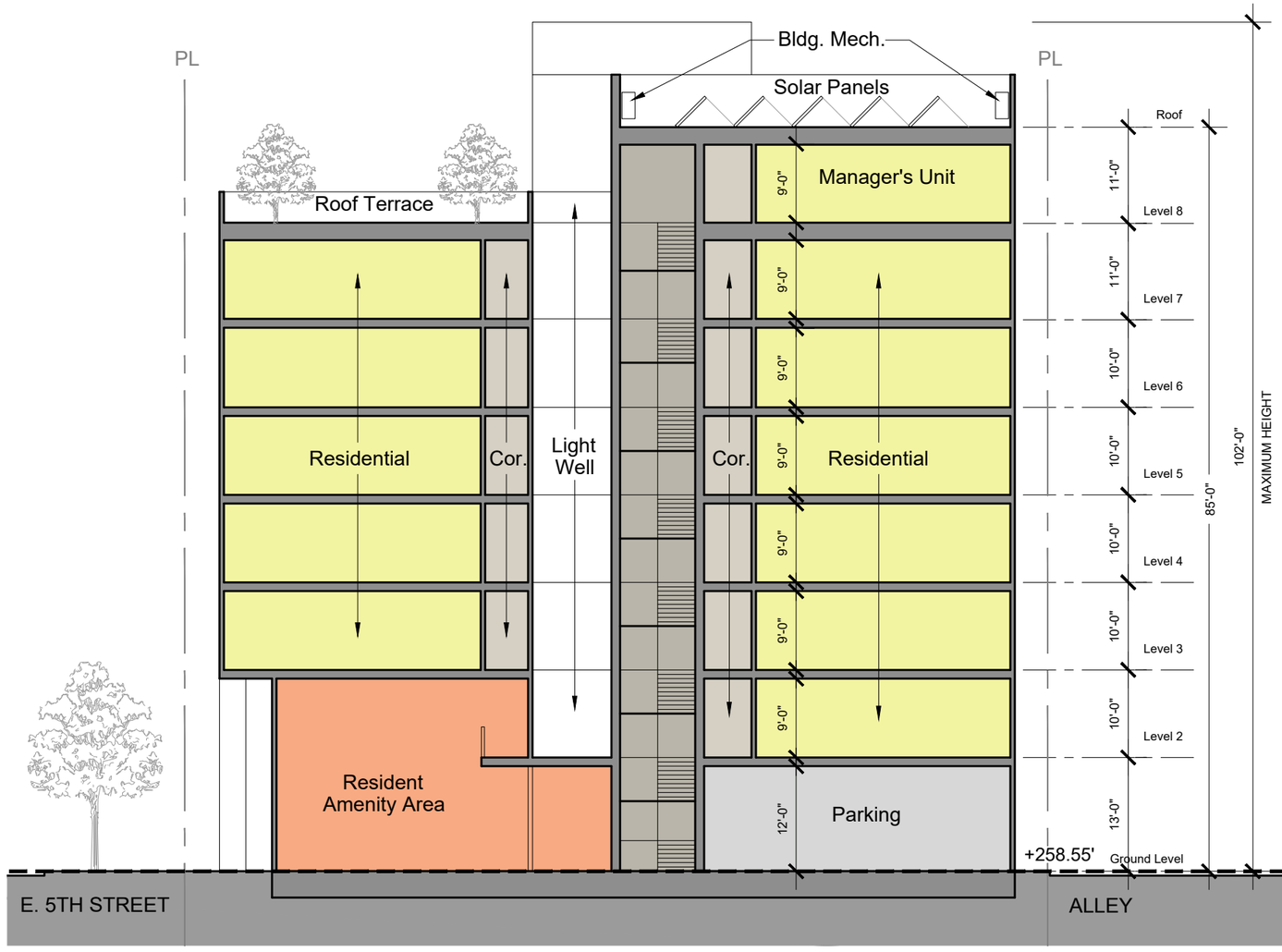

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

0 8 16 32 ft

Section A-A

JULY 19, 2019

A-7

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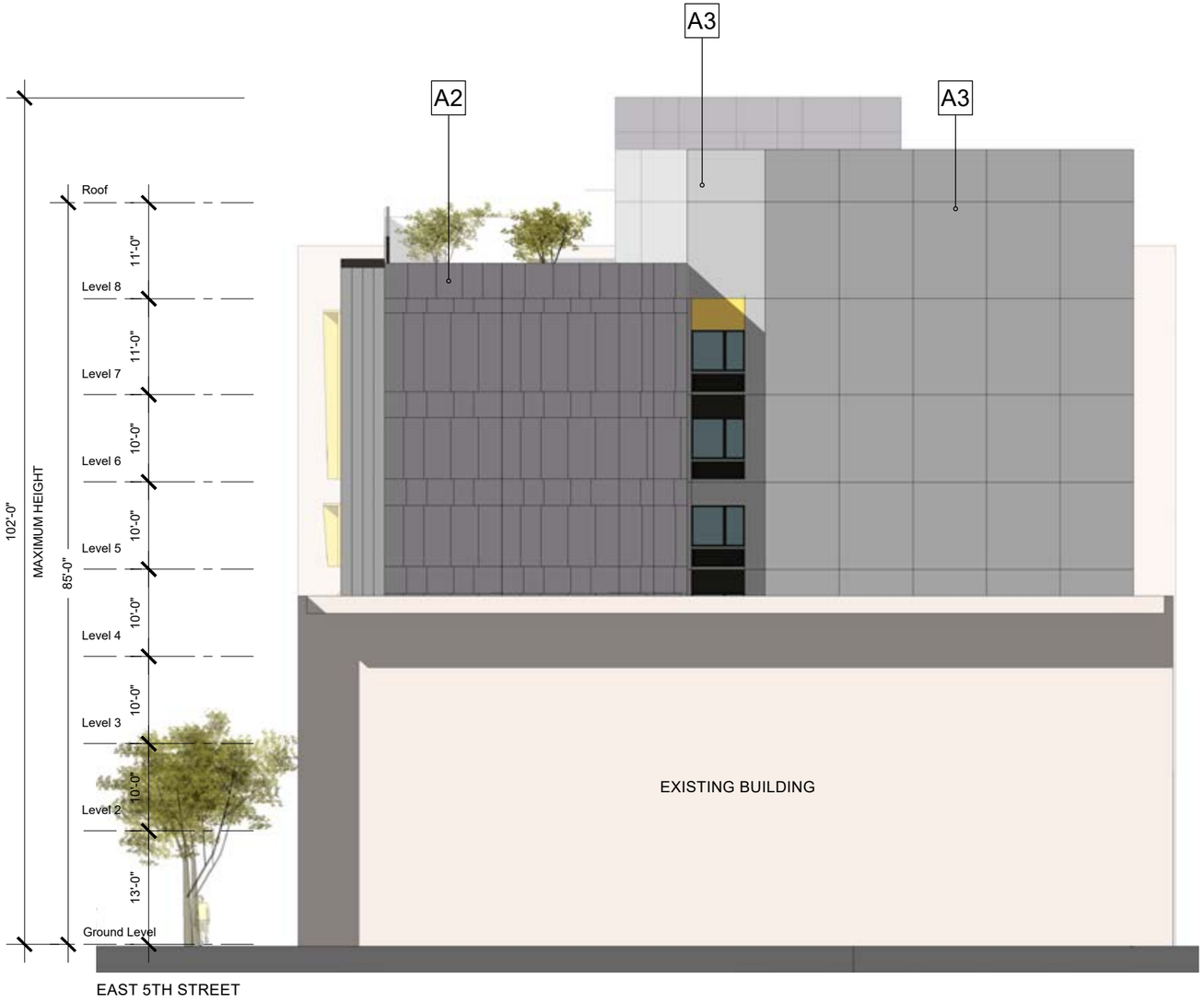
MATERIALS

- A1 Metal Wall Panel
- A2 Smooth Acrylic Plaster
- A3 Plaster
- A4 Metal Railing
- A5 Metal Fin / Awning
- A6 Brick



East Elevation

South Elevation - 5th Street

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

0 8 16 32 ft

Elevations

JULY 19, 2019

A-8

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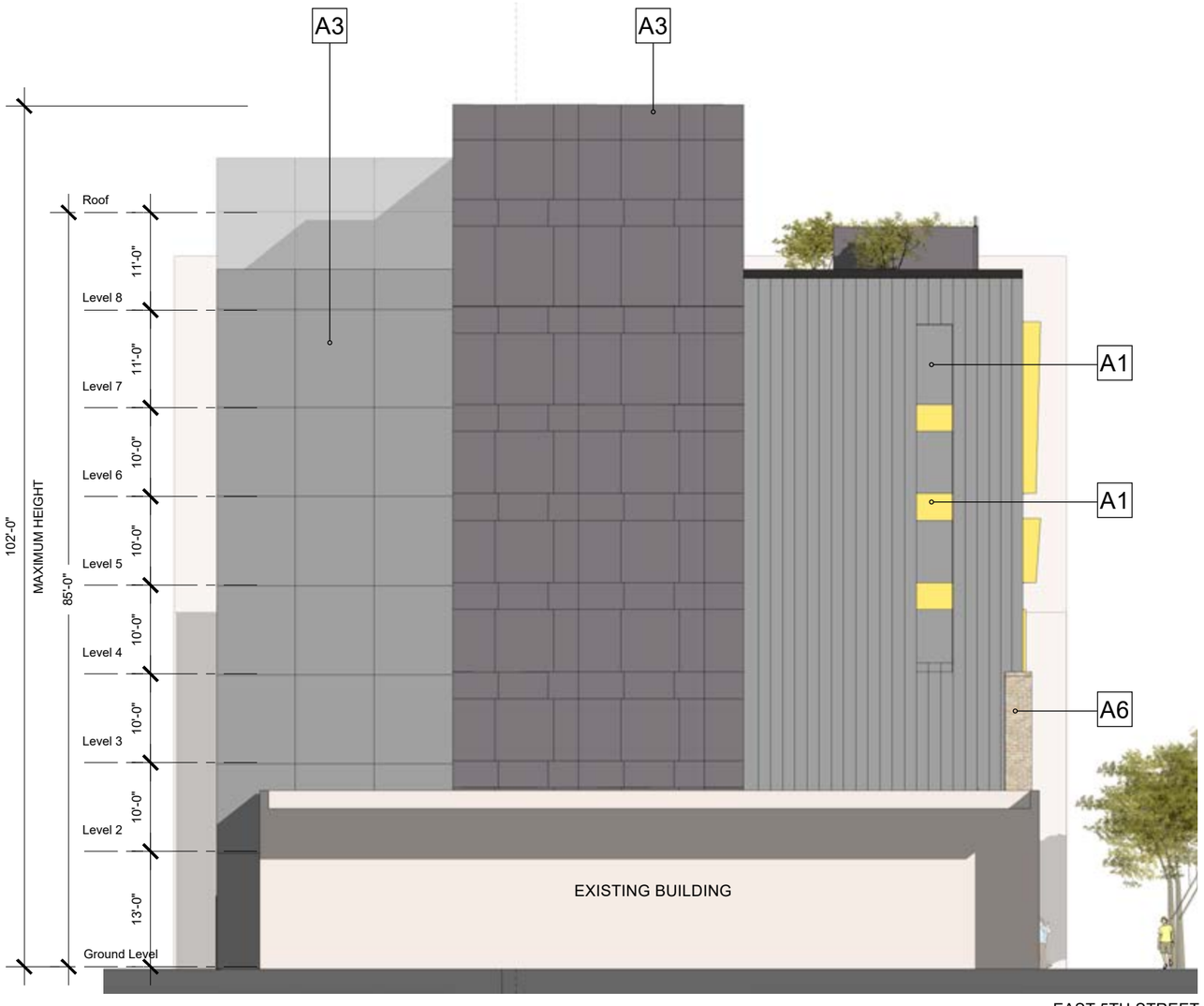
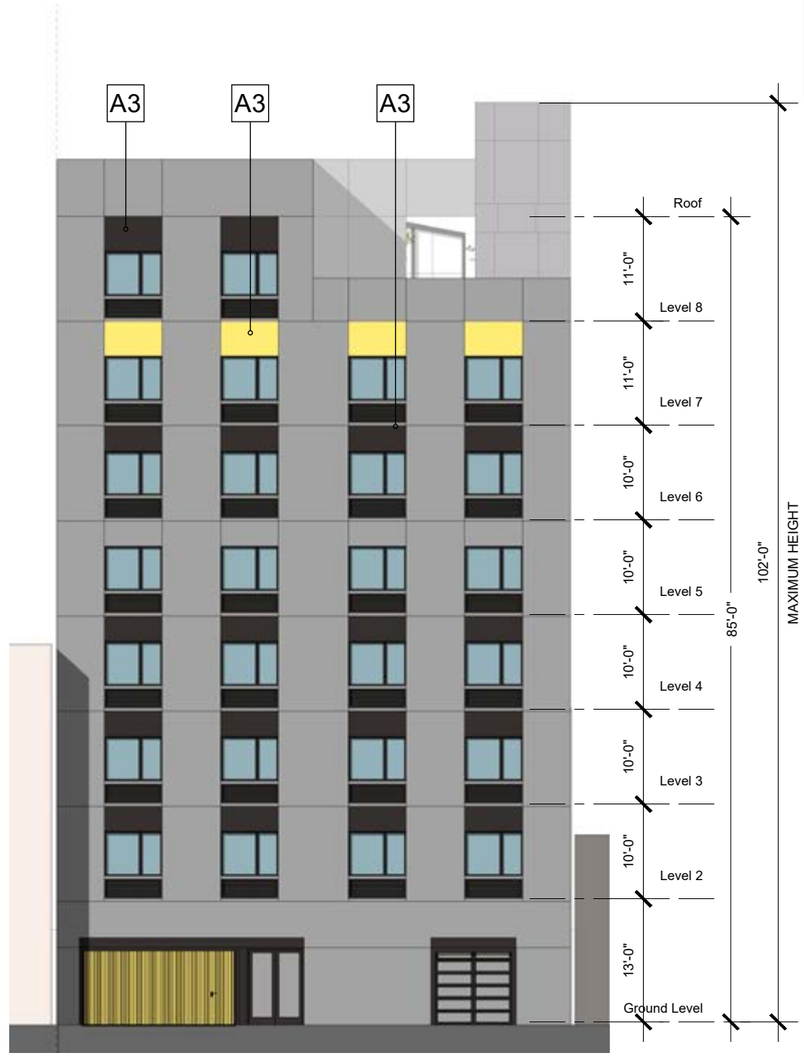
MATERIALS

- A1 Metal Wall Panel
- A2 Smooth Acrylic Plaster
- A3 Plaster
- A4 Metal Railing
- A5 Metal Fin / Awning
- A6 Brick



West Elevation



North Elevation - Alley

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

0 8 16 32 ft

Elevations

JULY 19, 2019

A-9

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Skid Row Housing Trust - 5th Street - Towne

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APN 5147-010-002

Perspective Rendering

JULY 19, 2019

A-10

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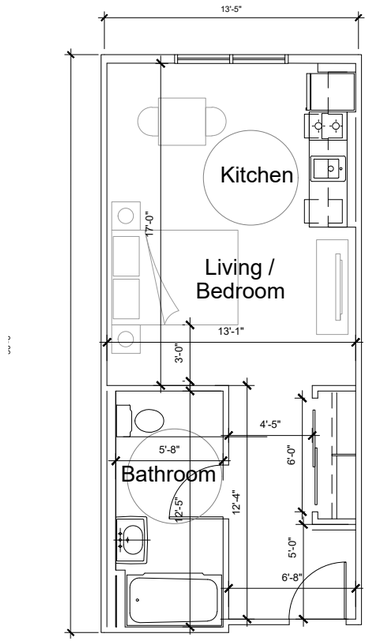
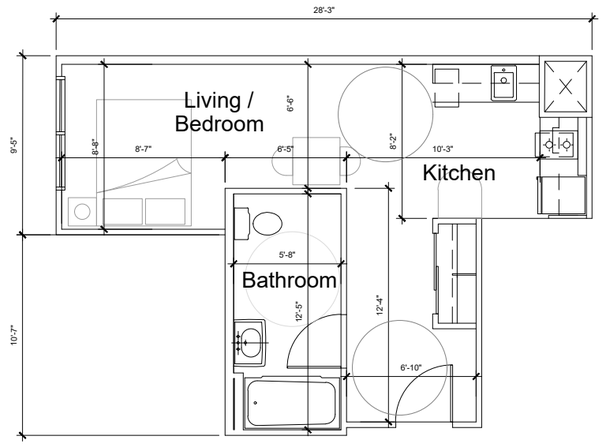


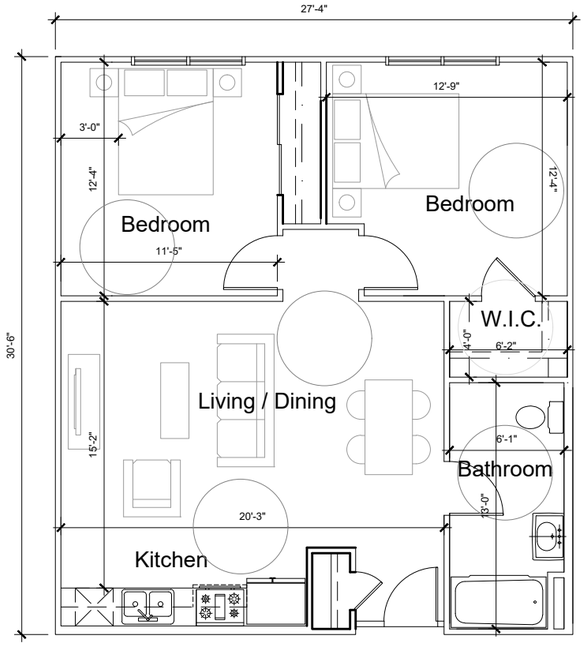
A1 (A2, A3, A4 SIM) 406 sf

5 units



A5 395 sf

5 units



B1 815 sf

1 unit

A-11

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

0 4 8 16 ft

Unit Plans

JULY 19, 2019

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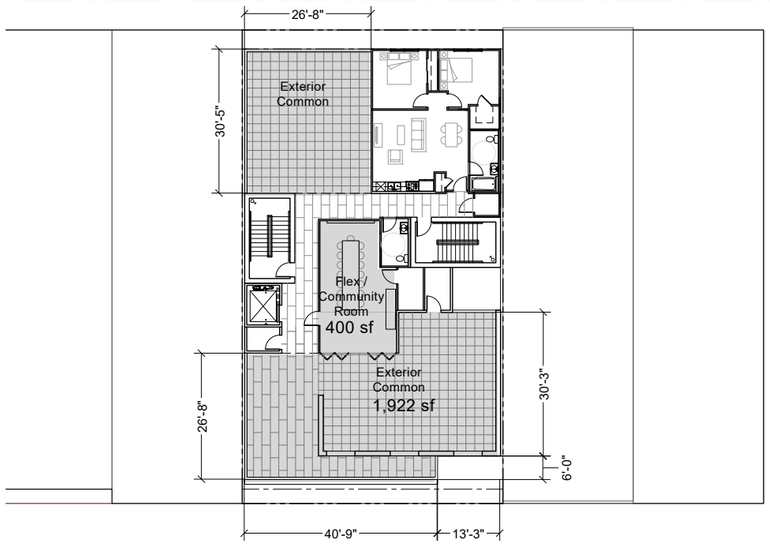
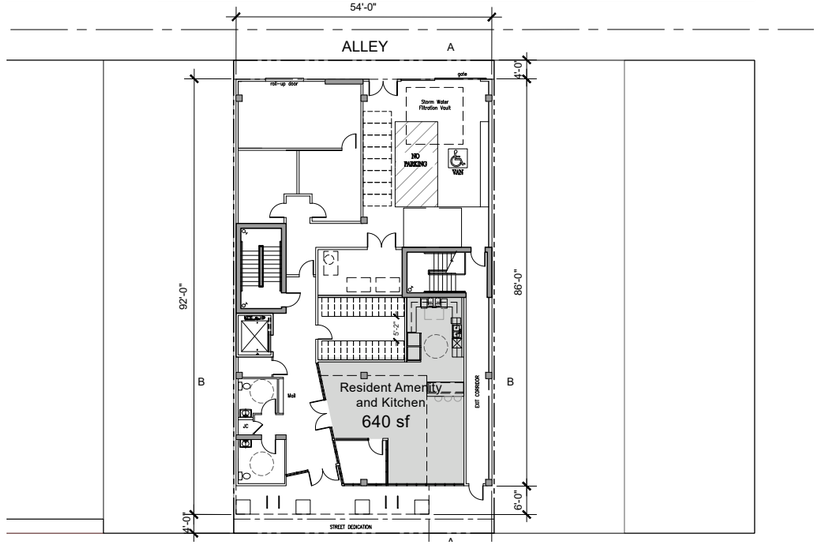


Eighth Floor Plan



Ground Floor Plan

Open Space			
Required	SF per Unit	Units	Square feet
< 3 Habitable Rooms	100	50	5,000.0
= 3 Habitable Rooms	125	1	125.0
Required Sub-Total			5,125.0
Open Space reduction per LAMC 11.5.11 (e) to provide			**2,562.5**
Proposed			
Exterior Common		1,922.0	
Roof	1,922.0		
Interior Common		640.5	
Resident Amenity and Kitchen (1st Floor)	640.5		
Exterior Private		0	
Balconies (50 SF per Unit)	0		
Total Provided			**2,562.5**
Trees	7		

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

Open Space Calculation

JULY 19, 2019

A-12

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Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

GENERAL NOTES

1. All planting areas are to receive a permanent irrigation system.
2. Trees will be a minimum of 24” box, shrubs will be planted with a 30” minimum depth and ground covers in 12” minimum depth.
3. There is (1) existing street tree which is not a protected tree as defined by L.A.M.C. 17.02.

Open Space			
Required	SF per Unit	Units	Square feet
< 3 Habitable Rooms	100	50	5,000.0
= 3 Habitable Rooms	125	1	125.0
Required Sub-Total			5,125.0
Open Space reduction per LAMC 11.5.11 (e) to provide			**2,562.5**
Proposed			
Exterior Common		1,922.0	
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Interior Common		640.5	
Resident Amenity and Kitchen (1st Floor)	640.5		
Exterior Private		0	
Balconies (50 SF per Unit)	0		
Total Provided			**2,562.5**
Trees	7		

LEGEND

1. BIKE RACKS
2. PLANTING
3. INTEGRAL COLOR CONCRETE
4. PERMEABLE CONCRETE PAVERS
5. EXISTING STREET TREE REMOVED *Pyrus calleryana // Callery Pear Tree* DBH=12”, below average condition
6. REPLACEMENT STREET TREE
7. EXISTING CITY BIKE RACKS
8. EXISTING STREET LAMP

0 5’ 20’
1’ 10’

N

L-1

Landscape Ground Floor Plan

TINA CHEE landscape studio
1800 South Brand Boulevard, studio 212
Los Angeles, CA 91204
tel: 323-691-6647 email: tchee@tclstudio.net

JULY 19, 2019

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LEGEND

1. RESIDENT VEGETABLE GARDEN
2. DINING DECK
3. BBQ AREA
4. OUTDOOR SEATING
5. MULTI-PURPOSE AREA: PING PONG TABLE + MOVIE NIGHT
6. FIBERGLASS PLANTERS, VARIOUS HEIGHTS
7. WOOD DECK OVER PEDESTAL SYSTEM
8. CONCRETE PAVERS OVER PEDESTAL SYSTEM
9. DECOMPOSED GRANITE SURFACING
10. 36” BOX TREE IN FIBERGLASS PLANTER
11. GREEN ROOF PERIMETER
    FLUSH WITH DECK LEVEL
    MAINTAIN 42” HIGH GUARDRAIL HEIGHT FROM FFL.

Skid Row Housing

713 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

EDWARD HOTEL, LP

0 5’ 20’
1’ 10’

N

L-2

Landscape Roof Plan

TINA CHEE landscape studio
1800 South Brand Boulevard, studio 212
Los Angeles, CA 91204
tel: 323-691-6647 email: tchee@tclstudio.net

ARCHITECTS
TOGAWA SMITH MARTIN
RESIDENTIAL, INC
444 S Flower Street - Suite 1220
Los Angeles, California 90071
213.614.6050
213.614.6051 fax
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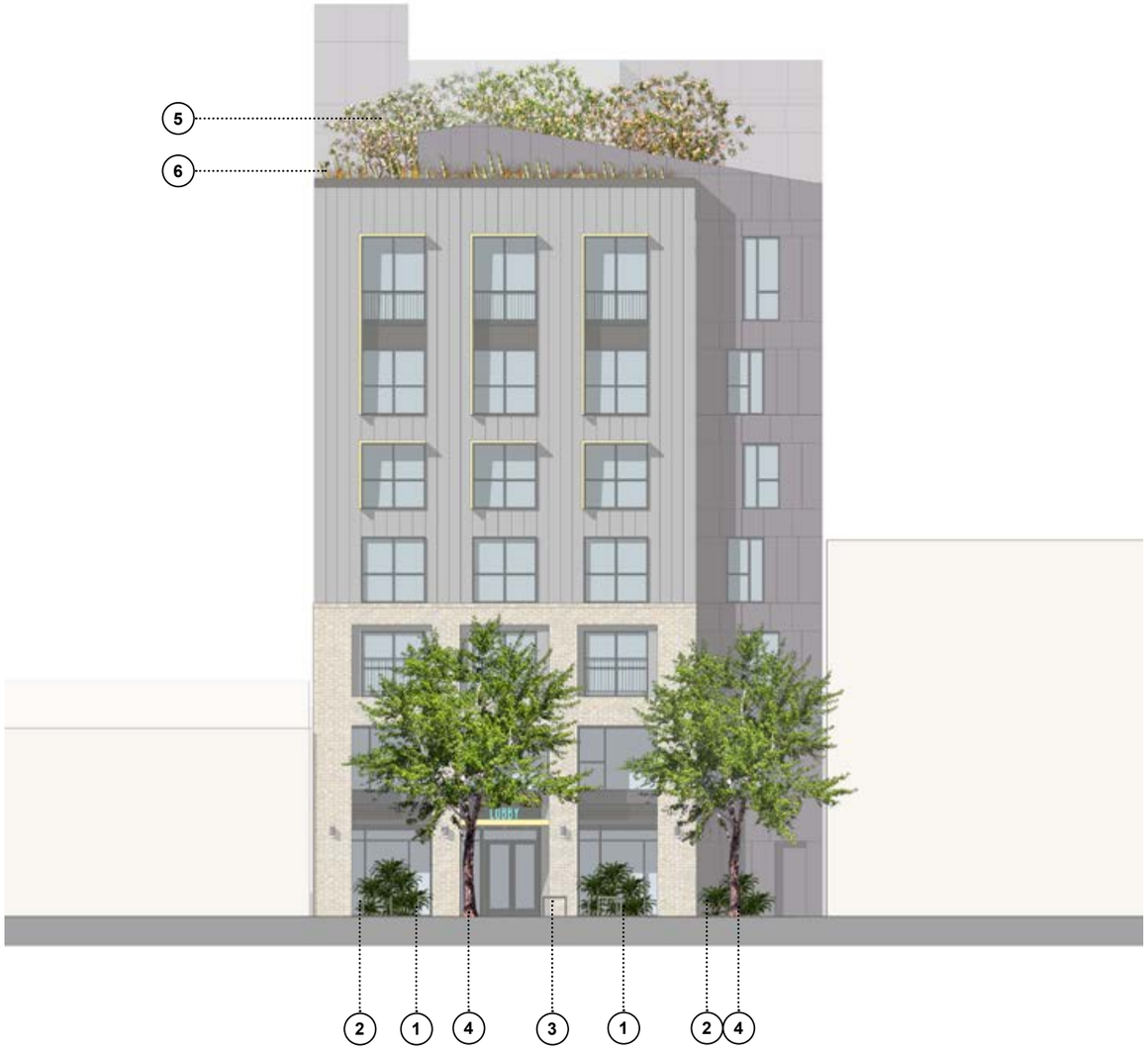

PLANT PALETTE - low water native + climate adapative plants

TREES

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
	36" BOX	CHILOPSIS LINEARIS 'BUBBA'	DESERT WILLOW 'BUBBA'

SHRUBS + PERENNIALS

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
	24" BOX	ACACIA CULTRIFORMIS	KNIFE LEAF ACACIA
	24" BOX	GREVILLEA	SPIDER FLOWER
	5 GAL 3' O.C.	ARTEMESIA CALIFORNICA	SAGEBRUSH
	5 GAL 3' O.C.	ERIOGONUM FASICULATUM	CALIFORNIA BUCKWHEAT
	1 GAL 2' O.C.	PENSTEMON, SPP	PENSTEMON
	1 GAL 2' O.C.	ERIOPHYLLUM NEVINII	GOLDEN YARROW
	1 GAL 2' O.C.	ACHILLEA MILLEFOLIUM	YARROW
	1 GAL 2' O.C.	ASCLEPLIAS SPECIOSA	SHOWY MILKWEED

ORNAMENTAL GRASSES + GROUND COVERS

SYMBOL	SIZE	BOTANICAL NAME	COMMON NAME
	5 GAL 3' O.C.	PENNESETUM SPATHIOLATUM	SLENDER VELDT GRASS
	5 GAL 3' O.C.	MUHLENBERGIA CAPILLARIS	PINK MUHLY
	5 GAL 3' O.C.	MUHLENBERGIA DUBIA	PINE MUHLY
	1 GAL 2' O.C.	BOUTELOUA GRACILIS	BLUE GRAMMA GRASS
	TRAYS	SEDUMS, SPP.	STONECROP
	TRAYS	AEONIUM, SPP.	TREE HOUSE LEEK
	TRAYS	ECHEVERIA, SPP.	CHICKS AND HENS
	TRAYS	ALLIUMS, SPP	ONION LILLY

LEGEND

1. BIKE RACKS
2. PLANTING
3. EXISTING CITY BIKE RACKS
4. REPLACEMENT STREET TREE
5. 36" BOX TREE IN FIBERGLASS PLANTER
   Chilopsis linearis 'Bubba' // Desert Willow 'Bubba' Tree
6. PERIMETER ORNAMENTAL GRASSES + GROUND COVER

L-3

0 5' 20'
1' 10'

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

5th Street Landscape Elevation

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tel: 323-691-6647 email: tchee@tclstudio.net

JULY 19, 2019

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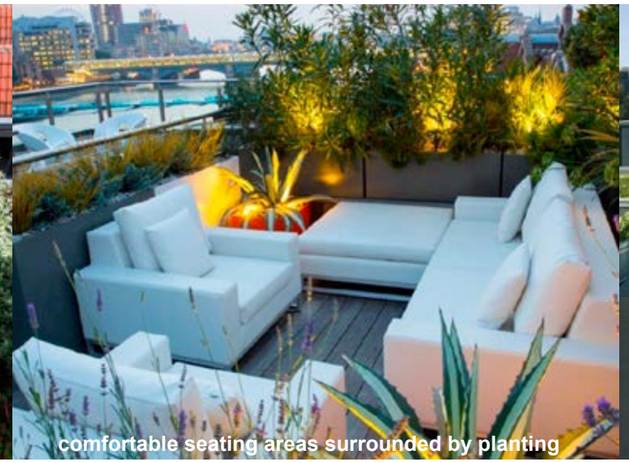
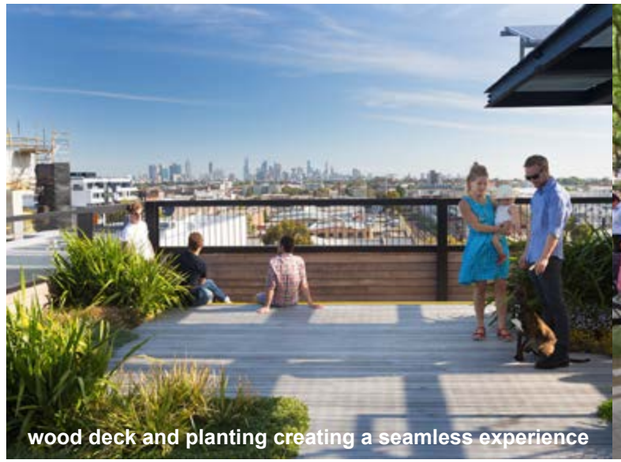
OUTDOOR EXPERIENCE


surrounded by the cooling effects of landscape


comfortable seating areas surrounded by planting


dining areas adjacent to community garden planters


resident vegetable gardens creating community


wood deck and planting creating a seamless experience


interactive actiities such as ping pong


resident gathering at roof top movie night


BBQ amongst garden planters

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

L-4

Reference Images

TINA CHEE landscape studio
1800 South Brand Boulevard, studio 212
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tel: 323-691-6647 email: tchee@tclstudio.net

JULY 19, 2019

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PLANTING PALETTE


Chilopsis linearis // Desert Willow Tree


Acacia cultriformis // Knifeleaf Acacia shrub


Grevillea // Spider Flower shrub


Bouteloua gracilis // Blue Gramma Ornamental Gra

Skid Row Housing Trust - 5th Street - Towne

713 & 715 E. 5th Street, Los Angeles, CA 90013
APN 5147-010-002

L-5

Reference Images

TINA CHEE landscape studio
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JULY 19, 2019

IV. Mitigation Monitoring Program

Exhibit B
Mitigation Monitoring Program

IV. Mitigation Monitoring Program

1. Introduction

To ensure that the mitigation measures identified in an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) are implemented, the California Environmental Quality Act (CEQA) requires the Lead Agency for a project to adopt a program for monitoring or reporting on the revisions it has required for a project and the measures it has imposed to mitigate or avoid significant environmental effects. As specifically set forth in Section 15097(c) of the CEQA Guidelines, the public agency may choose whether its program will monitor mitigation, report on mitigation, or both. As provided in Section 15097(c) of the CEQA Guidelines, "monitoring" is generally an ongoing or periodic process of project oversight. "Reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.

An EIR has been prepared to address the Project's potential environmental impacts. The evaluation of the Project's impacts takes into consideration project design features, which are measures proposed by the Applicant as a feature of the Project and which are detailed in the EIR. Where appropriate, the EIR also identifies mitigation measures to avoid or substantially lessen any significant impacts. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of those project design features and mitigation measures.

This MMP has been prepared in compliance with the requirements of Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097. It is noted that while certain agencies outside of the City of Los Angeles (City) are listed as the monitoring/enforcement agencies for individual project design features and mitigation measures listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

2. Purpose

It is the intent of this MMP to:

1. Verify compliance with the project design features and mitigation measures identified in the EIR;

2. Provide a framework to document implementation of the identified project design features and mitigation measures;

3. Provide a record of mitigation requirements;

4. Identify monitoring and enforcement agencies;

5. Establish and clarify administrative procedures for the clearance of project design features and mitigation measures;

6. Establish the frequency and duration of monitoring; and

7. Utilize the existing agency review processes wherever feasible.

3. Organization

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental issue area, with accompanying discussion of:

- Enforcement Agency—the agency with the power to enforce the project design feature or mitigation measure.

- Monitoring Agency—the agency to which reports involving feasibility, compliance, implementation, and development are made.

- Monitoring Phase—the phase of the Project during which the project design feature or mitigation measure shall be monitored.

- Monitoring Frequency—the frequency at which the project design feature or mitigation measure shall be monitored.

- Action(s) Indicating Compliance—the action(s) by which the enforcement or monitoring agency indicates that compliance with the identified project design feature or required mitigation measure has been implemented.

4. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each project design feature and mitigation measure and shall be obligated to provide certification, as identified below, to the appropriate

monitoring agency and the appropriate enforcement agency that each project design feature and mitigation measure has been implemented. The Applicant shall maintain records demonstrating compliance with each project design feature and mitigation measure. Such records shall be made available to the City upon request. Further, specifically during the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning. The Construction Monitor shall be responsible for monitoring implementation of project design features and mitigation measures during construction activities consistent with the monitoring phase and frequency set forth in this MMP. The Construction Monitor shall also prepare documentation of the Applicant's compliance with the project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Annual Compliance Report. The Construction Monitor shall be obligated to immediately notify the Applicant of any non-compliance with the mitigation measures and project design features. If the Applicant does not correct the non-compliance within two days from the time of notification, the Construction Monitor shall be obligated to report such non-compliance to the Enforcement Agency. Any continued non-compliance shall be appropriately addressed by the Enforcement Agency.

5. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the project design features and mitigation measures contained in this MMP. The enforcing departments or agencies may determine substantial conformance with the project design features and mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a project design feature or mitigation measure may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project-related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modification to or deletion of the project design features or mitigation measures. Any addendum or subsequent CEQA

clearance that may be required in connection with the modification or deletion shall explain why the project design feature or mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the project design feature or mitigation measure. Under this process, the modification or deletion of a project design feature or mitigation measure shall not in and of itself require a modification to any project discretionary approval unless the Director of Planning also finds that the change to the project design features or mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

6. Mitigation Monitoring Program

A. Air Quality

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

B. Cultural Resources

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

C. Greenhouse Gas Emissions

(1) Project Design Features

Project Design Feature GHG-PDF-1: The design of the new buildings shall incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of

meeting the standards of LEED® Certified or equivalent green building standards.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

Project Design Feature GHG-PDF-2: The Project would prohibit the use of natural gas-fueled fireplaces in the proposed residential units.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; South Coast Air Quality Management District
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-Construction; construction
- **Monitoring Frequency:** Once at plan check; once during field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

D. Land Use

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

E. Noise

(1) Project Design Features

Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

Project Design Feature NOI-PDF-2: Project construction shall not include the use of driven (impact) pile systems.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Periodically during construction
- **Action Indicating Compliance:** Field inspection sign-offs

Project Design Feature NOI-PDF-3: All outdoor mounted mechanical equipment shall be enclosed or screened (with non-porous wall or panel) from off-site noise-sensitive receptors.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at plan check; once during field inspection

- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

Mitigation Measure NOI-MM-1: No mitigation measures would be required to reduce on-site construction noise if the adjacent building (719 E. 5th Street) to the east of the Project Site and/or the building 100 feet east of the Project site (809 E. 5th Street) are not occupied. Substantial evidence (e.g., a letter from the building owner, photographs, etc.) shall be provided to the City prior to construction to confirm the vacancy of this building. Should permanent residents be found to occupy the adjacent building to the east of the Project Site and/or the building 100 feet east of the Project site, a temporary and impermeable sound barrier shall be erected at the location listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- Along the eastern property line of the Project Site between the construction areas and the residential uses adjacent to the east of the Project Site. The temporary sound barrier shall be designed to provide a minimum 10-dBA noise reduction at the ground level of measurement location M1. The height of the barrier shall be sufficient to block the line of sight between equipment engines and ground level receptors.
- **Enforcement Agency:** Los Angeles Department of Building and Safety
- **Monitoring Agency:** Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction.
- **Monitoring Frequency:** Once at plan check prior to issuance of grading permit; once during field inspection
- **Action(s) Indicating Compliance:** Plan approval and issuance of grading permit; field inspection sign-off

Mitigation Measure NOI-MM-2: No mitigation measures would be required to reduce vibration impacts with respect to both building damage and human annoyance if the adjacent building (719 E. 5th Street) to the east of the Project Site is demolished or scheduled to be demolished. Substantial evidence (e.g., a letter from the building owner, photographs, etc.) shall be provided to the City prior to construction to confirm demolition of this building. Should the building structure remain standing prior to start of construction, the Applicant shall retain the services of a structural engineer or qualified professional to visit

the adjacent residential building adjacent to the Project Site to the east to inspect and document the apparent physical condition of the buildings' readily-visible features. If the building is anticipated to be occupied during construction activities, the following measures will be required:

- The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at office building during demolition and grading/excavation phases. The vibration monitoring system shall continuously measure and store the peak particle velocity (PPV) in inch/second. The system shall also be programmed for two preset velocity levels: a warning level of 0.4 PPV and a regulatory level of 0.5 PPV. The system shall also provide real-time alert when the vibration levels exceed the two preset levels.
- In the event the warning level (0.4 PPV) is triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.
- In the event the regulatory level (0.5 PPV) is triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan approval and issuance of applicable building permit; submittal of compliance report from noise consultant

F. Tribal Cultural Resources

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

G. Energy Conservation and Infrastructure

(1) Project Design Features

No project design features are identified in the Environmental Impact Report for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the Environmental Impact Report for this environmental issue.

H. Initial Study Project Design Features

The following project design features are from the Initial Study, provided in Appendix A of the Draft EIR.

Public Services—Fire Protection

Project Design Feature FIR-PDF-1: The Project will install automatic fire sprinklers in all interior spaces of the proposed building.

- **Enforcement Agency:** Department of Building and Safety
- **Monitoring Agency:** Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of applicable building permit (pre-construction); issuance of certificate of occupancy (pre-operation)

Transportation/Traffic

Project Design Feature TR-PDF-1: Prior to the start of construction, the Applicant will prepare a construction traffic management plan and submit it to the Los Angeles Department of Transportation for review and approval. The construction traffic management plan will identify the location of any temporary street parking or sidewalk closures, provide for the posting of signs advising pedestrians of temporary sidewalk closures and providing alternative routes, provide for the installation of other construction-related warning signs, and show access to abutting properties.

- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at plan check; once during field inspection
- **Action(s) Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

From: Wes Pringle
To: Aimee Luan
Cc: Sue Steinberg; Tim Riley (timriley7@roadrunner.com); Jim Ries
Subject: Re: Department of Transportation Referral Form
Date: Wednesday, January 18, 2017 11:15:27 AM

Hi Aimee,

I do not believe that the referral form is necessary for any of these projects. All three will not generate enough trips to require any transportation analysis.

Wes

On Tue, Jan 17, 2017 at 6:10 PM, Aimee Luan <aimee@craiglawson.com> wrote:

> Hello Wes,
>
> I hope you're having a great week. Per discussion with Jim Ries, attached are three DOT Referral Forms for your review and approval for the following project sites:
>
> 1. 611-617 E. 5th Street
> 2. 508-512 E. 4th Street
> 3. 713-715 E. 5th Street
>
> Please note that all three sites are 100% affordable housing projects, and we plan to file each project within the next week. First, **611-617 E. 5th Street** is set to file next Tuesday (Jan 24) with the Department of City Planning. Next, we plan to file **508-512 E. 4th St** on the following day. Thus **713-715 E 5th St** will be the last one to file from this bunch within the same week.
>
> Please let me know if you have any questions. Thank you so much!
>
> **Aimee Luan**
>
> Craig Lawson & Co., LLC
>
> 3221 Hutchison Ave., Suite D
>
> Los Angeles, CA 90034

Exhibit C
Los Angeles Department of Transportation