VESTING TENTATIVE TRACT MAP NO. 74320 (stamped map-dated August 20, 2019)

HEARING DATE: November 20, 2019, 9:30 A.M., City Hall Room 1020

PLANNING DEPARTMENT STAFF REPORT

PURSUANT TO ORDINANCE NO. 164,845, IF A CERTIFICATE OF POSTING HAS NOT BEEN SUBMITTED BEFORE THE DATE OF THE PUBLIC HEARING, IT MUST BE PRESENTED AT THE HEARING, OR THE CASE MUST BE CONTINUED.

REQUEST

The Advisory Agency will consider:

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-2016-3809-EIR (SCH No. 2017011062) prepared for this project, which includes the Draft EIR, ENV-2016-3809-EIR (SCH 2017011062), dated March 21, 2019; Final EIR, dated October 23, 2019; and the Erratum, dated November 15, 2019 (222 West 2nd Street Project EIR), as well as the whole of the administrative record;

2. Pursuant to the Los Angeles Municipal Code (LAMC) Sections 17.03 and 17.15, Vesting Tentative Tract Map No. 74320 for the merger and re-subdivision of a 2.71 net-acre site into one (1) master lot and nine (9) airspace lots;

3. A Haul Route for the export of 7,000 cubic yards of soil; and

4. A request to deviate from Advisory Agency Parking Policy AA-2000-01, which requires two residential parking spaces and a quarter guest parking spaces per dwelling unit, for a total of 1,530 parking spaces, comprised of 1,360 residential and 170 guest parking spaces; and provide a total of 635 parking spaces in compliance with LAMC 12.21 A.4(p) and LAMC 12.21 A.4(i).

PROJECT ADDRESS

213 South Spring Street, 200-210 South Broadway and 232-238 West 2nd Street

APPLICANT

Carl Cade
CA-LATS South, LLC

REPRESENTATIVE

Winston Stromberg
Latham & Watkins, LLP

RELEVANT CASES

ON-SITE:

CPC-2016-3808-VZC-CDO-DD-SPR- A concurrent request for a Vesting Zone Change and Height District Change from [Q]C2-4D-CDO-SN to QC2-4D-CDO-SN to remove an existing "Q" Condition requiring a 30 percent minimum and permitting a 40 percent maximum lot coverage for any portion of a building over 150 feet in height; a Design Overlay Plan Approval for a project located in the Broadway Community Design Overlay District; a Director's Decision to permit less than one on-site tree per four residential dwelling units; and Site Plan Review for the development of a project that results in an increase of 50 or more dwelling units.

ENV-2016-3809-EIR- Environmental Impact Report prepared for the 222 West 2nd Street Project, which includes the Draft EIR, No. ENV-2016-3809-EIR (SCH No. 2017011062) dated, March 21, 2018 and the Final EIR, dated October 23, 2019; Erratum, dated November 15, 2019 (222 West 2nd Street Project), as well as the whole of the administrative record. On November 20, 2019, the Deputy Advisory Agency and Hearing Officer, on behalf of the City Planning Commission, will consider, pursuant to Section 21082.1(c)(3) of the California Public Resources Code, the adequacy of ENV-2016-3809-EIR(SCH No. 2017011062), findings, Statement of Overriding Considerations and accompanying mitigation measures and Mitigation Monitoring Program as the environmental clearance for the Project. The Notice of Availability of the Final Environmental Impact Report was issued on October 23, 2019.

OFF-SITE:

Case No. VTT-74761: A pending application for Vesting Tentative Tract Map No. 74761, for a nine (9) lot merger and resubdivision for condominium purposes in conjunction with a proposed mixed-use project comprised of a maximum of 1,127 residential units and up to 34,572 square feet of commercial floor area, located at 121, 145, 147 South Spring Street; 100, 102, 106, 108, 110, 118, 120, 124, 126, 128, 130, 140, 142 South Broadway; 202, 212, 214, 220, 224, 228, 230, 234 W. 1st Street; 205, 211, 221 West 2nd Street.

PUBLIC RESPONSES

Since the distribution of the hearing notice, Planning Staff has received an email in opposition to the Project, an email regarding the Project noticing, a form letter from the Department of Toxic Substance Control, a Wastewater Service Information letter from the City of Los Angeles Wastewater Engineering Services Divisions, confirming that no additional hydraulic analysis is needed, and a phone call expressing support for the Project. As of the release of this report, no further comments related to these inquiries have been received.

GENERAL COMMENTS

Project Summary

The request before the Deputy Advisory Agency is a Vesting Tentative Tract Map for the merger and re-subdivision of a net 2.71 acre site into one (1) master lot and nine (9) airspace lots; a Haul Route for the export of up to 7,000 cubic yards of soil; and a request to deviate from Advisory Agency Parking Policy AA-2000-01, which requires two residential parking spaces and a quarter

guest parking spaces per dwelling unit, for a total of 1,530 parking spaces, comprised of 1,360 residential and 170 guest parking spaces; and provide a total of 635 parking spaces in compliance with LAMC 12.21 A.4(p) and LAMC 12.21 A.4(i).

In a concurrent request under Case No. CPC-2016-3808-VZC-CDO-DD-SPR, the Project Applicant is requesting a Vesting Zone Change and Height District Change from [Q]C2-4D-CDO-SN to C2-4D-CDO-SN to remove an existing "Q" Condition requiring a 30 percent minimum and permitting a 40 percent maximum lot coverage for any portion of a building over 150 feet in height; a Design Overlay Plan Approval for a project located in the Broadway Community Design Overlay District; a Director's Decision to permit less than one on-site tree per four residential dwelling units; and Site Plan Review for the development of a project that results in an increase of 50 or more dwelling units to allow for the construction of a Project that includes the retention of a five-level parking structure and the development of a new mixed-use building, which would include 680 condominium residential units and up to 10,000 square feet of ground floor retail and restaurant uses. The new building would be built above the Los Angeles County Metropolitan Transportation Authority (Metro) Regional Connector Historic Broadway Rail Station. In total, the Project would include up to 707,036 square feet of floor area, including the 9,810 square-foot Metro Portal, built on a 118,051 net square-foot (2.71 acre) lot, for a floor area ratio (FAR) of 6:1. The proposed uses would be located in a 56-story building and would be approximately 571 feet in height from grade to the rooftop, approximately 608 feet in height from grade to the highest point of the building's fritted glass crown parapet enclosing a rooftop amenity, and approximately 616 feet in height from grade to the highest point of the building core/elevator overrun in the center of the rooftop. Shrubs, turfed areas, and benches also exist on the Site. Additionally, six street trees are located along Broadway and Spring Street. All of the street trees would be removed as part of the Project.

Location and Setting

The Project site bounded by Broadway, West 2nd Street, Spring Street, and a surface parking lot, in the Central City Community Plan area within Downtown Los Angeles. Primary regional access to the Site is provided by the Hollywood Freeway (US-101), which runs northwest/southeast approximately 0.4 miles east of the Project Site. Major arterials providing regional access to the Project Site include 2nd Street, 3rd Street, Broadway, and Spring Street. The Project Site is approximately 700 feet from the Civic Center/Grand Park Metro Purple and Red Line station (located on the corner of 1st Street and Hill Street) and 0.48 miles from the Pershing Square Metro Purple and red Line Station. As previously, mentioned, the Metro Regional Connector portal is currently under construction and would be located beneath the Project Site.

The Project Site is located in the Central City Community Plan area; Greater Downtown Housing Incentive Area; Broadway Theater and Entertainment District Design Guideline Community Design Overlay (Broadway CDO); Transit Priority Area (TPA); City Center Redevelopment Project Area; Los Angeles Enterprise Zone; Adaptive Reuse Incentive Area; and Metro Rail Project Area.

Project Site and Characteristics

The Project Site is a relatively flat, rectangular parcel compromised of 118,048 square feet with approximately 353 feet of frontage along Broadway, 320 feet along 2nd Street, and 308 feet of frontage along Spring Street. The Project Site is designated for Regional Center Commercial land uses and zoned as [Q]C2-4D-CDO-SN (Commercial with "Q" Condition, Height District 4 with D limitation, Broadway Theatre Entertainment District Community Design Overlay (Broadway

CDO), and the Historic Broadway Sign Supplemental Use District). Commercial Zones permit a wide array of land uses, such as retail stores, offices, high schools, parks, and theaters. The C2 Zone also allows any land use permitted in the C1.5 Zone, which, in turn, allow R4 and R3 uses, which include multiple-family dwelling units. Height District 4 with the "D" Limitation establishes a FAR of 6:1 (in lieu of 13:1) with no height limit, per Ordinance No. 164,207. The Broadway CDO establishes Q Conditions that prohibit certain land uses, particularly along the ground floor street wall; dictate building form and massing, including building heights and setbacks along the street wall; lot coverage requirements for buildings over 150 feet in height, and ground floor treatment. The Historic Broadway Sign Supplemental Use District supports and enhances historic preservation, economic development, and revitalization of the Broadway Theatre and Entertainment District and allows for a variety of signage that contributes to its historic nature.

The Project Site is currently developed with a five-level parking structure and a surface parking lot. The parking structure currently provides 1,460 vehicular parking spaces used by parking tenants of the Los Angeles Times Mirror Square Buildings, as well as public parking for other businesses, commuters, and residents in the immediate area. Landscaping within the Project Site is limited to a narrow landscaped parkway that traverses the center of the Site along the northerly edge of the parking structure. There are no native or protected trees located on-site or within the street parkway. On-site there are 19 trees and 12 palms, all of which are non-protected.

Adjacent Uses

North: To the north of the Project Site, across 2nd Street are the Time Mirror Square Buildings, which includes an 11-story office building and six-level parking structure fronting 2nd Street.

South: To the immediate south and within the same block as the Project Site, is a surface parking lot and a six-story apartment building fronting Broadway, as well as a surface parking lot and five-story apartment building fronting Spring Street.

East: To the east of the Project Site, across Spring Street are single-story commercial buildings and a six-level parking structure.

West: To the west of the Project Site, across Broadway is an existing surface parking lot and 10-story office building.

Beyond these properties are other mid-to high-rise commercial, residential, and mixed-use buildings. The immediate area is defined by buildings such as the Bradbury Building to the south, the Los Angeles Times Mirror Square Buildings and City Hall to the north, the 10-story Federal Courthouse Building to the northwest, and the Los Angeles Police Headquarters and 15-Story Caltrans Buildings to the northeast, respectively. Residential uses near the Project include the 50-unit Douglas Lofts Building, the 135-unit Higgins Lofts Building, and the 40-unit Pan American Lofts Building.

Streets and Circulation

Broadway, adjoining the Project Site to the west, is designated as a Modified Avenue II per the Mobility Plan 2035, requiring a right of way width of 80 feet and a roadway width of 56 feet. Improvements include a paved roadway, concrete curb, gutter, and sidewalk.

2nd Street, adjoining the Project Site to the north, is designated as a Modified Avenue III per the

Mobility Plan 2035, requiring a right of way width of 74 feet and a roadway width of 44 feet. Improvements include a paved roadway, sharrowed bicycle lane, concrete curb, gutter, and sidewalk.

Spring Street, adjoining the Project Site to the east, is a designated Modified Avenue II per the Mobility Plan 2035, requiring a right of way width of 80 feet and a roadway width of 52 feet. Spring Street is improved with a paved roadway, buffered bicycle lane, concrete curb, gutter, and sidewalk.

REPORTS RECEIVED

BUREAU OF ENGINEERING: Recommends that the Project be subject to conditions stated in the memo dated October 25, 2019. See recommended conditions in **Draft Tentative Tract Report with Conditions** under department.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION: Recommends conditions in the memo dated November 17, 2016. See recommended conditions in **Draft Tentative Tract Report with Conditions** under department.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION: A clearance letter will be issued stating that no Building and Zoning Code violations exist on the Project Site once the items identified in the memo dated October 11, 2019 have been satisfied. See recommended conditions in **Draft Tentative Tract Report with Conditions** under department.

INFORMATION TECHNOLOGY AGENCY: No comments were available at the writing of the staff report.

URBAN FORESTRY DIVISION: No comments were available at the writing of the staff report.

DEPARTMENT OF TRANSPORTATION: No comments were available at the writing of the staff report.

FIRE DEPARTMENT: No comments were available at the writing of the staff report.

DEPARTMENT OF WATER AND POWER: No comments were available at the writing of the staff report.

BUREAU OF STREET LIGHTING: Recommends that the Project be subject to conditions stated in the memo dated October 22, 2019. See recommended conditions in **Draft Tentative Tract Report with Conditions** under department.

DEPARTMENT OF RECREATION AND PARKS: A memo dated October 15, 2019, stated that the RAP recommends that, as the application for the vested tentative tract map was deemed complete on December 12, 2016, that the Quimby Fees be based on the C2 Zone. See recommended conditions in **Draft Tentative Tract Report with Conditions** under department.

BUREAU OF SANITATION: Wastewater Collection System Division of the Bureau of Sanitation has reviewed the sewer/storm drain lines serving the subject tract and found no potential problems to their structures or potential maintenance problems, as stated in the memo dated October 21, 2019. See recommended condition in **Draft Tentative Tract Report with**

Conditions under department.

LOS ANGELES UNIFIED SCHOOL DISTRICT: No comments were available at the writing of the staff report.

BUREAU OF STREET SERVICES: No comments were available at the writing of the staff report.

LOS ANGELES HOUSING AND COMMUNITY INVESTMENT DEPARTMENT: No comments were available at the writing of the staff report.

ENVIRONMENTAL CLEARANCE

On November 20, 2019, the Deputy Advisory Agency will consider, pursuant to Section 21082.1(c) of the California Public Resources Code, the adequacy of the Environmental Impact Report ENV-2016-3809-EIR (State Clearinghouse House No. 2017011062), findings, accompanying mitigation measures, and Mitigation Monitoring Program as the environmental clearance for the project. The EIR identified impacts that would have 1) no impacts or less than significant impacts, 2) potential significant impacts that could be mitigated to less than significant, and 3) impacts that would remain significant and unavoidable. The impacts are summarized below.

Impacts found to have No Impact or be Less Than Significant include:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources (Special Status Species, Riparian Habitat and Wetlands, Wetlands, Local Preservation Policies, and Habitat Conservation Plans)
- Cultural Resources (Historic, Archaeology, Human Remains)
- Geology and Soils (rupture of a known earthquake fault, seismic ground shaking, landslides, loss of top soil , soil erosion, expansive soil, and soils incapable of adequately supporting septic tanks)
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials (Routine Transport, Use or Disposal; Polychlorinated Biphenyls, Asbestos-Containing Materials, Lead-Based Paint, Methane Gas; Off-Site Contamination)
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise (Off-Site Construction Noise; On-Site Construction Vibration (Building Damage); Off-Site Construction Vibration (Building Damage); Cumulative On-Site Construction Vibration (Building Damage and Human Annoyance); Cumulative Off-Site Construction Vibration (Building Damage); On-Site Operational Noise; Off-Site Operational Noise; Composite Operational Noise; Land Use Compatibility; and Cumulative Operational Noise, Airport Land Use Plans and Private Airstrips)
- Population and Housing
- Public Services
- Transportation (Construction; Regional Transportation System; Access and Circulation; Public Transit, Bicycle, Pedestrian, and Vehicular Safety, Air Traffic Patterns, and Hazards due to a Design Pattern or Incompatible Features,)
- Tribal Cultural Resources

- Utilities and Service Systems
- Energy Conservation and Infrastructure

Impacts found to be Less Than Significant with Mitigation include:

- Biological Resources (Migratory Species)
- Cultural Resources (Paleontological)
- Geology and Soils (Liquefaction and Soil Stability)
- Hazards and Hazardous Materials (USTs/ASTs)
- Transportation (Intersection Level of Service)

Impacts Found to Be Significant and Unavoidable include:

- Noise (Project-level and cumulative on-site construction noise; Cumulative off-site construction noise during nighttime; Project-level on and off-site vibration – human annoyance), cumulative off-site vibration – human annoyance

STAFF RECOMMENDATIONS

Planning Department staff recommends that ENV-2016-3809-EIR be certified, and that Vesting Tentative Tract Map No. 74320 (map stamp-dated August 20, 2019) subject to the standard conditions and the additional conditions in the Draft Tentative Tract Report with Conditions; a Haul Route for the export of 7,000 cubic yards of soil; and a request to deviate from Advisory Agency Parking Policy AA-2000-01, and instead provide a total of 635 parking spaces in compliance with LAMC 12.21 A.4(p) and LAMC 12.21 A.4(i).

Prepared by:
Kathleen King
City Planner
(213) 847-3624

Note: Recommendation does not constitute a decision. Changes may be made by the Advisory Agency at the time of the public hearing.

DRAFT TENTATIVE TRACT REPORT WITH CONDITIONS

Pursuant to Sections 21082.1(c) and 21081.6 of the Public Resources Code, the Advisory Agency has reviewed and considered the information contained in the Environmental Impact Report prepared for this project, which includes the Draft EIR, ENV-2016-3809-EIR (State Clearinghouse House No. 2017011062), dated March 21, 2019, the Final EIR, dated October 23, 2019; and the Erratum, dated November 15, 2019 (222 West 2nd Street Project EIR), as well as the whole of the administrative record; and

CERTIFIED the following:

1) The 222 West 2nd Street Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
2) The 222 West 2nd Street Project EIR was presented to the Advisory Agency as a decision-making body of the lead agency; and
3) The 222 West 2nd Street Project EIR reflects the independent judgment and analysis of the lead agency.

ADOPTED the following:

1) The related and prepared 222 West 2nd Street Project EIR Environmental Findings;
2) The Statement of Overriding Considerations; and
3) The Mitigation Monitoring Program prepared for the 222 West 2nd Street Project EIR.

Pursuant to LAMC Sections 17.03 and 17.15, the Advisory Agency **DENIED/APPROVED:**

Vesting Tentative Tract Map No. 74320 located at 213 South Spring Street, 200-210 South Broadway and 232-238 West 2nd, for the merger and re-subdivision of a 2.71 net-acre site into one (1) master lot and nine (9) airspace lofts; a Haul Route for the export of 7,000 cubic yards of soil; and a request to deviate from Advisory Agency Parking Policy AA-2000-01, which requires two residential parking spaces and a quarter guest parking spaces per dwelling unit, for a total of 1,530 parking spaces, comprised of 1,360 residential and 170 guest parking spaces; and provide a total of 635 parking spaces in compliance with LAMC 12.21 A.4(p) and LAMC 12.21 A.4(i), for a mixed-use project containing up to 680 condominium units and a maximum of up to 10,000 square feet of ground floor retail and restaurant uses.

The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, which will legally interpret the Zoning code as it applies to this particular property. For an appointment with the Development Services Center call (213) 482-7077, (818) 374-5050, or (310) 231-2901.

The Advisory Agency's consideration is subject to the following conditions:

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

NOTE on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be

prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING- SPECIFIC CONDITIONS

(Additional BOE Improvement Conditions are listed in “Standard Condition” section)

1. That the City Department of Transportation in a letter to City Engineer shall determine that the proposed merger areas are not necessary for current and future Public Street.

2. That the Department of City Planning in a letter to the City Engineer shall also determine that the proposed merger areas are consistent with all applicable General Plan Elements of Highway and Circulation Elements for LA Mobility Plan.

3. In the event that Department of Transportation and Department of City Planning have no objections to the proposed street mergers then the portion of Spring Street right-of-way adjoining the tract and as shown on the tentative map dated August 20, 2019, and beyond 40-foot measured from centerline of Spring Street, adjoining the tract be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:

    a. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers obtained from all property owners who might have certain rights in the area being merged.

    b. The satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area to be merged.

4. That any surcharge fee in conjunction with the street merger requests be paid.

5. That a 20-foot radius property line return or 15-foot by 15-foot property line cut corner sidewalk easement be provided at intersection of 2nd Street and Broadway adjoining the tract; unless MTA has already provided such a sidewalk easement in conjunction with e MTA Portal construction. The above provided sidewalk shall be limited in height of 10-foot above finished sidewalk grade.

6. That a 6-foot wide public sidewalk easement be provided along 2nd Street adjoining the tract except adjoining the MTA Portal (Lot 3); unless MTA has already provided such a sidewalk easement in conjunction with the MTA Portal construction. In addition, a 20-foot radius property line return or 15-foot by 15-foot property line cut corner sidewalk easement be provided at intersection with Spring Street. The above provided sidewalk easement shall be limited to a height of 10-foot above finished sidewalk grade.

    Notes:

    The lower limit of this sidewalk easement shall be above the existing beam structure element of the Metro Station in this area. Suitable evidence shall be submitted prior recordation of the final map to establish this limit in a manor satisfactory to the City

Engineer and Metro.

7. That an 8.5-foot variable width public sidewalk easement be provided along Spring Street adjoining the tract at the proposed drop-off-area location to complete a 14-foot wide meandering sidewalk area and shall be shown on the final map on an alignment satisfactory to the City Engineer. Portions of this sidewalk easement area located on property owned by MTA (Lot 7) may be provided by MTA in conjunction with the MTA Portal construction. The above provided sidewalk easement shall be limited to a height of 15-foot above finished sidewalk grade.

8. That no portion of the proposed development shall encroach more than 33% of the required sidewalk width area, this includes any encroachments above or below the grade.

9. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.

10. That a set of drawings for airspace lots be submitted to the City Engineer showing the followings:

    a. Plan View at different elevations.
    b. Isometric Views
    c. Elevation Views
    d. Section cuts at all locations where air space lot boundaries change.

11. That the owners of the property (not including Lots 2, 3, and 7, which are owned by MTA) record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easement free and clear of obstructions and in safe conditions for use at all times.

12. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

    a. Improve Spring Street and Broadway adjoining the subdivision by the removal of existing sidewalks (unless installed by MTA in conjunction with the MTA Portal construction) and construction of new full width concrete sidewalks with tree wells including any necessary removal and reconstruction of existing improvements. A meandering full-width concrete sidewalk shall be provided within the public sidewalk easement along Spring Street at the location of the drop off satisfactory to the City Engineer.

    b. Improve 2nd Street adjoining the subdivision by the construction of the following:

        i. A concrete curb, a concrete gutter, and a 15-foot full-width concrete sidewalk with tree wells; provided, however, that concrete curb and gutter improvements shall not be required if installed by MTA in conjunction with the MTA Portal construction.
        ii. Suitable surfacing to join the existing pavement and to complete a 21-foot half roadway; provided, however, that such surfacing shall not be required if installed by MTA in conjunction with the MTA Portal construction.
        iii. Any necessary removal and reconstruction of existing improvements.

iv. The necessary transitions to join the existing improvements.

c. Improve newly provided cut corner sidewalk easement area with additional concrete sidewalk.

DEPARTMENT OF BUILDING AND SAFETY- GRADING DIVISION

13. The referenced reports are approved for the purpose of filing a vesting tentative tract map with the Department of City Planning only. No building or grading permits shall be issued based on the referenced reports and this approval letter.

14. Prior to the issuance of building or grading permits, a comprehensive soils report, including a detailed description of the proposed construction, detailed plans and sections, supplemental field exploration and laboratory tests, and robust engineering analysis and building specific recommendations shall be submitted to the Department for review and approval. The comprehensive soils report shall address all correction items stated in the Department letter dated 10/25/2016, Log# 95158.

DEPARTMENT OF BUILDING AND SAFETY- ZONING DIVISION

15. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:

a. Provide copy of building records, plot plan, and certificate of occupancy of all existing structures to verify the last legal use and the number of parking spaces required and provided on each site.

b. Provide a copy of [Q] and D condition(s). Show compliance with the above condition(s) as applicable or Department of City Planning approval is required.

c. Provide a copy of affidavit AF-90-2043634-OSP, AFF-6397, AFF-27825, AFF-64550, AFF-64803 and OB-10214. Show compliance with all the conditions/requirements of the above affidavit(s) as applicable. Termination of above affidavit(s) may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.

d. Provide a copy of CPC case CPC-2009-874-CDO-ZC, CPC-2014-2711-CDO-SN-ZC and CPC-2016-3808-VZC-CDO-SPR. Show compliance with all the conditions/requirements of the CPC case(s) as applicable.

e. The submitted plot plan is not complete. Provide a plot plan drawn to scale that accurately dimensions all: property lines, street frontages, lot widths (as defined in Section 12.03 of the Zoning Code), building sizes and required yards on the site. Indicate the number of stories, height, permitted use, and the type of construction for all buildings on the site.

f. Obtain Bureau of Engineering approval for the proposed street merger.

g. Show all street dedication(s) as required by Bureau of Engineering and provide net lot area after all dedication. “Area” requirements shall be re-checked as per net lot area after street dedication. Front and side yard requirements shall be required to comply with current code as measured from new property lines after dedication(s).

h. Provide building plans to show compliance with current Los Angeles City Building Code concerning exterior wall/opening protection and exit requirements with respect to the new property lines. All noncompliance issues shall be corrected, required permits shall be obtained, and the final work inspected prior to a clearance letter being issued.

i. Show all oversized building yards on site plans as applicable. Oversized buildings may require yards or other fire safety measures as specified in Division 5 of the Building Code. Revise the submitted Map to show the required open yards on the same parcel as the building for which they are required. Existing "Maintenance of Building" affidavits may need to be terminated and new covenants recorded, where applicable.

j. Submit a revised Map that dimensions each air space lot with a finite width, length, and upper and lower elevations. The final Map shall be based upon a site plan that accurately describes the location of such lots.

k. Revise map to identify and dimension ground lot as Master Lot.

l. Record a Covenant and Agreement to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot

Notes:

There is a 5 ft. Building Line along Broadway on this Subdivision.

Each Air Space lot shall have access to a street by one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer.

This property is located in a Liquefaction Zone.

The submitted Map may not comply with the number of parking spaces required by Section 12.21 A.4(a) based on number of habitable rooms in each unit. If there are insufficient numbers of parking spaces, obtain approval from the Department of City Planning.

The submitted Map may not comply with the number of guest parking spaces required by the Advisory Agency.

The existing or proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

BUREAU OF STREET LIGHTING

16. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District. See Condition S-3(c) for Street Lighting Improvement conditions.

17. Construct new pedestrian lights: six (6) on Broadway, six (6) on 2nd Street, and three (3) on Spring Street. If street widening per BOE improvement condition, relocate and upgrade street lights; four (4) on Broadway, four (4) on 2nd Street, and five (5) on Spring Street.

    Notes:

    The quantity of street lights may be modified slightly during plan check process based on illumination calculations and equipment selection.

    Conditions set 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

DEPARTMENT OF TRANSPORTATION

18. That the project be subject to any recommendations from the Department of Transportation.

FIRE DEPARTMENT

19. Prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:

    a. Submittal of plot plans for Fire Department review and approval prior to recordation of Tract Map Action.

DEPARTMENT OF WATER AND POWER

20. That the project be subject to any recommendations from the Department of Water and Power.

BUREAU OF SANITATION

21. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found no/or potential problems to their structure or potential maintenance problem, as stated in the memo dated October 21, 2019. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the

Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d)).

INFORMATION TECHNOLOGY

22. To assure that cable television facilities will be installed in the same manner as other required improvements, please email cabletv.ita@lacity.org that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of 3 people in case the applicant/owner has any additional questions.

DEPARTMENT OF RECREATION AND PARKS

23. That the Quimby fee be based on the C2 Zone.

Note:

As the application for the Vesting Tentative Tract map was deemed complete on October 28, 2016, the Project is not subject to the update in RAP fees per Ordinance No. 184,505.

URBAN FORESTRY DIVISION AND RHE DEPARTMENT OF CITY PLANNING

24. Prior to the issuance of a grading permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the Department of City Planning. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Notes:

Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Urban Forestry Division at: (213) 485-5675. Failure to comply with this condition as written shall require the filing of a modification to this tract map in order to clear the condition.

DEPARTMENT OF CITY PLANNING- SITE SPECIFIC CONDITIONS

25. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

    a. Limit the proposed development for the merger and re-subdivision of a 2.71 net-acre site into one (1) master lot and nine (9) airspace lofts;

    b. The applicant shall install an air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 13 or better.

    c. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.

d. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.

26. Prior to the issuance of the building permit or the recordation of the final map, a copy of CPC-2016-3808-VZC-CDO-DD-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event that CPC-2016-3808-VZC-CDO-DD-SPR is not approved, the subdivider shall submit a tract modification.

27. Haul Route Conditions

a. Haul Route Option 1

i. Loaded haul vehicles traveling from the Project Site shall travel via the following haul route:

1. Loaded haul vehicles shall exit the site on 2nd Street heading east and turn right onto southbound Spring Street or exit Spring Street and head south. Turn right onto westbound 3rd Street, turn right to merge onto the CA-110 north, merge onto US-101 North. Merge onto CA-170 North, merge onto I-5 North. Exit 172 toward CA-162 West Ventura and Newhall Ranch Road, turn left onto Newhall Ranch Road and continue on Henry Mayo Drive, Chiquita Canyon Landfill entrance on the right.

ii. Empty haul vehicles to the Project Site facility shall travel via the following haul route:

1. Empty haul vehicles traveling to the Project Site shall exit landfill and head east on Henry Mayo Drive/CA-162, bear right onto I-5 South, merge onto CA-170 South, merge onto US-101 South, exit Broadway, continue onto Alisa Street, turn right onto Spring Street and continue to the Site, enter the Site on Spring Street on the right.

b. Haul Route Option 2

i. Loaded haul vehicles traveling from the Project Site shall travel via the following haul route:

1. Exit site on 2nd Street heading east and turn right onto Spring Street or Exit Spring Street and head south, turn left onto 4th Street heading east, turn left onto Los Angeles Street, merge onto US-101 South, merge onto I-10 East. Exit Vincent Avenue toward Glendora Boulevard; Merge onto Vincent Avenue northbound and continue on Vincent Drive to Irwindale landfill, entrance on the right.

ii. Empty haul vehicles to the Project Site facility shall travel via the following haul route:

1. Exit landfill and head south on Vincent Avenue turn right and merge onto I-10 West, merge onto US-101 North, exit at Alameda Street/Union Station, continue onto El Monte Busway East, continue onto Arcadia Street, turn left onto Spring Street heading south, and turn right to enter the Site on Spring Street on the right.

c. Hauling hours of operation are restricted to the hours between 7:00 A.M. and 4:00 P.M., Monday through Saturday.

d. The owner/contractor shall notify the Street Services Investigation and Enforcement Division, (213) 847-6000 at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations. Any change to the prescribed routes, tagging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division prior to effecting any change.

    i. Note: Manning Pit is now closed, however several other construction and demolition facilities are located in the City of Irwindale. Written approval shall be provided by the Department of City Planning, before Haul Route Option 2 is used to access other facilities in the City of Irwindale.

e. No hauling activity shall occur on Sunday

f. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any adjacent residential streets.

g. Total net export of material is approximately 7,000 cubic yards.

h. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.

i. A minimum of two flag attendants, each with two-way radios, will be required during hauling hours to assist with staging and getting trucks in and out of the project area. Additional flag attendants may be required by the LADBS Inspector, LADOT, or BOSS to mitigate a hazardous situation (e.g. blind curves, uncontrolled intersections, narrow portions of roads or where obstacles are present. Flag attendants and warning signs shall be in compliance with Part II of the latest Edition of Work Area traffic Control Handbook."

28. 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:

a. 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.

b. 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 Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

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[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.

c. The Applicant shall implement the tribe's recommendations if a qualified archaeologist and a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.
d. The Applicant 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 Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

29. Indemnification and Reimbursement of Litigation Costs

Applicant shall do all of the following:

a. 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.

b. 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.

c. 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).

d. 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).

e. 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.

DEPARTMENT OF CITY PLANNING ENVIRONMENTAL MITIGATION MEASURES

30. The project shall be in substantial conformance with the mitigation measures in the MMP from the Project's Final Environmental Impact Report, 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.

DEPARTMENT OF CITY PLANNING - STANDARD CONDOMINIUM CONDITIONS

C-1. That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. Where the existing zoning is (T) or (Q) for multiple residential use, no construction or use shall be permitted until the final map has recorded or the proper zone has been effectuated. If models are constructed under this tract approval, the following conditions shall apply:

1. Prior to recordation of the final map, the subdivider shall submit a plot plan for approval by the Division of Land Section of the Department of City Planning showing the location of the model dwellings, sales office and off-street parking. The sales office must be within one of the model buildings.

2. All other conditions applying to Model Dwellings under Section 12.22 A.10 and 11 and Section 17.05-O of the LAMC shall be fully complied with satisfactory to the Department of Building and Safety.

C-2. Prior to the recordation of the final map, the subdivider shall pay or guarantee the payment of a park and recreation fee based on the latest fee rate schedule applicable. The amount of said fee to be established by the Advisory Agency in accordance with LAMC Section 17.12 and is to be paid and deposited in the trust accounts of the Park and Recreation Fund.

C-3. Prior to obtaining any grading or building permits before the recordation of the final map, a landscape plan, prepared by a licensed landscape architect, shall be submitted to and approved by the Advisory Agency in accordance with CP-6730.

In the event the subdivider decides not to request a permit before the recordation of the final map, a covenant and agreement satisfactory to the Advisory Agency guaranteeing the submission of such plan before obtaining any permit shall be recorded.

C-4. In order to expedite the development, the applicant may apply for a building permit for an apartment building. However, prior to issuance of a building permit for apartments, the registered civil engineer, architect or licensed land surveyor shall certify in a letter to the Advisory Agency that all applicable tract conditions affecting the physical design of the building and/or site, have been included into the building plans. Such letter is sufficient to clear this condition. In addition, all of the applicable tract conditions shall be stated in full on the building plans and a copy of the plans shall be reviewed and approved by the Advisory Agency prior to submittal to the Department of Building and Safety for a building permit.

OR

If a building permit for apartments will not be requested, the project civil engineer, architect or licensed land surveyor must certify in a letter to the Advisory Agency that the applicant will not request a permit for apartments and intends to acquire a building permit for a condominium building(s). Such letter is sufficient to clear this condition.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.

(b) That survey boundary monuments be established in the field in a manner

satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

(c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.

(d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.

(e) That drainage matters be taken care of satisfactory to the City Engineer.

(f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot-grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.

(g) That any required slope easements be dedicated by the final map.

(h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.

(i) That one-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting non-subdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.

(j) That any one-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.

(k) That no public street grade exceeds 15%.

(l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.

S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:

(a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.

(b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.

(c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.

(d) All improvements within public streets, private streets, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.

(e) Any required bonded sewer fees shall be paid prior to recordation of the final map.

S-3. That the following improvements shall be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

(a) Construct on-site sewers to serve the tract as determined by the City Engineer.

(b) Construct any necessary drainage facilities.

(c) Improvement Condition: Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of development into a Street Lighting Maintenance Assessment District.

Notes:

The quantity of streetlights identified may be modified slight during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

(d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Street Tree Division (213-485-5675) upon completion of construction to expedite tree planting.

(e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.

(f) Construct access ramps for the handicapped as required by the City Engineer.

(g) Close any unused driveways satisfactory to the City Engineer.

(h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.

(i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

a. Improve Spring Street and Broadway adjoining the subdivision by the removal of existing sidewalks (unless installed by MTA in conjunction with the MTA Portal construction) and construction of new full width concrete sidewalks with tree wells including any necessary removal and reconstruction of existing improvements. A meandering full-width concrete sidewalk shall be provided within the public sidewalk easement along Spring Street at the location of the drop off satisfactory to the City Engineer.

b. Improve 2nd Street adjoining the subdivision by the construction of the following:

i. A concrete curb, a concrete gutter, and a 15-foot full-width concrete sidewalk with tree wells; provided, however, that concrete curb and gutter improvements shall not be required if installed by MTA in conjunction with the MTA Portal construction.
ii. Suitable surfacing to join the existing pavement and to complete a 21-foot half roadway; provided, however, that such surfacing shall not be required if installed by MTA in conjunction with the MTA Portal construction.
iii. Any necessary removal and reconstruction of existing improvements.
iv. The necessary transitions to join the existing improvements.

Notes:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management

Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

FINDINGS OF FACT (CEQA)

I. Introduction

This Environmental Impact Report (EIR), consisting of the Draft EIR, Final EIR, and Errata, 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 213 South Spring Street, 200-210 South Broadway, and 232-238 West 2nd Street. As revised for approval (Alternative 4A: Residential Alternative A (with podium)), the Project would consist of a 56-story building with 680 residential units comprised of 188 studio units, 259 one-bedroom units, 233 two-bedroom units, plus 10,000 square feet of ground floor retail uses (the Project) on a 2.71-acre site (the Site or Project Site). The building would be approximately 571 feet in height from grade to the rooftop, approximately 608 feet in height from grade to the highest point of the building's fritted glass crown parapet enclosing a rooftop amenity, and approximately 616 feet in height from grade to the highest point of the building core/elevator overrun in the center of the rooftop.

II. Environmental Documentation Background

The Project, both as originally proposed and as revised for approval (Alternative 4A), was reviewed by the Los Angeles Department of City Planning (serving as 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.

Initial Study and 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 January 25, 2017. 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 as it was originally proposed by the Applicant. It also analyzed the potential environmental effects of a reasonable range of alternatives (six) to the originally proposed Project, including a "No Project" alternative. The Draft EIR (State Clearinghouse No. 2017011062), 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 46-day public comment period beginning on March 21, 2019, and through May 6, 2019. Copies of the written comments received are provided in the Final EIR. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section II of the Final EIR.

Final EIR. The City published a Final EIR on October 23, 2019, which is hereby incorporated by reference in full. The Project described and analyzed in these CEQA Findings incorporates

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, incorporated herein by reference in full, is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and components of the Project. 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). In addition, all individuals that commented on the Draft EIR also received a copy of the Final EIR. 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 five (5) libraries and the City Planning Department. Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the Project Site, as well as individuals who commented on the Draft EIR, provided comments during the NOP comment period, or requested notice.

Errata. The City published an Errata for the Project on November 15, 2019, to clarify and make insignificant changes to the EIR regarding the Project's height, buildout year, total projected construction and demolition waste and total square footage.

Public Hearing. A duly noticed public hearing for the Project was held by the Deputy Advisory Agency and the Hearing Officer on behalf of the City Planning Commission on November 20, 2019. The documents and other materials that constitute the record of proceedings on which the City's CEQA findings are based are located at the City Planning Department, Major Projects Section, 221 North Figueroa Street, Room 1350, Los Angeles, California 90012. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2).

III. Findings Required to be Made by Lead Agency Under CEQA

Section 21081 of the Public Resources Code and Section 15091 of the CEQA Guidelines require a public agency, prior to approving a project, to identify significant impacts and make one or more of three possible findings for each of the significant impacts.

A. The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines Section 15091(a)(1)); and

B. The second possible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (CEQA Guidelines Section 15091(a)(2)); and

C. The third possible finding is that "[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or Project alternatives identified in the final EIR." (CEQA Guidelines, Section 15091(a)(3)).

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 EIR for the Project as fully set forth therein. Section 15091 of the CEQA Guidelines requires findings to address environmental impacts that an EIR identifies as "significant." For each of the significant impacts associated with the Project, either before or after mitigation, the following information is provided:

1. Description of Significant Effects—A specific description of the environmental effects identified in the EIR, including a judgment regarding the significance of the impact;

2. Project Design Features—Reference to the identified Project Design Features that are a part of the Project (numbering of the features corresponds to the numbering in the EIR);

3. Mitigation Measures—Reference to the identified mitigation measures or actions that are required as part of the Project (numbering of the mitigation measures correspond to the Mitigation Monitoring Program, which is included as Section IV of the Final EIR);

4. Finding—One or more of the three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091;

5. Rationale for Finding—A summary of the reasons for the finding(s);

6. Reference—A notation on the specific section in the EIR which includes the evidence and discussion of the identified impact.

IV. Description of the Project (Alternative 4A)

The project as originally proposed and analyzed in the EIR consisted of the development of a 30-story mixed-use building consisting of 107 residential units (comprising an estimated 137,347 square feet), 7,200 square feet of ground level commercial retail uses, and 534,044 square feet of office uses. The Project has been refined since the circulation of the EIR; the Lead Agency is recommending adoption of Alternative 4A, an environmentally superior alternative evaluated in the Draft EIR (See Section V, Alternatives, at Page V-111) and refined in minor ways in the Final EIR and Errata, as the Project for purposes of these findings.

The Project (Alternative 4A) involves the development of a 56-story building, with 680 residential units comprised of 188 studio units, 259 one-bedroom units, and 233 two-bedroom units, plus 10,000 square feet of ground floor retail uses in Downtown Los Angeles. The 2.71-acre Project Site, which is bounded by South Broadway on the west, West 2nd Street on the north, and South Spring Street on the east, is the future site of the Los Angeles County Metropolitan Transportation Authority (Metro) Regional Connector 2nd Street/Broadway rail station and portal. The 2nd Street/Broadway rail station will be below grade, with a station portal at the northwest corner of the Project Site at 2nd Street and Broadway. The Metro station and portal are currently under construction. Overall, the Project's improvements (plus the Metro portal) would comprise a total of 707,036 square feet of floor area and replace a surface parking lot located on the northern portion of the Project Site. The Project would consist of a single tower over a podium, which would extend over the Metro portal. Based on a total of 707,036 square feet of floor area (including the Metro portal), the Project Site would have an FAR of 6.0:1.

An existing five-story parking structure is located on the southern portion of the Project Site and would remain and be reconfigured to provide required automobile and long-term bicycle parking

for the Project. More specifically, the existing 1,460 parking spaces within the garage would be reconfigured to provide 1,436 vehicular spaces and approximately 565 long-term bicycle parking spaces. An additional 120 long-term bicycle parking spaces would be provided in the first floor of the building, and an additional 68 short-term bicycle parking spaces would be provided outside and adjacent to the parking structure and the new building, as well as within the Metro plaza. A total of 635 of the vehicular spaces in the parking structure would be required tenant parking for the Project, and surplus parking spaces would continue to be available for other off-site uses. Access to the parking structure would continue to occur via one existing driveway on Broadway and two existing driveways on Spring Street. In addition, one new driveway on Spring Street is proposed to access the loading area for the new building.

Based on the number and size of dwelling units, the Project would provide at least 73,960 square feet of open space, which exceeds LAMC requirements. Amenity decks offering a variety of social and community spaces would be provided on various levels and would include landscaped terraces, rooftop gardens, gathering spaces including barbeque and outdoor dining areas, and a swimming pool. Indoor recreational spaces would include a fitness center, two common rooms, and a lounge. Private balconies would be provided on various levels for some of the residences.

A landscaped passage or paseo would form a pedestrian pathway from the Metro portal across the site to Spring Street. Lighting would include low-level exterior lights at the perimeter of the building, in the canopy over the Metro portal, and in the paseo, as needed, for aesthetic, security, and wayfinding purposes. Signage would include general ground level and wayfinding pedestrian signage around the perimeter of the building and in the paseo, building identification signs, and other sign types, and Metro signage would be integrated with the overall signage concept.

The Project would require grading and excavation to a maximum depth of 25 feet, including in areas of the Project Site where Metro is not excavating as part of its construction of the 2nd Street/Broadway rail station and portal. Construction would last approximately 57 months.

V. Environmental Impacts Found Not to Be Significant or Less Than Significant by the Initial Study

The City Planning Department prepared an Initial Study dated January 25, 2017. The Initial Study is located in Appendix A of the Draft EIR. The Initial Study found the following environmental impacts not to be significant or less than significant:

1. Aesthetics

a. Scenic Vistas
b. Scenic Resources
c. Visual Character
d. Light or Glare

Although the Initial Study found aesthetic impacts to be less than significant pursuant to Senate Bill 743 and City Zoning Information File No. 2452, the EIR analyzed aesthetics for informational purposes.

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. Objectionable Odors

4. Biological Resources

a. Special Status Species
b. Riparian Habitat and Wetlands
c. Wetlands
d. Local Preservation Policies
e. Habitat Conservation Plans

5. Cultural Resources

a. Human Remains

6. Geology and Soils

a. Earthquake Fault Rupture
b. Seismic Ground Shaking
c. Landslides
d. Soil Erosion
e. Expansive Soil
f. Septic Tanks

7. Hazards and Hazardous Materials

a. A
b. Airport Land Use Plans
c. Private Airstrips
d. Emergency Response/Evacuation Plans
e. Wildland Fires

8. 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

9. Land Use and Planning

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

10. Mineral Resources

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

11. Noise

a. Airport Land Use Plans
b. Private Airstrips

12. Population and Housing

a. Displacement of Existing Housing
b. Displacement of Existing Residents

13. Transportation/Traffic

a. Air Traffic Patterns
b. Hazards due to a Design Feature or Incompatible Uses

14. Utilities

a. Stormwater Drainage Facilities
b. Compliance with Solid Waste Federal, State, and Local Statues

VI. Environmental Impacts Found Not to Be Significant Prior to Mitigation

The following impact areas were determined to be less than significant, and based on that analysis and other evidence in the administrative record relating to the Project, the City finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed:

1. Aesthetics

Enacted in 2013, SB 743 added Public Resources Code Section 21099 to CEQA, which 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.” As set forth in the EIR, the Project qualifies as a mixed-use residential and/or employment center project on an infill site within a transit priority area. Per SB 743 and ZI No. 2452, visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the L.A. CEQA Thresholds Guide, shall not be considered an impact for such projects. Therefore, the aesthetic impact analysis contained in the EIR and summarized below are included for informational purposes only.

a. Construction

i. Views and Visual Character

Although temporary in nature, construction activities may cause a visually unappealing quality in a community. The northern portion of the Project Site is currently in use as a staging and excavation area for construction of the Metro rail station and portal; thus, the portion of the Project Site within which Project construction would occur is currently a construction site. Metro's current plans call for the restoration of a paved surface area on those areas of the northern portion of the Project Site outside of the new Metro portal and plaza area following the completion Metro's construction activities. Commencement of Project construction would represent a change from possible then-existing (i.e., future) conditions, but would not be substantially different than the conditions that exist today.

During Project construction, the visual appearance of the Project Site would be altered due to the removal of any paved areas outside of the Metro portal and plaza. Other construction activities, including site clearance and site preparation, grading, and excavation; the staging of construction equipment and materials; and the construction of the building foundation and proposed structure also would alter the visual character and quality of the Project Site and vicinity. These construction activities could be visible to pedestrians and motorists, as well as to viewers within nearby buildings. However, the appearance of the Project Site during construction would be typical of construction sites in urban areas, and aside from vertical building construction, not substantially different than existing conditions. Construction activities would be temporary in nature, and the visual impacts associated with construction activities would cease upon the completion of the Project's construction phase. The Project would include the installation of temporary construction fencing along the periphery of the Project Site to screen construction activity from view at street level, as required by the City. Also, as set forth in AES-PDF-1, any pedestrian walkways and construction fencing accessible or visible to the public would be maintained in a visually attractive manner throughout the construction period. Further, pursuant to City requirements, outdoor lighting would be shielded, as appropriate, during construction. As there are several mid- and high-rise structures in the immediate Project vicinity, construction activities would be visible from the upper levels of some of these structures. However, the appearance of the Project Site during construction would be similar to Metro's ongoing construction on-site and typical of construction sites throughout Downtown Los Angeles, which is experiencing high levels of new development.

While construction activities associated with the Project would alter the visual character of the Project Site as well as views of and across the Project Site on a short-term basis, the appearance of the site during construction would be typical of construction sites in urban areas, and aside from vertical building construction, not substantially different than existing conditions on-site (i.e., ongoing construction activities associated with Metro's rail station and portal). Construction activities would not substantially degrade the existing visual character or quality of the site and its surroundings. In accordance with SB 743 and ZI No. 2452, any impact related to aesthetic character, visual resources, shade and shadow, light and glare, and scenic vistas would not be considered significant.

ii. Light and Glare

Construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter season. In addition, construction-related illumination would be used for safety and security

purposes only and would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary, similar to existing conditions associated with Metro's ongoing construction activities on-site. Furthermore, the residential uses located closest to the Project Site would be largely shielded from construction uses by the existing five-story parking structure located between the proposed construction area and these buildings. Therefore, lighting associated with construction activities would not significantly impact off-site sensitive uses, substantially alter the character of off-site areas surrounding the construction area, adversely impact day or nighttime views in the area, or substantially interfere with the performance of an off-site activity.

Daytime glare could potentially occur during construction if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be highly transitory and short-term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, flat surfaces that are generally required to generate substantial glare are not a usual element of construction activities. Furthermore, construction would primarily occur during the daytime hours in accordance with LAMC requirements and typical construction schedules. As required by the City, temporary construction fencing would be placed along the periphery of the Project Site to screen construction activity from view at the street level from off-site locations, which would further limit glare. Moreover, any glare associated with Project construction would be similar to that generated by the construction vehicles and equipment currently in use on the Project Site as part of Metro's ongoing construction activities. Thus, overall, there would be a negligible potential for daytime or nighttime glare associated with construction activities to occur.

With adherence to LAMC requirements and implementation of the Project design features, Project construction would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Furthermore, light and glare associated with Project construction would not substantially alter the character of off-site areas surrounding the Project Site or adversely impact day or nighttime views in the area. In accordance with SB 743, any impact would not be considered significant. Per ZI No. 2452, impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the L.A. CEQA Thresholds Guide, shall not be considered an impact pursuant to CEQA for infill projects within TPAs.

b. Operation

i. Views

The Project would result in more visible site development as a result of the proposed 56-story building that would be constructed in the northern portion of the Project Site. Project development would be prominently visible within short-range views from street-level vantage points adjacent to the Project Site, but the new building would not substantially obstruct public views of any visual resources. While some westerly views of Walt Disney Concert Hall along 2nd Street could be affected, including views from the Higgins Building, it is noted that Related Project No. 21 (Grand Avenue Project), which is under construction at 100 S. Grand Avenue on the north side of 2nd Street, would obstruct some views of Walt Disney Concert Hall from vantage points to the east, including views from the Project Site.

Given the physical separation by the existing 5-story parking structure on-site as well as the adjacent surface parking lot located immediately to the south, the Project building would not obscure southerly views of the primary or secondary façades of the Douglas Building and Victor

Clothing Company Building from most vantage points. Similarly, the Project would not substantially block northerly views of the Mirror Building located north of the Project Site across 2nd Street. Easterly views of the Higgins Building from certain vantages along 2nd Street west of Broadway likewise could be affected, although any obstruction would be limited and transitory in nature. Given the presence of existing (and proposed) intervening development, including the existing parking structure on-site, substantial obstruction of public views of nearby visual resources would not be anticipated in the immediate Project area. Furthermore, as distance increases from the Project Site, intervening structures would obscure views of the proposed development.

With regard to long-range views of the Downtown Los Angeles skyline and the San Gabriel Mountains, the Project could intermittently block longer-range views of the skyline and mountains from certain vantage points. With regard to the San Gabriel Mountains, any such views are limited, intermittent, and primarily available from public roadways, most of which would not be affected by Project development. With regard to the Downtown skyline, the Project essentially would become part of the skyline, blending into the existing fabric of Downtown urban development. Views of both the Downtown skyline and the San Gabriel Mountains would continue to exist from many public vantages throughout the Project area.

From public viewpoints within the San Gabriel Mountains or the Hollywood Hills, where long-range views of Downtown may be available, the Project, when visible at all, would blend in and be consistent with Downtown urban development. Given its distance from these vantage points, the Project would not visually stand out or block long-range views from these areas. Thus, the Project would not obstruct panoramic views of visually prominent or valued resources from vantages within the San Gabriel Mountains or the Hollywood Hills.

In addition, views from CA-110 would not be substantially altered by the Project. As the Project Site is located beyond the Downtown skyline (i.e., to the east) as viewed from CA-110 and is not within the same viewshed as the San Gabriel Mountains, the Project would not impact views from this freeway.

Overall, while the Project would alter the visual character of the immediate Project area, it would not substantially block short- or long-range views of visual resources. The Project would not have a substantial adverse effect on a scenic vista. Moreover, in accordance with SB 743, any impact would not be considered significant. Per ZI No. 2452, impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the L.A. CEQA Thresholds Guide, shall not be considered an impact pursuant to CEQA for infill projects within TPAs.

ii. Visual Character

Project development would result in the removal of the paved areas outside of the Metro portal and plaza in order to construct a high-rise building that would complement the aesthetic character of the area through high quality urban planning and architectural design. The Project would increase height, density, and mass on the Project Site as compared to existing conditions but would incorporate variations in building planes and other architectural features to reduce the effect of massing and provide a pedestrian scale adjacent to public streets, as discussed in more detail below. The proposed 56-story structure would have a height of approximately 571 feet to the rooftop, extending to approximately 616 feet to the top of the building core/elevator overrun, which is surrounded by an angled fritted glass crown parapet enclosing the Project's rooftop amenity space. The scale and height of the Project would be consistent with overall development within

the surrounding area and Downtown Los Angeles as a whole, as illustrated in the conceptual renderings depicting aerial views of the Project on file with the Planning Department. The highest concentration of high-rise buildings in Downtown is located approximately three blocks west of the Project Site, and many other high-rise structures are located throughout the Downtown area. Thus, the Project would provide infill development within a dense urban setting that would be consistent in scale and height with surrounding development.

Proposed landscaping and open space areas would also improve the visual environment on the Project Site and in the surrounding area. Street trees and landscaping would be provided along Broadway and Spring Street, thereby enhancing the pedestrian environment. In addition, a landscaped pedestrian paseo would be located between the new building and the existing parking structure to the south and would form a pedestrian pathway through the Project Site from Broadway to Spring Street. The paseo would be integrated with the plaza surrounding the Metro portal, thereby creating a larger public plaza that would extend from Broadway and 2nd Street across the center of the Project Site to Spring Street. Landscaping in the paseo would include canopy trees, a variety of shrubs and grasses, planted trellises, benches and café seating, permeable paving, and potentially a water wall feature. Metro's portal plaza also would be supplemented to include planted areas, benches and café seating, as well as bicycle parking. The Project's landscaping would include drought-tolerant plants including both native and adaptive native plant materials.

Project signage would be designed to be aesthetically compatible with other signage in the area and would complement the building architecture. In addition, any Project signage would comply with the standards and goals of the Historic Broadway Sign Supplemental Use District, which include general signage standards, illumination standards, and specific design, size, and location standards. The types and arrangement of signs would be appropriately designed and scaled within the context of the Project and the Project area and would not result in adverse impacts to the aesthetics of the area, including along Broadway.

Project lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes, as well as low-level lighting to accent signage, architectural features, and landscaping elements. Project lighting would be aesthetically pleasing and would comply with all applicable City regulations, as discussed further below.

Overall, the Project would make a positive contribution to the aesthetic value of the Project Site and improve the visual character of the surrounding area by replacing a paved area (i.e., the former surface parking lot and current Metro construction staging area) with a new mixed-use development that would incorporate appropriate and creative design elements to complement the urban area in which it is located. In addition, the Project would enhance the pedestrian environment adjacent to the Project Site along 2nd Street, Broadway, and Spring Street. The Project would represent infill development that would reflect and complement the surrounding urban environment, thus creating a visual connection between the Project Site and the rest of Downtown. Since the buildings in the Project vicinity exhibit a high degree of variation in architectural style, height, massing, scale, and materials, the Project would contribute to the eclectic visual character of the area. The Project also would improve the cohesiveness of the area by converting an underutilized site into an active component of the community.

The Project would not substantially degrade the existing visual character or quality of the Project Site and its surroundings. In accordance with SB 743 and ZI No. 2452, any impact related to aesthetic character, visual resources, shade and shadow, light and glare, and scenic vistas would not be considered significant.

iii. Light and Glare

The Project would increase light and glare levels emanating from the Project Site. New sources of artificial lighting that would be introduced by the Project would include low-level interior lighting visible through the windows of the new building; low-level exterior lights at the perimeter of the building, in the canopy over the Metro portal, and in the paseo, as needed, for security, wayfinding purposes, and as accent lighting for signage, architectural features, and landscaping elements; and new street and pedestrian lighting within the public right-of-way.

The proposed lighting sources would be similar to other lighting sources in the Project vicinity and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity and ambient light during the day and night. All exterior lighting would be shielded and/or directed toward the areas to be lit within the Project Site to avoid light spillover onto adjacent sensitive uses. Project lighting would also meet all applicable LAMC lighting standards. Pursuant to LAMC Section 93.0117(b), exterior light sources other than signage lighting shall be designed so that lighting levels produced do not exceed 2 foot-candles above ambient lighting at the property line of the nearest residential property or light-sensitive receptor. In addition, any proposed signage would be designed to be aesthetically compatible with the existing and proposed architecture in the area, and, in general, new signage would be architecturally integrated into the design of the building and would establish appropriate identification for the proposed commercial uses. Low-level accent lighting to highlight the Project's signage would be incorporated. Exterior lighting to highlight the Project's signage would be shielded or directed toward the areas to be lit to avoid creating off-site glare. In accordance with LAMC Section 14.4.4E, lighting used to illuminate Project signage would be limited to a light intensity of 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

New sources of glare would include the building surfaces. Glass used in the building façade would be low-reflective in order to minimize glare from reflected sunlight. All parking for the Project would be contained within the existing parking structure located in the southern portion of the Project Site. While headlights from the ingress/egress points of this structure on Broadway and Spring Street would be visible during the evening hours, no physical changes to this parking structure are proposed, and the light levels would be similar to existing conditions. Furthermore, such lighting sources are typical for the Project area.

With the implementation of Project design features, lighting associated with Project operation would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Furthermore, light and glare associated with Project operation would not substantially alter the character of off-site areas surrounding the Project Site and would not result in a substantial adverse change in ambient nighttime levels in close proximity to light-sensitive uses. In accordance with SB 743 and ZI No. 2452, any impact would not be considered significant. Per ZI No. 2452, impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the L.A. CEQA Thresholds Guide, shall not be considered an impact pursuant to CEQA for infill projects within TPAs.

iv. Shading

With respect to shading, the Project would generate shadows due to the building height. However, given the number and density of mid- and high-rise buildings and the presence of mature trees throughout the urban Project area, shading is a common and expected occurrence.

The Project would cast shadows on shade-sensitive uses, but such shadows would be limited and brief as they move throughout the day. In accordance with SB 743 and ZI No. 2452, any impact related to aesthetic character, visual resources, shade and shadow, light and glare, and scenic vistas would not be considered significant.

c. Cumulative Impacts

Cumulative impacts regarding aesthetics may occur if any of the related projects are located in close enough proximity to the Project Site to combine with the Project and result in significant adverse changes in the visual quality or character of the surrounding area. Generally speaking, due to the dense mid- and high-rise urban development, most of the related projects would not be located sufficiently close to the Project Site to noticeably enter the same field of view as the Project.

i. Visual Character

With respect to visual quality and character, the nearby related projects would be consistent in use and scale with the Project, as well as the existing uses in the Project area and would be generally representative of the existing character of the area. Many of the related projects, including these nearby related projects, represent infill development, and would reinforce existing land use patterns in the area, including increased heights and densities, rather than introduce new development characteristics to the Project area. Similar to the Project, the related projects would likely incorporate architectural styles that would contribute to the overall visual character of the Downtown area. Furthermore, similar to the Project, future developments would be subject to applicable LAMC requirements, such as height limits and density requirements, and would be subject to the City's design review processes and discretionary review to ensure consistency with adopted guidelines and standards that address aesthetics. Thus, the Project, along with the nearby related projects, would positively contribute to the urban aesthetic of the area while respecting the historic nature of the Broadway corridor. The Project would not contribute to cumulatively considerable impacts related to aesthetics. Moreover, in accordance with SB 743 and ZI No. 2452, any aesthetic impacts of the Project would not be significant and would not be cumulatively considerable.

ii. Views

Visual and scenic resources within or visible from the Project area include the Downtown Los Angeles skyline, the San Gabriel Mountains, and the historic resources within the Project area, including the Times-Plant Complex, the Mirror Building, the Executive Building, the Higgins Building, the Douglas Building, the Irvine-Byrne Building, and the Victor Clothing Company Building. The Broadway Theater and Commercial District also is considered a visual resource within the broader Project area. Access to these visual resources is limited due to relatively flat topography and dense urban development. Focal views of visual resources are largely limited to adjacent properties. The development of the Project and related projects would result in further infilling of existing Downtown development. In particular, Related Project No. 121 is located directly north of the Project Site across 2nd Street and involves a 37- story (495-foot) tower and a 53-story (665-foot) tower. Any potential view obstruction of visual or scenic resources is anticipated to be limited and intermittent, and views of the San Gabriel Mountains and specific buildings that are considered visual resources would continue to be available along area roadways. Longer range views of the Project area would change moderately, reflecting the continued increasing height and density of Downtown development, and the Project and related projects would blend with and contribute to the urban fabric of the Downtown area. Thus, while

the skyline might be slightly altered due to new mid- and high-rise buildings, it would not be fundamentally changed. The Project would not contribute to cumulatively considerable view impacts. Moreover, in accordance with SB 743 and ZI No. 2452, any view impacts of the Project would not be significant and would not be cumulatively considerable.

iii. Light and Glare

Development of the Project combined with the related projects in the area would introduce new and expanded sources of artificial light. Consequently, ambient light levels are likely to increase in the Project area. Of the related projects, only Related Project No. 121 is located adjacent to the Project Site and thus, within sufficient proximity to have the potential to combine with the Project and result in cumulative light and glare impacts affecting other adjacent properties or uses.

With regard to light, the Project Site is located within the highly urbanized Central City community, with urban lighting characteristics exhibiting high ambient nighttime light levels. As the Project and related projects would include typical land uses for the Project area, they would not significantly alter the existing lighting environment currently experienced in the area. Additionally, cumulative lighting would not be expected to interfere with the performance of off-site activities given the high ambient nighttime artificial light levels already present. Furthermore, the Project and all related projects would adhere to applicable City requirements regarding lighting, which would control potential artificial light sources to a sufficient degree so as not to be considered cumulatively considerable.

Similarly, with regard to glare, the Project's and nearby related projects' proposed uses are compatible with other development in the urban environment. It is anticipated that all projects within the City would be subject to discretionary review to ensure that significant sources of glare are not introduced. Furthermore, it is anticipated that all projects would include standard design features related to the use of low-level lighting and shielding, as well as use of low- or non-reflective surfaces, to minimize the potential for glare.

The Project's contribution to light and glare impacts would not be cumulatively considerable. Moreover, in accordance with SB 743 and ZI No. 2452, any light and glare impacts of the Project would not be significant and would not contribute to a cumulatively considerable impact.

iv. Shading

Due to the positional relationship between the earth and the sun, shadows in the Northern Hemisphere fall to the west, northwest, north, northeast, and east, depending on the season and time of day. There are shade-sensitive uses located throughout the Project area, including parks and open space areas, outdoor dining areas, and rooftop solar collectors. Similar to the Project, related projects would likely cast shadows on some sensitive uses throughout the day. Further, the Project and related projects have the potential to cast combined shadows and result in cumulatively considerable shading impacts. In particular, Related Project No. 121 could combine with the Project to create cumulative shading effects. Land uses to the northeast, such as City Hall Park, could be cumulatively affected. However, given the number and density of mid- and high-rise buildings throughout the Project area, shading is a common and expected occurrence. In addition, much of the Downtown area is already shaded throughout the day, particularly during the winter months when the sun in lower in the sky. Like the Project, Related Project No. 121 is an infill project located within a TPA.

Per ZI No. 2452, impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the L.A. CEQA Thresholds Guide, shall not be considered an impact pursuant to CEQA for infill projects within TPAs. Accordingly, in accordance with SB 743 and ZI No. 2452, any shading impacts of the Project would not be significant and would not be cumulatively considerable. As such, the Project would not contribute to cumulatively considerable shading impacts.

d. Project Design Features

The City finds that the Project Design Features AES-PDF-1 through AES-PDF-3, incorporated into the Project, would further reduce the potential aesthetics impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

AES-PDF-1: The Project Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive manner (i.e., free of trash, graffiti, peeling postings and of uniform paint color or graphic treatment) throughout the construction period.

AES-PDF-2: New on-site utilities that may be required to serve the Project shall be installed underground.

AES-PDF-3: Glass used in building façades shall be low-reflective or treated with an anti-reflective coating in order to minimize glare (e.g., limit the use of glass with mirror coatings). Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements shall be permitted.

e. Conclusion

Project-level and cumulative impacts with regard to aesthetics would be less than significant, and no mitigation measures would be necessary.

2. Air Quality

a. Construction

i. Regional Emissions

The Project is anticipated to be constructed in one primary phase, with no overlap with construction of the Metro station on-site. The Metro station is forecasted to open in 2021, and construction of the Project would begin in 2022 and be complete by 2026. Construction activities would require approximately 7,000 cubic yards of grading, all of which would be exported off-site to Chiquita Canyon Landfill and/or Irwindale Landfill.

Project construction has the potential to generate air emissions through the use of heavy-duty construction equipment and vehicle trips by 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 building finishing phase, paving and the

application of architectural coatings (e.g., paints) would potentially release VOCs. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions.

As presented in the emissions levels in Table 23 on page 22 of Appendix P.2 of the Draft EIR, representing the highest daily emissions projected to occur during each year of construction, construction-related daily maximum regional construction emissions (i.e., combined on-site and off-site emissions) without mitigation would not exceed the SCAQMD daily significance thresholds for VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. Therefore, regional construction emissions resulting from the Project would result in a less-than-significant impact.

ii. Localized Emissions

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. 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.B-2 on page IV.B-20 of the Draft EIR. Although the trend shown in Table IV.B-2 demonstrates that ambient air quality is improving in the area, the localized construction emissions analysis conservatively did not apply a reduction in background pollutant concentrations for subsequent years of construction (i.e., 2022–2025). By doing so, the allowable pollutant increment to not exceed an ambient air quality standard is more stringent. This analysis is based on existing background ambient air quality monitoring data (2014–2016).

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for SRA 1 based on construction site acreage of 2.7 acres. Potential impacts were evaluated at the closest off-site sensitive receptor, which are residences located south of the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters. Based on SCAQMD LST methodology, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.

The maximum daily localized emissions from Project construction and LSTs are presented in Table 23 on page 22 of Appendix P.2 of the Draft EIR. As presented therein, maximum construction emissions would not exceed the SCAQMD-recommended localized screening thresholds. As a result, Project-related construction activities would not expose sensitive receptors to substantial criteria pollutant concentrations, and construction of the Project would result in a less-than-significant impact with regard to localized emissions.

iii. Toxic Air Contaminants (TACs)

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 five years, 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 after construction. Because there would

be such a short-term exposure period, construction of the Project would not expose sensitive receptors to substantial TAC pollutant concentrations, and construction TAC emissions would result in a less-than-significant impact.

iv. 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 nonattainment. 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 not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and 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 are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

b. Operation

i. Regional Emissions

SCAQMD's CalEEMod was used to calculate regional area, energy, mobile source, and stationary emissions. The Project would incorporate design features to support and promote environmental sustainability. While these features are designed primarily to reduce greenhouse gas emissions, they would also serve to reduce criteria air pollutants. Table 24 in Appendix P.2 provides the Project's operational emissions with incorporation of relevant design features. As shown in Table 24, emissions resulting from operation of the Project at its projected buildout year of 2026 are not expected to exceed the SCAQMD's daily regional operational thresholds. Regional operational impacts would be less than significant.

ii. Localized Emissions

Operation of the Project would not introduce any major new sources of air pollution within the Project Site. The Project's on-site emissions sources would include natural gas combustion for heating and hot water, landscaping equipment, and consumer product usage, which are not considered major sources of air pollution. Emissions estimates for criteria air pollutants from on-site sources are presented in Table 24 on page 23 of Appendix P.2. 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 24 of Appendix P.2, on-site operational emissions would not exceed any of the LSTs. As such, Project

operations would not expose sensitive receptors to substantial criteria pollutant concentrations and would result in a less-than-significant impact with regard to localized emissions.

iii. CO “Hot Spots” Analysis

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. As shown in Appendix P.1 to the Draft EIR, at Project buildout, the highest average daily trips at an intersection would be substantially below the daily traffic volumes that would be expected to generate CO exceedances, as evaluated in SCAQMD’s 2003 Air Quality Management Plan (AQMP). 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, the Project would not expose sensitive receptors to substantial pollutant concentrations related to localized mobile-source CO emissions, and impacts would be less than significant.

iv. Toxic Air Contaminants

The primary sources of potential air toxics associated with Project operations include diesel particulate matter (DPM) from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions. Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than 5 minutes at any given time, which would further limit diesel particulate emissions.

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.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. 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 California Accidental Release Program. As such, the Project would not release substantial amounts of TACs that would expose sensitive receptors to substantial pollutant concentrations, and impacts on human health would be less than significant.

v. Consistency with Applicable Air Quality Plans

The analysis addresses the Project's consistency with applicable SCAQMD and SCAG policies, including the SCAQMD's 2016 Air Quality Management Plan (AQMP) and growth projections within the SCAG 2016–2040 RTP/SCS. Localized concentrations of NO_2 as NO_X, CO, PM_{10}, and $PM_{2.5}$ have been analyzed for the Project. SO_2 emissions would be negligible during construction and long-term operations, and, therefore, would not have the potential to cause or affect a violation of the SO2 ambient air quality standard. Since VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOCs play in O3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

No intersections would require a CO hotspot analysis, and impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing CO violation or cause or contribute to new CO violations. Localized NO_2 as NO_X, CO, PM_{10}, and $PM_{2.5}$ operational impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. 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.

The Project's estimated 27 employees would constitute approximately 0.02 percent of the employment growth forecasted between 2016 and 2025. Because the Project's resulting residential and employment growth would fall well within the growth forecasts for the City and similar projections form the basis of the 2016 AQMP, it can be concluded that the Project would be consistent with the projections in the AQMP.

The Project would not result in any significant air quality impacts and therefore would not require mitigation. As such, the Project meets the AQMP consistency criterion regarding air quality mitigation measures. With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project's design includes characteristics that would reduce vehicular trips and VMT as compared to a standard development within the Air Basin, as measured by the air quality model CalEEMod. Implementation of these features would contribute to a reduction in air quality emissions via a reduction in vehicle trips and VMT. Accordingly, as the Project would support the City's and SCAQMD's objectives of reducing VMT and the related vehicular air emissions, the Project would be consistent with AQMP land use policies.

The Project would not have a significant long-term impact on the region's ability to meet state and federal air quality standards. The Project would comply with SCAQMD Rule 403 and would implement measures for control of NO_X, PM_{10}, and $PM_{2.5}$. Also, the Project would be consistent with the goals and policies of the AQMP and, therefore, is considered consistent with the SCAQMD's AQMP. Accordingly, the Project would not conflict with or obstruct implementation of the AQMP, and associated impacts would be less than significant.

The Project would promote the City of Los Angeles General Plan Air Quality Element goals, objectives and policies. In particular, the Project includes bicycle parking, convenient access to public transit, and opportunities for walking and biking, thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options. The Project also includes primary entrances for pedestrians and bicyclists that would be safe, easily accessible,

and a short distance from transit stops. The Project would implement numerous sustainability features that would reduce vehicular trips, reduce VMT, and encourage use of alternative modes of transportation. Based on the above analysis, the Project would be consistent with applicable policies of the Air Quality Element. Therefore, the Project would be consistent with applicable air quality plans.

vi. Cumulative Impacts

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 would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any of the related projects (which are largely residential, retail/commercial, and office in nature), would represent a substantial source of TAC emissions, which are 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 related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures 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 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 contribute to a cumulative impact.

c. 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 in the EIR. While these features are designed primarily to reduce greenhouse gas emissions and energy usage, they would also serve to reduce criteria air pollutant emissions. Specifically, GHG-PDF-1 requires the proposed building design to incorporate a number of sustainability features, including: exceeding Title 24 energy efficiency requirements by 10 percent; installation of efficient heating, ventilation, and air conditioning (HVAC) mechanical systems; the use of Energy Star-labeled appliances; and the use of LED lighting or other energy-efficient lighting technologies, among other features. GHG-PDF-2 requires the installation of electric vehicle charging equipment and future electric vehicle supply equipment (EVSE) in a percentage of the Project's code-required parking spaces provided in the existing parking structure on-site, thus promoting the use of electric and other Low-Emission Vehicles (LEVs). In addition, per ENG-PDF-1, natural gas-fueled fireplaces would be limited to up to 20 percent of the proposed residential units.

d. Conclusion

With compliance with existing regulations, the Project would result in less-than-significant impacts associated with air quality. Project-level and cumulative impacts with regard to air quality would be less than significant, and no mitigation measures would be necessary.

3. Cultural Resources (Historic Resources and Archaeological Resources)

a. Historic Resources

i. Direct Impacts

The Project Site is currently developed with a surface parking lot, and a five-story, approximately 67-foot-tall parking structure that includes rooftop parking and two subterranean levels. There are no historic resources on the Project Site, and no historical resources would be demolished, destroyed, relocated, or altered as a result of the Project.

Thus, the Project would not cause any change in the significance of a historical resource as defined in Section 15064.5 and, as such, would have no direct impacts on historic resources.

ii. Indirect Impacts

Indirect impacts were also analyzed to determine if the Project would result in a substantial material change to the integrity and significance of historic resources or their contributing setting within the Project Site vicinity. There are seven known historic resources in the study area, which encompass a one-block radius of the Project Site: the Times-Plant Complex, the Mirror Building, the Executive Building, the Higgins Building, the Douglas Building, the Irvine- Byrne Building, and the Victor Clothing Building.

In the dense urban setting of Downtown Los Angeles, the construction of new buildings across the street from historic buildings is not uncommon, and new development has already occurred in proximity to these historical resources. The Irvine-Byrne Building, the Times-Plant Complex, the Executive Building, and the Higgins Building would not be affected by the proposed building due to the significant physical and visual separation between these historic resources and the Project Site. The Mirror Building, the Douglas Building, and the Victor Clothing Company are located closest to the Project Site. However, the proposed building would not affect the physical integrity or historic significance of these three historic resources.

In determining impacts of adjacent new construction on individual resources, such as the Mirror Building, the Douglas Building, and the Victor Clothing Company, the central question is whether the proposed building would affect the physical integrity of the historic buildings to the degree that they would no longer qualify as historic resources. Such an effect would only occur if the Mirror Building, the Douglas Building, or the Victor Clothing Company no longer retained sufficient integrity to convey its significance.

The Project would have a less-than-significant impact on the historic resources near the Project Site. Although the Project would introduce a new visual element to the area, the proposed building would be physically separated from the Douglas Building and the Victor Clothing Company by a parking garage and surface parking lots and from the Times-Plant Complex, the Mirror Building, the Executive Building, the Higgins Building, and the Irvine-Byrne Building by West 2nd Street,

South Spring Street, and South Broadway. Although the proposed building would be located directly across the street from the Mirror Building and north of the Douglas Building and Victor Clothing Company, the Project would not result in a substantial adverse change to the immediate surroundings of these historic resources to the degree their integrity or significance as resources would be materially impaired. As the Irvine-Byrne Building and Victory Clothing Company are the two northernmost contributors in Historic District, the Project would have a less-than-significant impact on the Historic District for the same reason that it has a less-than-significant impact on the two contributors. The historic buildings that are individually significant, as well as the Historic District, would continue to be eligible for listing as historic resources defined by CEQA. Therefore, the Project would not cause any change in the significance of a historical resource as defined in Section 15064.5 and, as such, would not result in indirect impacts to historic resources in the vicinity of the Project Site, and mitigation measures would not be required.

b. Archaeological Resources

The results of the archaeological records search indicate that there are no identified archaeological sites within the Project Site, and 18 archaeological sites are located within a 0.5-mile radius of the Project Site. Project excavation would predominantly occur within the northeastern portion of the Project Site, outside of the areas already excavated by Metro. The depth of excavation for Project development would range between approximately 20 to 25 feet below the existing ground surface. Accordingly, Project excavation activities would be largely limited to the disturbance of artificial fill and would be unlikely to encounter sensitive subsurface materials (i.e., native, undisturbed soils with a potential to contain resources). Monitoring conducted during Metro's excavation activities within the Project Site have failed to identify prehistoric resources or any remnants of the zanja. The unconfirmed zanja closest to the Project Site has been identified as Zanja No. 8, which was built by Orzo W. Childs in 1857 and thus is unlikely to be associated with any Native American groups during prehistoric or protohistoric times. Furthermore, a review of historical maps does not show the zanja mapped anywhere within the Project Site. Based on the reviewed information, Dudek concluded the Project would have no impact to the zanja system or other archaeological resources.

However, if an archaeological resource were inadvertently discovered during construction of the Project, work in the area would cease, and deposits would be treated in accordance with regulatory requirements, including those set forth in PRC Section 21083.2 and Section 15064.5(c) of the CEQA Guidelines with respect to any unique archaeological resource. In addition, 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 PRC Section 5097.91 and 5097.98, as amended. Compliance with all required regulatory measures would ensure that the Project would not disturb, damage, or degrade an archaeological resource or its setting that is found to be important under the criteria of CEQA because: (1) it is associated with an event or person of recognized importance in California or American prehistory or of recognized scientific importance in prehistory; (2) it can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable archaeological research questions; (3) it has a special or particular quality, such as the oldest, best, largest, or last surviving example of its kind; and (4) it is at least 100-years-old and possesses substantial stratigraphic integrity.

Therefore, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, and, as such, any potential impacts related to archaeological resources would be less than significant.

c. Cumulative Impacts

Although impacts to historic resources tend to be site-specific, a cumulative impact analysis of historic resources determines whether the impacts of a project and the related projects in the surrounding area, when taken as a whole, would substantially diminish the number of historic resources within the same or similar context or property type. Specifically, cumulative impacts would occur if the Project and related projects affect local resources with the same level or type of designation or evaluation, affect other structures located within the same historic district, or involve resources that are significant within the same context. The Project is developed with a surface parking lot (currently used for construction staging for the Metro rail station and portal), and a five-story, approximately 67-foot-tall parking structure that includes rooftop parking and two subterranean levels. There are no historic resources on the Project Site. However, there are historic resources in the surrounding vicinity. The Project would not result in a substantial adverse change to the immediate surroundings of these historic resources to the degree their eligibility as resources would be materially impaired. They would continue to be eligible for listing as historical resources defined by CEQA. As such, Project impacts to historic resources would not be cumulatively considerable, and cumulative impacts would be less than significant.

With regard to potential cumulative impacts related to archaeological resources, the Project vicinity is located within an urbanized area that has been substantially disturbed and developed over time. In the event that archaeological resources are uncovered, each related project would be required to comply with applicable regulatory requirements, such as CEQA Guidelines Section 15064.5, PRC Section 21083.2, Health and Safety Code Section 7050.5, and PRC Section 5097.9. Therefore, Project impacts to archaeological resources would not be cumulatively considerable, and cumulative impacts would be less than significant.

e. Project Design Features

No specific project design features pertaining to historic and archaeological resources are proposed for the Project.

d. Conclusion

With compliance with existing regulations, the Project would result in less-than-significant impacts associated with historic and archaeological resources. Project-level and cumulative impacts with regard to historic and archaeological resources would be less than significant, and no mitigation measures would be necessary.

4. Greenhouse Gas Emissions

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies

with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

In the absence of any adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

a. Consistency with Applicable Plans and Policies

Compliance with a GHG emissions reduction plan would result in less-than-significant project and cumulative impacts. The Project is designed to comply with the requirements of the CALGreen Code, SCAG's 2016–2040 RTP/SCS, CARB's Climate Change Scoping Plan, the City of Los Angeles' LA Green Plan/ClimateLA and Sustainable pLAn/L.A.'s Green New Deal, and the Los Angeles Green Building Code. The Project's location, land use characteristics, and design render it consistent with statewide and regional climate change mandates, plans, policies, and recommendations. More specifically, the regulatory compliance analysis provided in the Draft EIR demonstrates that the Project complies with or exceeds the regulations and GHG reduction actions/strategies outlined in the above plans. Also, the Project would include sustainable design components such as drought tolerant landscaping, energy efficient lighting, electric vehicle charging infrastructure, and permeable pavement in the paseo. With regulatory compliance and implementation of sustainability features, the Project would be consistent with the GHG reduction goals and objectives included in adopted state, regional, and local regulatory plans. Consistency with these plans would reduce the Project's incremental contribution of GHG emissions. Accordingly, the Project would not conflict with any applicable plan, policy, regulation, or recommendation adopted for the purpose of reducing GHG emissions. Therefore, impacts with regard to climate change would be less than significant.

i. Climate Change Scoping Plan

In 2008, CARB approved the Climate Change Scoping Plan as required by the 2006 Global Warming Solutions Act (AB 32). In 2014, CARB adopted the *First Update to the Climate Change Scoping Plan: Building on the Framework* (First Update). In December 2017, CARB adopted the *2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (2017 Update). The 2017 Update includes the 2030 targets specified in SB 32. Project GHG emissions are quantified in Table 2 of Appendix P.2 to the Draft EIR, the Project would result in approximately 3,539 MTCO2e annually. As detailed in the Draft EIR, the Project would not conflict with the 2008 Climate Change Scoping Plan, First Update, and 2017 Update. Based on the consistency analyses in Table IV.D-4 on page IV.D-50 of the Draft EIR and in Table IV.D-5 on page IV.D-59 of the Draft EIR, the Project would be consistent with the State's Climate Change Scoping Plan, and related impacts would be less than significant.

ii. 2016-2040 RTP/SCS

The 2016–2040 RTP/SCS is expected to help SCAG reach its GHG reduction goals, as identified by CARB, with reductions in per capita transportation emissions of 9 percent passenger vehicle GHG emissions by 2020 and 16 percent passenger vehicle GHG emissions by 2035. Furthermore, although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2016–2040 RTP/SCS GHG emission reduction trajectory

shows that more aggressive GHG emission reductions are projected for 2040. The 2016–2040 RTP/SCS would result in an estimated 8-percent decrease in per capita GHG emissions by 2020, 18-percent decrease in per capita GHG emissions from passenger vehicles by 2035, and 21-percent decrease in per capita GHG emissions from passenger vehicles by 2040. In March 2018, the CARB updated the SB 375 targets to require an 8-percent reduction by 2020 and a 19-percent reduction by 2035 in per capita passenger vehicle GHG emissions. It is expected that the next iteration of the RTP/SCS will be updated to include this target. 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. 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 of vehicle trips and VMT; (2) increased use of alternative fuel vehicles; and (3) improved energy efficiency.

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 2016 was 3,954,629 persons. In 2025, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of 4,200,168 persons. Based on a household size factor of 2.44 persons per household for multi-family housing units, the Project is estimated to generate a residential population of 1,660 persons at full buildout. The estimated 1,660 new residents generated by the Project would represent approximately 0.68 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2016 and 2025. Development of the Project also would result in approximately 27 employment positions on the Project Site. According to the 2016–2040 RTP/SCS, the employment forecast for the City of Los Angeles Subregion in 2016 was approximately 1,763,929 employees. In 2025, the City of Los Angeles Subregion is anticipated to have 1,915,868 employees. Thus, the Project's estimated 27 employees would constitute approximately 0.02 percent of the employment growth forecasted between 2016 and 2025. Because similar projections form the basis of the 2016 AQMP, it can be concluded that the Project would be consistent with the projections in the AQMP.

SCAG's recently adopted 2016–2040 RTP/SCS includes 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 the SCAG region as a whole. For Los Angeles County, the 2012 Base Year projected daily Total VMT per capita is 21.5 and 18.4 daily Total VMT per capita for the 2040 Plan Year. To analyze the Project's consistency with this aspect of the 2016–2040 RTP/SCS, the Project's per capita Total VMT estimates were compared to the SCAG's VMT data for the region and Los Angeles County. The Project location and design characteristics would reduce trips and VMT. Specifically, the Project's density, land use diversity, transit accessibility, design, pedestrian network improvements, and traffic calming measures are consistent with the CAPCOA guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which identifies the VMT and vehicle trips reductions for the Project Site relative to the standard trip and VMT rates in CalEEMod. The Total Project VMT per capita would be well below the 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 would result in a reduction in VMT and GHG emissions in comparison to a standard project, which would be consistent with the reduction in transportation emission per capita targeted by the 2016–2040 RTP/SCS and the updated SB 375 targets. This reduction is attributable to the Project characteristics of being a mixed-use infill development 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; jobs and housing closer to transit; new housing and job growth focused in High Quality Transit Areas (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 new residential and commercial retail uses within a HQTA, which is defined by the 2016–2040 RTP/SCS as a generally walkable transit village or corridor that is 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 includes the future Metro 2nd Street/ Broadway rail station. In addition, the Project is approximately 700 feet from the Civic Center/Grand Park Metro Purple and Red line station, which is served by 16 Metro local lines and one Dash line. In addition, the Project would provide approximately 753 bicycle parking spaces, as well as bicycle-serving amenities that would further encourage biking. Furthermore, the Project Site was designed to encourage walkability through a mix of uses combined with a landscaped plaza and pedestrian paseo. 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.

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. This 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 electric vehicle charging stations in accordance with City requirements, in addition to electric vehicle supply wiring. The Project would also allocate preferred parking for alternative-fueled vehicles, low-emitting, and ride-sharing vehicles. Accordingly, the Project would be consistent with this policy initiative.

The third important focus 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. GHG-PDF-1 would require the design of the building to incorporate a number of sustainability features, including exceeding Title 24 energy efficiency requirements by 10 percent, installation of efficient HVAC mechanical systems, the use of Energy Star-labeled appliances, use of LED lighting or other energy-efficient lighting technologies, etc., thus reducing overall energy usage compared to baseline conditions. In total, Project GHG emissions from electricity and natural gas usage would be reduced by at least 10 percent with implementation of the Project design features. Accordingly, the Project would be consistent with the 2016–2040 RTP/SCS energy efficiency strategies and policies.

At the regional level, the 2016–2040 RTP/SCS is an applicable plan adopted for the purpose of reducing GHGs. In order to assess the Project's consistency 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. The Project's consistency with the applicable goals and principles set forth in the 2016–2040 RTP/SCS is analyzed in Table IV.F-6 in Section IV.F, Land Use, of the Draft EIR. As shown therein the Project would be consistent with the goals and principles set forth in the 2016–2040 RTP/SCS.

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 be consistent 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.

iii. LA Green Plan

The Project also would be consistent with the City's *Green LA: An Action Plan to Lead the Nation in Fighting Global Warming*. 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. The Project would be consistent with the applicable goals and actions of the LA Green Plan. Table IV.D-7 on page IV.D-73 of the Draft EIR provides a discussion of the original project's consistency with applicable GHG-reducing actions from the LA Green Plan which the Project would also be consistent with. As discussed therein, the Project would be 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 2016 Los Angeles Green Code (LAMC Chapter IX, Article 9, 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). GHG-PDF-1 would require the design of the building to incorporate a number of sustainability features, including exceeding Title 24 energy efficiency requirements by 10 percent, installation of efficient HVAC mechanical systems, the use of Energy Star– labeled appliances, use of LED lighting or other energy-efficient lighting technologies, etc., thus reducing overall energy usage compared to baseline conditions. In addition, GHG-PDF-2 would require the installation of electric vehicle charging stations and electric vehicle supply wiring in a portion of the Project's code-required parking spaces within the existing parking structure. Overall, the Project would be consistent 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/L.A.'s Green New Deal

The Sustainable City pLAn/L.A.'s Green New Deal includes both short-term and long-term aspirations in various topic areas, including: water, renewable energy, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, wastewater, and air quality, among others. The Sustainable City pLAn/L.A.'s Green New Deal provides information as to what the City will do with buildings and infrastructure in their control. Although the Sustainable City pLAn/L.A.'s Green New Deal 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 comply with these goals as it is an infill development whose design would be integrated with the new Regional Connector 2nd Street/Broadway rail station and portal on-site. In addition, the Project Site is located within a 0.5-mile radius of two Metro Purple and Red Line stations and is served by 16 Metro Bus Lines and an LADOT DASH line. Furthermore, the Project would comply with CALGreen; would implement various Project design features to reduce energy usage, including 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/L.A.'s Green New Deal with regard to energy-efficient buildings and

waste and landfills. The Project also would provide secure short- and long-term bicycle storage areas for Project residents and guests. Therefore, the Project would not conflict with or impede implementation of the Sustainable City pLAn/L.A.'s Green New Deal, and related impacts would be less than significant.

b. Emissions

i. Construction

CEQA Guidelines Section 15064.4 recommends quantification of a project's GHG emissions. However, in the absence of an adopted numerical threshold against which to measure significance, a quantification of the Project's GHG emissions is included in these findings for informational purposes only.

The Project is anticipated to be constructed in one primary phase over a period of approximately five years, with no overlap with construction of the Metro portal and station on-site and buildout of the Project in 2026. CalEEMod outputs containing additional construction details are provided in Appendix P.3. The GHG emissions associated with Project construction were calculated for each year of construction activity.

As presented in Table 2 of Appendix P.2 of the Draft EIR, Project construction is estimated to generate a total of 4,585 MTCO2e. 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, resulting in annual amortized emissions of 153 MTCO2e.

ii. Operation

Emissions from area sources, energy sources, mobile sources, stationary sources, solid waste, and water/wastewater were calculated using the CalEEMod emissions inventory model. As shown in Table 2 of Appendix P.2, the Project, at full buildout, is expected to result in a total of 45 MTCO2e per year from area sources, 1,108 MTCO2e per year from energy sources, 1,937 MTCO2e per year from mobile sources, 5 MTCO2e per year from stationary sources, 41 MTCO2e per year from solid waste, and 251 MTCO2e per year from water/wastewater. The Project is expected to result in a total of 3,387 MTCO2e per year of operation.

iii. Combined Construction and Operational Emissions

As shown in Table 2 of Appendix P.2 of the Draft EIR, the Project would result in approximately 3,539 MTCO2e annually.

c. Cumulative Impacts

The analysis of a project's GHG emissions is inherently a cumulative analysis because climate change is a global issue and the emissions from individual projects are negligible in a global context. Accordingly, the Project-level analysis takes into account the potential for the Project to contribute to a cumulative impact of global climate change. Table IV.D-9 on page IV.D-78 of the

Draft EIR illustrates that implementation of the original Project's regulatory requirements and project design features, including state mandates, would contribute to GHG reductions. It should be noted that the Project would also be required to comply with these regulatory requirements and project design features, including the RTP/SCS (discussed further below). These reductions support state goals for GHG emissions reductions.

The analysis shows that the original project is consistent with the RTP/SCS' regulatory requirements to reduce regional GHG emissions from the land use and transportation sectors by 2020 and 2035 and that the original project is also consistent with CARB's Climate Change Scoping Plan, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. In addition, the original 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/L.A.'s Green New Deal, which includes specific targets related to housing and development, and mobility and transit.

As with the original project, the Project would be designed to comply with the requirements of the plans referenced above. Given the Project's consistency with statewide, regional, and local plans adopted for the purpose of reducing GHG emissions, it is concluded that the Project's incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable. For these reasons, the Project's cumulative contribution to global climate change is less than significant.

d. Project Design Features

The City finds that the Project Design Features GHG-PDF-1 and GHG-PDF-2, incorporated into the Project, reduce the potential greenhouse gas impacts of the Project. In addition, the Project would implement ENG-PDF-1, TRA-PDF-2, and WAT-PDF-1 to reduce GHG emissions. The Project Design Features were considered in the analysis of potential impacts.

GHG-PDF-1: The design of the new building shall incorporate the following sustainability features:

- Exceed Title 24, Part 6, California Energy Code baseline standard requirements by 10 percent for energy efficiency, based on the 2016 Building Energy Efficiency Standards requirements.
- Incorporate energy-saving technologies and components to reduce the Project's electrical use profile. Examples of these components include the use of light-emitting diode (LED) and other efficient lighting technology, energy saving lighting control systems such as light- and motion-detection controls (where applicable), and energy efficient heating, ventilation, and air conditioning (HVAC) equipment.
- HVAC mechanical systems and building lighting shall be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.
- Demand control ventilation shall be utilized in HVAC systems, and refrigerants in HVAC equipment shall have low GHG emission rates. In particular, the HVAC system shall be designed to optimize exterior and interior air-flow to ensure healthy indoor air quality.
- Install occupancy-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.
- Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

- Incorporate energy-efficient design methods and technologies such as a centralized chiller plant with rooftop ventilation, high performance window glazing, passive design and façade shading devices, high efficiency domestic water heaters, and enhanced insulation to minimize solar heat gain.
- Built-in appliances, refrigerators, and space-conditioning equipment shall meet or exceed the minimum efficiency levels mandated in the California Code of Regulations. High efficiency Energy Star-rated products and appliances shall be installed, as available.
- Fenestration shall be designed for solar orientation (i.e., window systems shall be designed to reduce thermal gain and loss), thus reducing cooling loads during warm weather and heating loads during cool weather.
- Use of water-efficient plantings with drought-tolerant species.
- Conduct a performance check of the installed space-conditioning system prior to issuance of a Certificate of Occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.
- Compete post-construction commissioning of building energy systems prior to issuance of a Certificate of Occupancy.
- Allocate preferred parking for alternative-fuel vehicles, low-emitting, and fuel efficient and ride-sharing vehicles.

GHG PDF-2: Upon building of the Project, at least 20 percent of code-required parking spaces within the existing parking garage shall be capable of supporting electric vehicles supply equipment (EVSE). Five percent of the total code-required parking spaces will be provided with EV chargers to immediately accommodate electric vehicles within the parking garage. When the application of the specified percentage results in a fractional space, the calculation shall round up to the next whole number. Plans shall indicate the proposed type and location(s) of EVSE and also include raceway (enclosed conduit) method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. For EV-ready wiring, only raceways and related components are required to be installed at the time of construction. A label stating “EV CAPABLE” shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

e. Conclusion

Project-level and cumulative impacts with regard to greenhouse gases would be less than significant, and no mitigation measures would be necessary.

5. Hazards and Hazardous Materials

a. Construction (Routine Transport, Use or Disposal; Polychlorinated Biphenyls, Asbestos-Containing Materials, Lead-Based Paint, Methane Gas; Off-Site Contamination)

During demolition, excavation, grading, and building construction, hazardous materials, such as fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners, would be used and, therefore, would require proper handling and management and, in some cases, disposal. The management of any resultant hazardous wastes could increase the opportunity for hazardous materials releases and, subsequently, the exposure of the public to hazardous materials. However, all potentially hazardous materials would be used,

stored, and disposed in accordance with manufacturers' specifications and instructions, thereby reducing the risk of hazardous materials use. Additionally, all construction activities would occur in accordance with regulatory requirements, including specific OSHA requirements regarding worker safety and use of hazardous materials. Similarly, ground disturbance associated with site clearance, excavation, and grading activities during construction would be required to comply with applicable federal, state, and local regulations and requirements, including, but not limited to RCRA, California Hazardous Waste Control Law, federal OSHA, Cal/OSHA, SCAQMD rules, and permits and associated conditions issued by the City of Los Angeles Department of Building and Safety. With compliance with relevant regulations and requirements, construction activities associated with the Project would not expose the public to a substantial risk resulting from the release or explosion of a hazardous material, or from exposure to a health hazard, in excess of regulatory standards. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction. As such, impacts would be less than significant, and no mitigation measures are required.

In the event that PCBs are found during construction, suspect materials would be removed in accordance with all applicable federal, state, and local regulations, and, thus, 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 PCBs into the environment. Therefore, impacts related to the removal of PCBs during construction would be less than significant, and no mitigation measures are required.

Based on the age of the parking structure, ACMs are unlikely to be present on-site. Nevertheless, if ACMs are found during construction, suspect materials would be removed by a certified asbestos abatement contractor in accordance with applicable regulations. With compliance with relevant regulations and requirements, 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 ACMs into the environment. Therefore, impacts related to the removal of ACMs during construction would be less than significant, and no mitigation measures are required.

Based on the age of the parking structure, LBP is unlikely to be present on-site. However, lead could exist in low amounts in the existing fill material during excavation, as the Project Site has been extensively developed and redeveloped since at least 1888 and multiple past buildings have been demolished. In the event that LBP is found during construction, suspect materials would be removed in accordance with regulatory requirements and regulations for the proper removal and disposal of LBP prior to demolition activities. Example procedural requirements include the use of respiratory protection devices while handling lead-containing materials, containment of lead or materials containing lead on the Project Site or at locations where construction activities are performed, and certification of all consultants and contractors conducting activities involving LBP or lead hazards. With compliance with relevant regulations and requirements, 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 LBP into the environment. Therefore, impacts related to the removal of LBP during construction would be less than significant, and no mitigation measures are required.

Moreover, the Project Site is not located within a City-designated Methane Zone or Methane Buffer Zone. As such, the Project would not require any site-specific methane soil gas testing. 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 methane gas into

the environment. Therefore, impacts with respect to methane gas during construction would be less than significant, and no mitigation measures are required.

Finally, although it is not expected that off-site soil contamination could impact the Project Site, should off-site properties in the surrounding area to the northwest (i.e., upgradient of the Project Site), which are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, have contaminated groundwater, there is a potential for groundwater contamination beneath the Project Site due to migration.

The depth of groundwater on the Project Site ranges from 110 to 140 feet below ground surface (bgs). The Project's excavation activities would reach a maximum depth of 25 feet and thus are not expected to impact groundwater. However, shallow perched groundwater has been observed at depths ranging from 13.5 to 17 feet bgs. While the most recent (2014) removal of an on-site UST did not encounter perched groundwater, construction of the Project's basement and building footings may have the potential to encounter perched water should it exist within the excavation area. If construction dewatering is required, or if groundwater is encountered, it is anticipated to be short-term and limited to shallow/perched groundwater.

In the event shallow/perched groundwater is encountered during construction, it would be sampled for laboratory analysis. Based on the test results and other technical and economic feasibility considerations, the shallow/perched groundwater would either be disposed of into the storm drain system in compliance with applicable permit requirements or, if determined to be the only viable disposal alternative, the sanitary sewer system. With adherence to applicable groundwater discharge requirements, including relevant permit requirements, impacts associated with a neighboring site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 would be less than significant.

The Project would require excavation to depths up to 25 feet and is not expected to encounter groundwater, which occurs on-site at a depth of approximately 110 to 140 feet bgs. If construction dewatering is required, or if groundwater is encountered, it is anticipated to be short-term and limited to shallow/ perched groundwater. Any groundwater encountered would be sampled for possible contamination and handled in accordance with applicable groundwater discharge requirements. Impacts would be less than significant.

b. Operation

The Project would not include the use of materials containing asbestos-containing material (ACM), lead-based paint (LBP), or polychlorinated biphenyls (PCBs) and would not involve the installation of any underground storage tanks (USTs). However, the Project may include the installation of ASTs for use with emergency generators. If ASTs are installed, their installation would comply with all applicable regulatory requirements. Additionally, the operation of the Project would involve the limited use of potentially hazardous materials typical of those used in residential developments, including cleaning agents, paints, pesticides, and other materials used for landscaping. However, all hazardous materials on the Project Site would be acquired, handled, used, stored, and disposed of in accordance with all manufacturers' specifications and all applicable federal, state, and local requirements.

With implementation of appropriate hazardous materials management protocols during Project operation and compliance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, as well as adherence to manufacturer's instructions for the safe handling and disposal of hazardous materials, the

Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during operation of the Project. As such, impacts would be less than significant.

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 associated with operation of a UST or AST. Impacts associated with USTs and ASTs during operation of the Project would be less than significant.

During operation of the Project, maintenance of such electrical systems would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of PCBs into the environment. Therefore, no impacts related to PCBs during operation of the Project would occur.

Project operation is not anticipated to make use of or expose people to friable asbestos or ACMs on the Project Site. 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 asbestos or ACMs into the environment. Thus, no impacts associated with asbestos or ACMs during operation of the Project would occur.

Project operation is not anticipated to make use of or expose people to LBP on the Project Site. 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 LBP. Impacts associated with LBP during operation of the Project would not occur.

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 methane gas into the environment. Therefore, impacts with respect to methane gas during operation would be less than significant.

The Project would not create a significant hazard to the public or the environment caused in whole or in part from the Project's exacerbation of existing environmental conditions associated with hazardous materials sites compiled pursuant to Government Code Section 65962.5. Impacts would be less than significant.

c. Cumulative Impacts

While impacts associated with hazards and hazardous materials are typically site-specific, conditions such as contaminated groundwater can affect down-gradient properties. Additionally, future growth and development may occur on or around properties known to contain hazardous or potentially hazardous conditions, such as hazardous waste generation or handling, or the presence of leaking underground storage tanks. Accordingly, the geographic context for the cumulative impact analysis of hazards and hazardous materials is the general Project vicinity.

Cumulative growth within the Project vicinity has the potential to increase the use, storage, and transport of hazardous materials; the risk of upset or accident conditions involving a release of hazardous materials; and other potential safety hazards and health risks. Each of the related projects would require evaluation for potential threats to public safety, including those associated with the use, storage, handling, and/or disposal of hazardous materials, ACMs, LBP, PCBs, and oil and gas and would be required to comply with all applicable local, state, and federal laws, rules, and regulations. Because 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. With full compliance with all applicable local, state, and federal laws, rules, and regulations, as well as implementation of site-specific recommendations and mitigation for the related projects, as with the Project, the Project's impacts related to hazards and hazardous materials would not be cumulatively considerable and would be less than significant.

d. Project Design Features

No specific project design features pertaining to Routine Transport, Use or Disposal; Polychlorinated Biphenyls, Asbestos-Containing Materials, Lead-Based Paint, Methane Gas; Off-Site Contamination are proposed for the Project.

e. Conclusion

Project-level and cumulative impacts with regard to hazardous construction would be less than significant, and no mitigation measures would be necessary.

6. Land Use

a. Land Use Consistency

i. Los Angeles General Plan

The Project would be consistent with the relevant goals, objectives, and policies of the General Plan. First, the Project would support and be consistent with the General Plan Framework Element Land Use Chapter as it would contribute to the needs of the City's existing and future residents, businesses, and visitors by providing 680 residential units plus 10,000 square feet of ground floor retail uses. Development of the Project in an area with convenient access to public transit, including the on-site Metro 2nd Street/Broadway station and portal, which are currently under construction, 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 new residential uses and employment opportunities near transit.

The Project also would support the City's policy to locate and design new development that enhances the character of commercial districts by introducing a compatible mix of land uses that would be integrated with the surrounding built environment. Additionally, the Project would include streetscape improvements as well as a landscaped pedestrian paseo to enhance the pedestrian experience in Downtown. Therefore, the Project would be consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Land Use Chapter.

The Project would support the City's objective to provide an adequate supply of housing units of various types through the development of 680 new residential units, consisting of studio, one-, and two-bedroom units. In addition, the Project would locate new housing in proximity to transit, including numerous bus lines along the adjacent streets, nearby existing and proposed Metro stations, and the on-site Metro Regional Connector 2nd Street/Broadway station and portal, which are currently under construction. Therefore, the Project would be consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Housing Chapter.

The Project generally would be consistent with the relevant objectives and policies that support the goals of the General Plan Framework's Urban Form and Neighborhood Design Chapter. The Project would specifically support the City's goal to create a livable City for existing and future residents by introducing a new mixed-use development that would activate the site with new residential and commercial retail uses. These uses would be consistent and compatible with the mix of residential, retail, restaurant, office, and government uses surrounding the Project Site and would serve the surrounding community and businesses. In addition, the Project's contemporary architectural design would feature pedestrian-scale improvements and ground-level amenities in order to integrate with surrounding uses in an area characterized by a high degree of pedestrian activity. Therefore, the Project would be generally consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Urban Form and Neighborhood Design Chapter.

The Project would include a variety of open space and recreational amenities for residents and visitors. Based on the number and size of dwelling units, the Project would provide at least 73,960 square feet of open space, which exceeds LAMC requirements. Amenity decks offering a variety of social and community spaces would be provided on various levels. Indoor recreational spaces would include a fitness center, two common rooms, and a lounge. Private balconies would be provided on various levels for some of the residences.

A landscaped paseo would be located between the new building and the existing parking structure to the south and would form a pedestrian pathway from Broadway and the Metro portal across the site to Spring Street. In addition, street trees and streetscape plantings would be introduced along Broadway and Spring Street. The Project's landscaping would include drought-tolerant plants including both native and adaptive native plant materials. An efficient irrigation system would be installed in all landscaped areas. Overall, the Project would be consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Open Space and Conservation Chapter.

The Project would also support the City's objective to balance land uses through the development of a mixed-use project with residential and commercial retail uses in an area well-served by public transit. The proposed commercial retail uses would complement the employment base (e.g., existing residential, office, hotels, and government facilities) of the Community Plan area and the Downtown Center, meet the needs of local residents, and foster continued economic investment. Thus, the Project would be consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Economic Development Chapter.

The Project would support the objective to reduce the impacts of traffic growth through the implementation of a Transportation Demand Management Plan that includes strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. The Project also would promote the Transportation Chapter's policy regarding bicycle storage. With respect to Mobility Plan 2035, the Project would support the City's policy to provide for safe passage of all modes of travel during construction by implementing a Construction Traffic Management Plan that incorporates safety measures around the construction site to reduce the risk to pedestrian activity near the work area; minimizes the potential conflicts between construction activities, street traffic, transit stops, and pedestrians; and reduces congestion to public streets and highways. The Project would ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. Additionally, the Project would provide all residents, guests, employees, and patrons convenient access to transit services. Therefore, the Project would be consistent with the applicable policies that support the

goals and objectives set forth in Mobility Plan 2035 and the General Plan Framework's Transportation Chapter.

The Project would support the City's policy and objective to reduce the total amount of flow entering the stormwater system, as well as pursue effective and efficient approaches to protecting water quality by implementing a Stormwater Pollution Prevention Plan (SWPPP) during construction that would include BMPs and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. The Project would comply with the City's LID Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and stormwater reuse. As discussed in the Initial Study, included in Appendix A of the Draft EIR, a stormwater capture and use system is proposed on-site and would include a harvesting cistern with a pretreatment settlement device to filter out trash and debris before water is used to irrigate the landscaped areas of the Site. The Project would be consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Infrastructure and Public Services Chapter.

The Project would also be consistent with applicable policies in the Housing Element of the General Plan. Specifically, the Project would provide a variety of housing types (i.e., studio, one-, and two-bedroom units) in an area that is pedestrian-friendly and served by public transit; provide housing offerings for various income groups; and provide opportunities for residential development in an area designated as Downtown Center and Regional Center Commercial. The Project would also promote the construction of green building by incorporating sustainable design features, including energy conservation and water conservation measures, alternative transportation programs, a pedestrian- and bicycle-friendly site design, and waste reduction measures. As such, the Project would be consistent with the applicable policies set forth in the Housing Element.

Further, the Project would support applicable goals and objectives of the Health and Wellness Element by introducing a mixed-use development and incorporating a variety of open space areas within the Project Site in order to promote walkability and biking and contribute to the creation of a healthy community. The Project includes active and passive recreational spaces. For tenants, amenity decks offering a variety of social and community spaces would be provided on various levels. Indoor recreational spaces would include a fitness center, two common rooms, and a lounge. Private balconies would be provided on various levels for some of the residences. The Project would promote pedestrian activity and walkability by locating retail uses on the ground floor and developing a landscaped pedestrian paseo between the new building and the existing parking structure to the south. In addition, the Project would create multi-modal transit options for Project users by providing ample bicycle parking and improving the streetscape, which would enhance the pedestrian experience.

The Project would also incorporate elements to promote individual and community safety. Specifically, the Project would include private on-site security; a closed circuit security camera system; 24-hour controlled access for the office and residential floors; security patrols of the parking structure; proper lighting of building entries and walkways to provide for pedestrian orientation and clearly identify secure pedestrian travel routes between the on-site Metro portal, parking garage, and points of entry into the building; and sufficient lighting of parking areas to maximize visibility and reduce areas of concealment. Therefore, the Project would be consistent with applicable goals set forth in the Health and Wellness Element.

ii. Central City Community Plan

The Project generally would be consistent with the objectives and policies that support the Central City Community Plan's goals. In particular, the Project would support the City's objectives and policies to coordinate the development of the Central City area with that of other parts of the City and metropolitan area and to provide housing to satisfy the varying needs and desires of all economic segments of the Community Plan area through the development of new residential, commercial retail, and office uses in Downtown Los Angeles. The Project's 680 studio, one-, and two-bedroom units would provide needed housing in the Central City Community Plan area.

To maintain and promote a safe environment, the Project would incorporate elements that promote individual and community safety. The Project would include private on-site security; a closed circuit security camera system; 24-hour controlled access for the office and residential floors; security patrols of the parking structure; proper lighting of building entries and walkways to provide for pedestrian orientation and clearly identify secure pedestrian travel routes between the on-site Metro portal, parking garage, and points of entry into the building; and sufficient lighting of parking areas to maximize visibility and reduce areas of concealment. To promote a clean environment, the Project would include trash receptacles and recycling bins for residents, guests, employees, and commercial patrons. With the addition of pedestrian and bicycle amenities, streetscape plantings, and a landscaped paseo connecting to the Metro plaza, the Project would provide and maintain an attractive and lively outdoor environment that complements the surrounding area. Furthermore, the Project would provide a variety of recreational and open space areas within the Project Site, including recreational amenities for residents and employees. For tenants, amenity decks offering a variety of social and community spaces would be provided on various levels. Indoor recreational spaces would include a fitness center, two common rooms, and a lounge. Private balconies would be provided on various levels for some of the residences.

In addition, the commercial retail use would augment the employment base of the Community Plan area, thus meeting the needs of local residents and continuing to build on the strengths of the existing labor force and businesses in Downtown Los Angeles.

iii. Redevelopment Plan for the City Center Redevelopment Project

The Draft EIR evaluates the Project's consistency with the relevant objectives from the City Center Redevelopment Plan. The Project would comply with relevant development standards set forth in the Redevelopment Plan. Specifically, the Project's FAR of 6.0:1 (including the Metro portal) would comply with the maximum FAR of 6:1 established for the Historic Downtown Sub-Area. Additionally, Project signage would not include billboards or supergraphics; in fact, Project signage would comply with the stricter standards set forth in the Broadway Sign District. Overall, the Project would be consistent with the general intent of the Redevelopment Plan.

iv. City of Los Angeles Municipal Code (LAMC)

The Project would be consistent with applicable LAMC requirements. The Project Site is zoned [Q]C2-4D-CDO-SN (Qualified Commercial 2, Height District 4 with Development "D" limitation, Broadway Theater and Entertainment District Community Design Overlay, Historic Broadway Sign Supplemental Use District). The proposed uses are permitted within the C2 zone, and the Project's total FAR of 6.0:1 (including the Metro portal on-site) would comply with the allowable FAR of 6:1 for Height District 4 with the applicable D limitation. There is no applicable building height limitation.

Development within the Broadway Theater and Entertainment District CDO is governed by [Q] conditions that prohibit certain types of land uses, particularly on the ground floor along the streetwall; dictate building form and massing, including building heights and setbacks along the streetwall, lot coverage requirements for buildings over 150 feet in height, and ground floor treatments; and specify the location of parking and mechanical equipment. The Project Applicant requests a Vesting Zone Change per LAMC Sections 12.32 G and 12.32 Q to amend Ordinance No. 180,871 to eliminate [Q] Condition No. 7, as it applies to the Project Site, which requires a 30 percent minimum and 40 percent maximum lot coverage for the portion of a building over 150 feet in height, in order to reflect the Project's design. According to the DCP Staff Report for Ordinance No. 180,871, the purpose of [Q] Condition No. 7 is to provide flexibility while ensuring appropriate tower separation on the small infill lots that are characteristic of the Broadway corridor. However, at 2.71 acres in size, the Project Site is not only large for the Broadway corridor, but large for Downtown's urban context. As a result, application of [Q] Condition No. 7 would result in floorplates for portions of the tower above 150 feet in height of between 35,415 and 47,220 square feet. Floorplates of this size are impractically large and do not meet industry standards for either residential or office buildings. Eliminating the lot coverage constraints would allow for a more slender architectural tower design, resulting in the preservation of views of the sky as intended by [Q] Condition No. 7.

The Project would not include any of the prohibited land uses set forth in Ordinance No. 180,871 and would meet all other [Q] conditions regulating building form and massing, ground floor treatment, parking, urban design, and mechanical equipment (signage conditions are superseded by the Broadway Sign District, discussed below). The Project also would require approval of a Design Overlay Plan per LAMC Section 13.08 E for development in the Broadway CDO, thus ensuring consistency with the [Q] conditions. In addition, the proposed building footprint would comply with the 5-foot Building Line established along Broadway by Ordinance No. 75,667.

Further, LAMC Section 12.21 G requires that residential developments containing six or more dwelling units on a lot provide a minimum square footage of usable open space per dwelling unit. Based on the proposed dwelling unit types, the Project would be required to provide a total of 73,825 square feet of usable open space. The Project would meet the LAMC's requirement for the provision of usable open space.

v. Broadway Theater and Entertainment District Design Guide

The Broadway Design Guide sets forth guidelines and standards for development along a six-block portion of Broadway between 2nd Street and Olympic Boulevard, as well as on adjacent parcels, including the Project Site. The guidelines and standards that address new construction reinforce the existing historic development patterns of the Broadway corridor and provide a site planning framework for infill projects. Like the original project, with approval of the requested discretionary approvals and implementation of the design features, the Project would be generally consistent with the overall intent of the applicable goals, policies, and objectives in local and regional plans that govern development on the Project Site.

The proposed building would incorporate architectural features to reduce the effect of massing and provide a pedestrian scale adjacent to public streets. Overall, the height and massing of the building would shift away from Broadway toward Spring Street. The Project would further promote pedestrian activity by providing ground floor commercial retail uses and a landscaped pedestrian paseo. Appropriate signage, lighting, and landscaping would be incorporated to complement the Broadway corridor. Overall, the Project generally would comply with the standards and guidelines established by the Broadway Design Guide.

vi. Downtown Design Guide: Urban Standards and Guidelines

The Downtown Design Guide: Urban Design Standards and Guidelines (Downtown Design Guide), revised and adopted in June 2009, supplements the General Plan Framework Element, Central City Community Plan, and LAMC in promoting high quality design and architecture while preserving the character and scale of Downtown Los Angeles. While an updated version of the Downtown Design Guide was adopted in June 2017, the Draft EIR assessed the Project's consistency with the 2009 version of the Downtown Design Guide because the Project's entitlement applications were deemed complete in October 2016, prior to adoption of the updated version.

The Project would also generally comply with the design principles, standards, and guidelines. As discussed therein, the Project would result in an improved and aesthetically appealing streetscape that would promote pedestrian activity by providing ground floor commercial retail uses featuring extensive transparent windows, human scaled elements such as fenestration delineation and doorways, and entry canopies to encourage walkability and create visual interest in the frontage design. The Project would include landscaping, street trees, and other pedestrian amenities such as planted areas, benches and café seating, and bicycle parking to further enhance the pedestrian environment. The pedestrian paseo would connect Broadway and Spring Street and would be integrated with the Metro plaza, which would support Metro ridership and connectivity into and through the site.

vii. Conclusion Regarding Land Use Impacts Related to Regulatory Consistency

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.

b. 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 Central City Community Plan update, known as the DTLA 2040 Plan, which the Department of City Planning is in the process of preparing (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.

c. Project Design Features

No specific project design features pertaining to land use are proposed for the Project.

e. Conclusion

Project-level and cumulative impacts with regard to land use impacts would be less than significant, and no mitigation measures would be necessary.

7. Noise (Off-Site Construction Noise; On-Site Construction Vibration (Building Damage); Off-Site Construction Vibration (Building Damage); Cumulative On-Site Construction Vibration (Building Damage and Human Annoyance); Cumulative Off-Site Construction Vibration (Building Damage); On-Site Operational Noise; Off-Site Operational Noise; Composite Operational Noise; Land Use Compatibility; and Cumulative Operational Noise)

a. Construction

i. Off-Site Noise

The major noise sources associated with off-site construction would be from delivery/haul trucks. The haul route to/from the Project Site would include 2nd Street, Spring Street, 3rd Street, and Aliso Street. An alternate route would include the use of 2nd Street, Spring Street, 4th Street, Los Angeles Street, El Monte Busway East, and Arcadia Street. Table 1 of Appendix P.2 of the Draft EIR provides the estimated number of construction-related haul/delivery truck trips.

The Project would involve various phases of construction (i.e., demolition, site grading and excavation, foundation, building construction, and paving/concrete/landscape installation). Construction of the Project would generate noise from the use of heavy-duty construction equipment as well as from haul truck and construction worker trips. The Project would require construction equipment as well as haul truck trips during the building construction phase, which would represent the phase with the greatest number of such trips. The Project is estimated to require up to 60 truck trips per day during the building construction phase Project-related construction traffic would be below the 5-dBA significance criteria along the anticipated haul routes. Thus, off-site construction noise impacts would be less than significant.

ii. On-Site Vibration (Building Damage)

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. 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-1, impact pile driving vibration is not included in the on-site construction vibration analysis.

The estimated vibration velocity levels from all construction equipment would be below the building damage significance criteria of 0.12 PPV for the historic/potentially historic structures to the north and south, 0.3 PPV for the structure to the east, and 0.5 PPV for the multi-story building to the west. Therefore, the Project would not result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels, and vibration impacts associated with potential building damage would be less than significant.

iii. Off-Site Vibration (Building Damage)

Construction delivery/haul trucks would generally travel between the Project Site and the 1-110 Freeway to the west or the US-I 01 Freeway to the north. Heavy-duty construction trucks would generate ground-borne vibration as they travel along the Project's anticipated haul route(s).

With respect to building damage, the vibration generated by a typical heavy-duty truck is approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck. 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) situated approximately 20 feet from the truck path that would be exposed to ground-borne vibration levels of approximately 0.022 PPV. This 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, the Project would not result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. Vibration impacts with respect to building damage resulting from construction trucks traveling along the anticipated haul route(s) would be less than significant.

iv. Cumulative On-Site Vibration (Building Damage and Human Annoyance)

Ground-borne vibration decreases rapidly with distance. Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in proximity of the construction site. The nearest related project to the Project Site is Related Project No. 121, located directly to the north across 2nd Street. The nearest sensitive building to the Project and Related Project No. 121 construction sites would be the L.A. Times Mirror building (which would be retained as part of Related Project No. 121), located adjacent to the Related Project No. 121 development area. The estimated vibration level at the LA. Times Mirror building resulting from Project construction (0.032 inch/second PPV) would be well below the significance criteria of 0.12 inch/second PPV. In addition, Related Project No. 121 is currently undergoing discretionary review by the City in connection with that project's environmental review process pursuant to CEQA and will be required to adopt mitigation measures, if appropriate, to avoid potential damage to the L.A. Times Mirror building. Furthermore, Related Project No 121 will be subject to the provisions of LAMC Section 91.3307.1, which requires the protection of adjoining public and private property from damage during construction, remodeling, and demolition work. Therefore, the Project would not contribute to a cumulative construction vibration impact with respect to building damage associated with ground-borne vibration from on-site sources.

With regard to human annoyance, the nearest sensitive uses to the Project and Related Project No. 121 include the Kawada Hotel (represented by receptor location RI) and the Higgins Building Lofts (represented by receptor location R4). The estimated ground-borne vibration levels from the Project's construction activities at receptor locations RI and R4 would be at least 15 dB below the 72 VdB significance criteria. In addition, concurrent construction of the Project and Related Project No. 121 could not result in a cumulative impact at receptor R6, since this related project and receptor represent the same location and development (i.e., the Times Mirror Square project); thus, Related Project No. 121's construction impacts would not affect its own on-site residents, as occupancy would occur after construction is complete. As such, the Project would not contribute to a cumulative construction vibration impact with respect to human annoyance associated with ground-borne vibration from onsite sources. Therefore, cumulative construction

vibration impacts pursuant to the criteria for building damage and human annoyance from on-site construction would be less than significant in the event concurrent construction of the Project and Related Project No. 121 occurs.

v. Cumulative Off-Site Vibration (Building Damage)

Based on FTA data, the vibration generated by a typical heavy truck is approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck." In addition, 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." There are existing buildings located approximately 20 feet from the right-of-way of the anticipated haul route(s). These buildings are anticipated to be exposed to ground-borne vibration levels of approximately 0.022 PPV. Trucks 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 well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to vibration. Potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant.

b. Operation

i. On-Site Noise

As part of the Project, new mechanical equipment (e.g., air ventilation equipment) would be located at the exterior of the building (at grade or on one of the rooftop levels) and within the building interior. Although operation of this equipment would generate noise, Project-related outdoor mechanical equipment would be designed so as not to increase the existing ambient noise levels by 5 dBA in accordance with the City's Noise Regulations. As provided in Project Design Feature NOI-PDF-2, all outdoor mounted mechanical equipment would be screened from off-site noise-sensitive receptors. The estimated noise levels from mechanical equipment would range from 27.5 dBA (Leq) at receptor location RI to 43.5 dBA (Leq) at receptor location R6, which would be below the existing ambient noise levels. Accordingly, the estimated noise levels at all off-site receptor locations would be below the significance criteria of 5 dBA (Leq) above ambient noise levels (based on the lowest measured ambient noise level). Noise impacts from mechanical equipment would be less than significant.

The Project would include various outdoor spaces including an outdoor paseo at the ground level and pool and amenity decks. Noise sources associated with the outdoor spaces would include noise from people gathering and conversing and the use of outdoor sound systems. As part of the Project and as set forth in Project Design Feature NOI-PDF-4, any amplified sound system used in outdoor areas would be designed so as not to exceed the maximum noise levels of 75 to 95 dBA Leq. The estimated noise levels from the outdoor spaces would be below the significance criteria of 5 dBA (Leq) above ambient noise levels at all off-site sensitive receptors. As such, the Project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Noise impacts from the use of the outdoor uses would be less than significant.

Parking for the Project would be provided within the existing five-level parking structure located in the southern portion of the Project Site. With no expansion in parking uses, noise levels

associated with parking operation would be similar to existing conditions, which would not increase the existing ambient noise levels. Therefore, the Project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Noise impacts from parking operations would be less than significant.

Loading and trash collection would be located at the southeast corner of the building and would be screened from the view of off-site noise sensitive receptors, as set forth in the Project Design Feature NOI-PDF-3. Noise sources associated with the loading docks and trash collection areas would include delivery/trash collection trucks and operation of a trash compactor. The estimated noise levels at all off-site receptor locations would be well below the existing ambient noise levels and the significance criteria of 5 dBA (Leq) above ambient noise levels. Therefore, the Project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Noise impacts from loading dock and trash compactor operations would be less than significant.

ii. Off-Site Noise

An analysis was performed to determine the increase in noise levels due to Project-related traffic compared with the existing traffic noise conditions. When compared with existing conditions, the Project would result in a maximum increase of 0.6 dBA CNEL in traffic-related noise levels along Broadway between 2nd Street and 3rd Street. The estimated noise increase due to Project-related traffic would be below the 3 dBA CNEL significance criteria. Therefore, the Project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and off-site traffic noise impacts under Existing Plus Project conditions would be less than significant.

Future roadway noise levels were calculated along the 31 selected roadway segments in the vicinity of the Project Site. The roadway noise levels were calculated using the traffic data provided in the Traffic Study prepared for the Project, which is included in Appendix L of the Draft EIR. The Project is estimated to result in a maximum increase of up to 0.5 dBA CNEL in traffic-related noise levels along Broadway between 2nd Street and 3rd Street. The increase in traffic noise levels would be well below the 3 dBA CNEL significance criteria. Therefore, the Project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and off-site traffic noise impacts under Future Plus Project conditions would be less than significant.

iii. Composite Noise

In addition to considering the potential noise impacts to neighboring noise-sensitive receptors from each specific on-site and off-site noise source (e.g., mechanical equipment, loading docks/trash compactor, outdoor areas, and off-site traffic), an evaluation of potential composite noise level increases (i.e., noise levels from all on-site and off-site noise sources combined) at the analyzed sensitive receptor locations was also performed. This evaluation of composite noise levels, evaluated using the CNEL noise metric, was conducted to determine the Project's contributions at the noise-sensitive receptor locations in the Project vicinity. The estimated composite (plus ambient) noise levels would be below the significance criteria at all off-site

receptor locations. Therefore, the Project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Composite noise level impacts due to Project operations would be less than significant.

iv. Land Use Compatibility

Based on the measured ambient noise levels, the exterior noise levels at the Project Site would be up to 70.4 dBA CNEL at the northern boundary (measured at receptor location P1). In addition, the future Metro 2nd Street/Broadway station would generate noise associated with the station facilities. The Metro station facilities would be designed as not to exceed Metro's performance requirements of 60 dBA for transient sources and 50 dBA for continuous sources (as applicable to high density residential receptors). According to the City of Los Angeles Guidelines for Noise Compatible Land Use, the Project Site would be considered "normally unacceptable" for residential development (between 70 and 75 dBA CNEL). However, in accordance with regulatory requirements set forth in the California Building Standards Code, the Project would include necessary noise insulation features, such as insulated glass windows and doors, to achieve an interior noise environment that does not exceed 45 dBA CNEL for residential uses and 50 dBA Leq for non-residential uses. As the exterior noise levels would be generated in large part by the Project's own outdoor uses, such as the public plaza and pedestrian paseo, those uses could not significantly impact themselves. Furthermore, the City's Noise Element does not include noise compatibility guidelines for uses such as public plazas or paseos. Therefore, the Project would not result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and noise impacts associated with land use compatibility would be less than significant.

b. Cumulative Impacts

The Project Site and surrounding area is developed with uses that have previously generated and will continue to generate noise from a number of community noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. Similar to the Project, each of the related projects would generate stationary-source and mobile-source noise due to ongoing day-to-day operations. These related projects generally are of a residential, retail, or commercial nature, and such uses are not typically associated with excessive exterior noise levels. However, each project would produce traffic volumes that are capable of generating roadway noise impacts.

Due to provisions set forth in the LAMC that limit stationary source noise from uses such as roof-top mechanical equipment and outdoor amplified sound system, noise levels would be less than significant (with mitigation, as appropriate) at the property line for each related project. Therefore, based on the distance of the related projects from the Project Site and the operational noise levels associated with the Project, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

The Project and related projects in the area also would produce traffic volumes (i.e., off-site mobile sources) that would generate roadway noise. Cumulative noise impacts due to off-site traffic were analyzed by comparing the projected increase in traffic noise levels from existing conditions to Future Plus Project conditions to the applicable significance criteria. The calculated traffic noise levels under existing conditions and Future Plus Project conditions would result in an increase ranging from 0.5 dBA (CNEL) along the roadway segment of 1st Street (between Hill Street and

Los Angeles Street) to 1.9 dBA (CNEL) along the roadway segment of Broadway (between 2nd Street and 3rd Street). The estimated noise increase would be below the 3 dBA significance criteria (applicable to noise levels fall within the normally unacceptable land use category). Therefore, cumulative noise impacts due to off-site mobile noise sources associated with the Project, future growth, and related projects would be less than significant.

c. Project Design Features

The City finds that the Project Design Features NOI-PDF-1 through NOI-PDF-5, incorporated into the Project, reduce the potential noise impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

NOI-PDF-1: Project construction shall prohibit the use of driven (impact) pile systems.

NOI-PDF-2: All outdoor mounted, noise-generating mechanical equipment would be screened from off-site noise-sensitive receptors.

NOI-PDF-3: Loading and trash collection areas would be screened from off-site noise-sensitive receptors.

NOI-PDF-4: Outdoor amplified sound systems (e.g., speaker and stereo systems, amplification systems, or other sound-producing devices) would be designed so as not to exceed maximum noise levels of: (i) 75 dBA (L_{eq-1hr}) at a distance of 25 feet from the amplified sound systems at the ground level paseo; (ii) 85 dBA (L_{eq-1hr}) at a distance of 25 feet for the Levels 8 and 15 pool/roof decks; and (iii) 95 dBA (L_{eq-1hr}) at a distance of 25 feet for any amplified sound system at the Level 27 roof deck.

NOI-PDF-5: Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators shall be used during construction. In particular, solar-powered generators shall be used for the construction trailer(s) on-site.

d. Conclusion

Project-level and cumulative impacts with regard to Off-Site Construction Noise; On-Site Construction Vibration (Building Damage); Off-Site Construction Vibration (Building Damage); Cumulative On-Site Construction Vibration (Building Damage and Human Annoyance); Cumulative Off-Site Construction Vibration (Building Damage); On-Site Operational Noise; Off-Site Operational Noise; Composite Operational Noise; Land Use Compatibility; and Cumulative Operational Noise would be less than significant, and no mitigation measures are required.

8. Population, Housing, and Employment

a. Construction

Due to the employment patterns of construction workers in Southern California and the construction labor market, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. It is reasonable to assume that Project-related construction workers would not relocate their households' places of residence as a direct consequence of working on the Project. Thus, there would not be any substantial population growth and associated demand for housing in the SCAG region or the City

due to Project construction. As such, construction-related impacts associated with population and housing would be less than significant.

With regard to employment, Project development would generate construction workers on-site during the demolition, grading and excavation, and building construction and finishing phases. However, individual projects generally do not generate new permanent employment within the region. Rather, there is a pool of construction workers who move from project to project as work is available. The Project would support the regional pool of construction workers and also support indirect jobs in a wide range of industries throughout the region resulting from purchases of construction-related supplies, goods and services, and household expenditures by direct and indirect employees. Overall, since construction employment related to the Project would be temporary and would not exceed expected growth, construction-related employment impacts would be less than significant.

b. Operation

The Project would develop 680 residential dwelling units, which would generate a residential population of 1,660 persons, which would represent approximately 0.14 percent of the projected growth in the SCAG region between 2016 and 2025, and 0.68 percent of the projected growth in the City during the same period. The new residential population would fall well within the forecasts for the City and region. The 680 residential units would represent approximately 0.14 percent of the projected housing growth in the SCAG region between 2016 and 2025 and 0.58 percent of the projected housing growth in the City during the same period. The City remains in need of new dwelling units to serve both current and projected populations. These new units would assist the City in meeting its fair share of the regional housing need identified by SCAG. The Project would not directly generate substantial population or housing growth in the area. As such, impacts relating to population and housing growth would be less than significant.

In addition to 680 new dwelling units, the Project includes approximately 10,000 square feet of retail uses. These uses would be expected to generate 27 employees. Many of these positions are likely be filled by persons already residing in the vicinity of Downtown or in neighboring areas/cities and who generally would not relocate their households due to such employment opportunities. In the event some jobs are filled by persons from outside the area who relocate for their job, limited indirect population growth and associated housing demand could occur. This demand could be met by a combination of the Project's on-site dwelling units, existing vacancies in the surrounding housing market, as well as by the substantial number of new units currently planned Downtown. As such, the Project would not induce substantial population growth or exceed SCAG's population forecast for the City or the SCAG region.

With respect to jobs/housing ratio, the Project represents a very small percentage of 2025 employment and housing within both the SCAG region and the City, and the growth generated by the Project would have a negligible effect on the regional and Citywide jobs/housing ratios. Accordingly, the Project's impact on relevant jobs/housing ratios would be less than significant. In addition, since the Project would develop a mix of residential and retail commercial uses, it would provide opportunities for jobs and housing to co-exist on-site.

c. Cumulative Impacts

An estimated 127 of the 173 related projects contain residential land uses, which collectively are estimated to generate a population of 110,220 persons based on the Citywide average household size of 2.44 persons per household for multi-family housing units. The related projects would

generate an estimated total of 102,052 jobs. Much of this growth is anticipated by the City and will be incorporated into the DTLA 2040 Plan currently being prepared by the City Planning Department. Current DTLA 2040 projections indicate an additional approximately 125,000 people, 70,000 housing units, and 55,000 jobs will be added to the Downtown area by the year 2040. With respect to population and housing, the estimated growth associated with the Project and related projects falls within the DTLA 2040 projections. Relative to employment, although the DTLA 2040 projection is lower than the cumulative employment level estimated, the latter is considered conservative and overstated because it does not reflect the removal of existing uses and their associated existing employee populations resulting from the development of the related projects. In any event, as the DTLA 2040 Plan continues to evolve based on review of current development trends in the Downtown area and in consultation with relevant City departments, it will no doubt be updated to accurately reflect anticipated growth. Additionally, the development strategies and permitted development options, densities, and intensities within the plan are expected to reflect these growth trends. The Project would not induce substantial population growth in the Downtown area, either directly or indirectly. The Project's incremental contribution to population, housing, and employment impacts would not be cumulatively considerable under CEQA, and cumulative impacts would be less than significant.

c. Project Design Features

No specific project design features pertaining to population, housing, and employment are proposed for the Project.

e. Conclusion

Project-level and cumulative impacts with regard to population, housing, and employment would be less than significant, and no mitigation measures would be necessary.

9. Public Services

a. Police Protection

i. Construction

Project construction would not substantially increase LAPD's service population in the Central Area, as the daytime population at the Project Site during construction would be temporary in nature. Nonetheless, construction sites can be sources of nuisances and hazards and invite theft and vandalism, contributing to a temporary increased demand for police protection services. Pursuant to Project Design Feature POL-PDF-1, the Applicant or its successor would implement temporary security measures, including, but not limited to, security fencing, lighting, and locked entry, to secure the Project Site during construction. With implementation of these features, potential impacts associated with theft and vandalism during construction activities would be reduced, and there would be no need for construction of any new or modifications to any existing police stations or other department physical facilities. Impacts would be less than significant.

Project construction activities could also potentially impact LAPD services and response times within the Central Area due to construction impacts on the surrounding roadways. Although construction activities would be short-term and temporary, Project construction activities could increase response times for police vehicles along Broadway, Spring Street, 2nd Street, and other main connectors due to travel time delays caused by traffic. However, as discussed in Section IV.J, Transportation/Traffic, of the Draft EIR, the study intersections along the adjacent streets

are all currently operating at LOS C or better during both the A.M. and P.M. peak hours. In addition, construction-related trips would not cause significant traffic impacts during the A.M. and P.M. peak hours in light of Project Design Feature TR-PDF-1, which involves implementation of a construction traffic management plan, including a worksite traffic control plan to ensure that adequate and safe access is available within and near the Project Site during construction activities. Additionally, Project Design Feature TR-PDF-1 would include measures to minimize the obstruction of traffic lanes on streets adjacent to the Project Site; schedule construction material deliveries during off-peak periods whenever possible; plan for deliveries and the staging of all equipment and materials to occur on-site as much as possible; and employ flag persons to control traffic movement during temporary traffic flow disruptions. Furthermore, given the City's permitted hours of construction and the nature of construction projects, most, if not all, of the construction worker trips would occur outside the typical weekday commuter A.M. and P.M. peak periods, thus reducing the potential for construction traffic-related conflicts.

Upon implementation of the Project design features and compliance with state law, construction-related impacts would be minimized and would not generate a demand for additional police protection services that would substantially exceed the capability of the LAPD to serve the Project Site or surrounding area. Project construction would not necessitate the provision of new or physically altered government facilities in order to maintain the LAPD's service capability; accordingly, the Project would not result in adverse physical impacts associated with the construction of new or altered facilities. Further, the Project would not cause a substantial increase in emergency response times as a result of increased traffic congestion attributable to the Project.

ii. Operation

The Project would be served by the Central Community Police Station located at 251 East 6th Street, approximately 0.51 mile south of the Project Site. The Central Community Police Station is staffed by 370 sworn officers and a 30-person civilian support staff. Based on 680 residential units and 10,000 square feet of retail uses, as well as the police service population factors provided in the L.A. CEQA Thresholds Guide, the Project would generate an estimated police service population of approximately of 2,070 persons, consisting of 2,040 residents and 30 employees, as shown in Table 25 of Appendix P.2 of the Draft EIR and Page II-8 of the Final EIR. With the Project's residential service population, the officer-to resident ratio for the Central Area would be 8.8 officers per 1,000 residents. The officer-to-resident ratio in the Central Area would be substantially higher than the citywide ratio of 2.5 officers per 1,000 residents. Furthermore, the Project would implement project design features requiring on-site security features, appropriate lighting to ensure security, and the prevention of concealed spaces. The project design features would help offset the increase in demand for police protection services generated by the Project. In addition to these Project design features, the Project would generate revenues to the City's General Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing in the community, as deemed appropriate. The Project's design features, as well as the Project's contribution to the General Fund, would help offset the Project-related increase in demand for police services. Furthermore, as discussed in Section IV.I.1, Public Services—Police Protection, of the Draft EIR, consistent with the *City of Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate police services is the responsibility of the City; at this time, LAPD has not identified the need for any new station construction due to development in the service area. Thus, the Project would not result in the need for new or physically altered police protection

facilities, the construction of which would cause significant environmental impacts, in order to maintain service. Moreover, although traffic generated by the Project would have the potential to affect emergency vehicle response to the Project Site and surrounding properties due to delays caused by the additional traffic, drivers of police emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens and flashing lights to clear a path of travel or driving in the lanes of opposing traffic. It is further noted that the average response times for both emergency and non-emergency calls in the Central Area are substantially less than the Citywide average response times. Therefore, the impact on police protection services would be less than significant.

It is also noted that as of July 2017, the Los Angeles County Metropolitan Transportation Authority (Metro) contracts with LAPD to patrol Metro's stations, trains, and buses within City limits. This security provision increases the number of on-duty police officers within the City, including Downtown, and is estimated to improve response times by more than 50 percent. Once the on-site Regional Connector 2nd Street/Broadway rail station and portal (currently under construction) is operational in 2021, that portion of the Project Site will be patrolled by LAPD per the Metro contract, thus reducing the need for LAPD response to the Project Site.

iii. Cumulative Impacts

In general, impacts to LAPD services and facilities during construction of each related project would be addressed as part of each individual project's development review process conducted by the City. Should Project construction occur concurrently with that of nearby related projects, coordination among these multiple construction sites may be required and implemented through each development's construction traffic management plan, as developed in consultation with LADOT, which would ensure that emergency access and traffic flow are maintained on adjacent rights-of-way. In addition, similar to the Project, each related project would be subject to the City's routine construction permitting process, which includes a review by the LAPD to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. Furthermore, given the short-term and intermittent nature of construction activities, construction-related traffic generated by the Project and the related projects would not significantly impact LAPD response times within the Project Site vicinity as drivers of police vehicles normally have a variety of options for avoiding traffic, pursuant to California Vehicle Code ("CVC") Section 21806. Therefore, the Project's contribution to cumulative impacts on police protection services and emergency response during construction would not be significant.

Based on the police service population conversion factors provided in the L.A. CEQA Thresholds Guide, growth from the related projects located within the Central Area is estimated to result in an estimated service population of 243,959 persons over time, including both residents (permanent population) and employees (daytime population).

The Project would contribute to the cumulative increase by generating a new service population of approximately 2,070 persons, consisting of 2,040 residents and 30 employees, as shown in Table 25 of Appendix P.2 of the Draft EIR and Page III-8 of the Final EIR. The additional population associated with related projects and general growth in the Project area would likewise have an effect on crime in the Central Area, which could increase based on per capita crime rates. This degree of cumulative population growth and the associated increased crime statistics could increase the demand for LAPD services in the Central Area. However, due to the Project design features that would be implemented as part of the Project, the Project's contribution to the General Fund, and LAPD's policing services within the on-site Metro station and portal, the Project is not

anticipated to generate a demand for additional police protection services that would exceed the LAPD's capacity to serve the Project Site.

It is noted that much of this growth is anticipated by the City and will be incorporated into the DTLA 2040 Plan currently being prepared by the City Planning Department. Current DTLA 2040 projections indicate an additional approximately 125,000 people, 70,000 housing units, and 55,000 jobs will be added to the Downtown area by the year 2040. While these DTLA 2040 projections are lower than the estimated population growth attributable to the related projects based on the police service population conversion factors provided in the L.A. CEQA Thresholds Guide, the latter population rates are used by the LAPD for purposes of evaluating impacts on police services and may not necessarily reflect more current and regularly updated demographic information. Furthermore, the estimated number of cumulative residents (permanent population) and employees (daytime population) evaluated herein is considered conservative and overstated because it does not reflect the removal of existing uses and their associated existing resident and employee populations resulting from the development of the related projects. Moreover, it is anticipated that many of the related projects will not ultimately proceed to approval and construction.

In any case, similar to the Project, each related project would be subject to the City's routine construction permitting process, which includes review by the LAPD to ensure sufficient security measures are implemented to reduce potential impacts to police protection services. In accordance with the police protection-related goals, objectives, and policies set forth in the City's Framework Element, the LAPD would also continue to monitor population growth and land development throughout the City and identify additional resource needs, including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. 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. In addition, it is anticipated that the related projects would implement adequate security features similar to the Project's, including mitigation measures if appropriate, which would reduce cumulative impacts to police protection services. Furthermore, the Project, as well as the related projects, would generate revenues to the City's General Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new police facilities and related staffing, as deemed appropriate.

The Project is not anticipated to substantially affect emergency response times in the Central Area, and the Project would not contribute to a significant cumulative impact relative to emergency response times. Moreover, the drivers of emergency vehicles would continue to 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, in accordance with CVC Section 21806.

In addition, LAPD will continue to patrol Metro's stations, trains, and buses within City limits, including the future on-site station and portal (currently under construction), which will become operational in 2021. This security provision increases the number of on-duty police officers within the City, including Downtown, and is estimated to improve response times by more than 50 percent. As the Downtown area has a high concentration of Metro stations and bus lines, the police presence in the Project vicinity is expected to be considerable, particularly when accounting for regular LAPD patrols of the Central Area.

With regard to cumulative impacts on police protection, consistent with the City of *Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in California Constitution Article XIII, Section 35(a)(2), the obligation to

provide adequate police services is the responsibility of the City. LAPD will continue to monitor population growth and land development in the City and identify additional resource needs, including staffing, equipment, basic cars, other special apparatuses, and possibly station expansions or new station construction needs that may become necessary to achieve the required level of service.

At this time, LAPD has not identified any new station construction in the area impacted by this Project either because of this Project or other projects in the service area. If LAPD determines that new facilities are necessary at some point in the future, such facilities could qualify for a categorical exemption or Mitigated Negative Declaration under CEQA Guidelines Section 15301 or 15332 and would not be expected to result in significant impacts.

The Project would not contribute to cumulative adverse impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered governmental facilities the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. As such, the Project's contribution to cumulative operational impacts to police protection services would not be cumulatively considerable, and cumulative impacts on police protection services would be less than significant.

iv. Project Design Features

The City finds that the Project Design Features POL-PDF-1 through POL-PDF-7, incorporated into the Project, reduce the potential police protection services impacts of the Project. Additionally, pursuant to Project Design Feature TR-PDF-1, the Project Applicant or its successor would implement a Construction Traffic Management Plan that includes provisions for maintaining emergency access to the Project Site during construction. The Project Design Features were considered in the analysis of potential impacts.

POL-PDF-1: During construction, the Project Applicant or its successor shall implement appropriate temporary security measures, including, but not limited to, security fencing, low-level security lighting, and locked entry. During construction activities, the Project's contractor will document the security measures being implemented.

POL-PDF-2: During operation, the Project shall include access controls in the form of private on-site security, a closed circuit security camera system, 24-hour controlled access for the office and residential floors, and security patrols of the parking structure.

POL-PDF-3: The Project shall provide sufficient lighting of building entries and walkways to provide for pedestrian orientation and clearly identify secure pedestrian travel routes between the on-site Metro portal, parking garage, and points of entry into the building.

POL-PDF-4: The Project shall provide sufficient lighting in and around the existing parking garage to maximize visibility and reduce areas of concealment.

POL-PDF-5: The Project entrances to, and exits from, the building, open spaces, and pedestrian walkways shall be designed, to the extent practicable, to be open and in view of surrounding sites.

POL-PDF-6: Prior to the issuance of a building permit, the Project Applicant or its successor shall consult with LAPD's Crime Prevention Unit regarding the incorporation of any additional crime prevention features appropriate for the design of the Project.

POL-PDF-7: Prior to the issuance of a certificate of occupancy, the Project Applicant or its successor shall submit a diagram of the Project Site to the LAPD Central Area Commanding Officer that includes access routes and any additional information that might facilitate police response.

v. Conclusion

Project-level and cumulative impacts with regard to police services would be less than significant, and no mitigation measures are required.

b. Fire Protection

i. 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 waste, including but not limited to OSHA and Fire and Building Code requirements. Thus, compliance with regulatory requirements would effectively reduce the potential for construction activities to expose people to the risk of fire or explosion, including that related to hazardous materials.

Additionally, access to the Project Site and the surrounding vicinity could be impacted by construction activities such as temporary lane closures, roadway/access improvements, and the construction of utility line connections. Furthermore, construction activities would generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the Project Site, and construction worker traffic. Thus, construction activities could temporarily affect emergency response for emergency vehicles along adjacent streets due to delays caused by traffic during the construction phase. However, construction worker and haul truck trips would be expected to occur outside the typical weekday commuter morning and afternoon peak periods, reducing the potential for traffic-related conflicts. Additionally, a Construction Traffic Management Plan would be implemented to ensure that adequate and safe access remains available within and near the Project Site during construction activities. Furthermore, CVC Section 21806 allows drivers of emergency vehicles to use 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, construction-related impacts related to fire protection services would be less than significant.

ii. Operation

The Project Site would be served by Fire Station No. 9, the "first-in" station, located approximately 1 mile to the southwest. Fire Station Nos. 4, 10, 3, and 11 would also be available to serve the Project in the event of an emergency. The Project would develop 680 residential units and 10,000 square feet of retail uses, for a total floor area of 697,226 square feet (707,036 square feet including the Metro portal). The Project would not include any unique or especially hazardous uses, such as industrial facilities, that use or generate large quantities of hazardous and/or toxic

materials that could pose an extreme risk of serious accident or fire at the Project Site. In accordance with LAFD Requirement No. 10 and based on approval by the Fire Marshal, the Project would include the required additional fire safety features for a building of between 420 and 1,000 feet in height in lieu of a rooftop emergency helicopter landing facility. In addition, the Project would implement all applicable Los Angeles Building Code and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, etc. Furthermore, the proposed building would incorporate supplemental fire safety features in compliance with LAFD recommendations (included in Appendix H to the Draft EIR) and based on approval by the Fire Marshal. Compliance with applicable regulatory requirements, including LAFD's fire/life safety plan review and fire/life safety inspection, would ensure that adequate fire prevention features would be provided in order to reduce the demand on LAFD facilities and equipment. As such, compliance with Fire Code requirements would minimize the potential for incidents requiring an emergency response by LAFD and therefore reduce the need for a new fire station, or the expansion, consolidation, or relocation of an existing fire station. In addition, the City along with LAFD would continue to monitor the demand for existing and projected fire facilities and coordinate the development of new fire facilities to be phased with growth. Project impacts with regard to LAFD facilities and equipment would be less than significant.

It is assumed the Project's land use mix would be categorized as High Density Residential by LAFD, thus requiring a maximum response distance of 1.5 miles from an engine company and 2 miles from a truck company, which would be met. With respect to response times, emergency access would be maintained, and traffic generated by the Project would not impair the LAFD from responding to emergencies at the Project Site or the surrounding area. Average response times are anticipated to continue to meet National Fire Protection Association (NFPA) response time standards, which although not formally adopted are not considered deficient.

Domestic and fire water service to the Project Site would continue to be supplied by LADWP. The LAFD concluded that the current hydrant location and coverage is adequate, and no additional public or private fire hydrants would be necessary. Therefore, the Project would comply with hydrant standards specified in the LAMC. In addition, the Project would implement all applicable City Building Code and Fire Code requirements regarding structural design, building materials, site access, fire flow, storage and management of hazardous materials, alarm and communications systems, etc. Also, the Project would implement Project Design Feature FIR-PDF-1 involving the installation of a fire flow pump system, as needed, in order to meet water pressure demands. Furthermore, as discussed in Section IV.I.2, Public Services— Fire Protection, of the Draft EIR, consistent with the *City of Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate fire protection services is the responsibility of the City; at this time, LAFD has not identified the need for any new station construction due to development in the service area. Therefore, impacts related to fire protection would be less than significant.

iii. Cumulative Impacts

The Project, in conjunction with growth forecasted in the City through 2025, would cumulatively generate a demand for fire protection services, thus potentially resulting in cumulative impacts on fire protection facilities. Much of the cumulative growth in the greater Project area is anticipated by the City and will be incorporated into the Central City Community Plan update, known as the DTLA 2040 Plan, which the Department of City Planning is in the process of preparing. According

to the DTLA 2040 projections, an additional approximately 125,000 people, 70,000 housing units, and 55,000 jobs will be added to the Downtown area by the year 2040.

A number of the identified related projects and ambient growth projections fall within the service areas of Fire Station Nos. 4, 9, 10, 3, and 11. The increase in development and service populations from the Project, related projects, and other future development in the Community Plan area would result in a cumulative increase in the demand for LAFD services and could have a cumulative impact on fire services if the Project, together with other development in the service areas, did not comply with LAFD requirements for design and construction. However, similar to the Project, the related projects would be reviewed by the LAFD on a project-by-project basis to ensure that sufficient fire safety and hazards measures are implemented to reduce potential impacts to fire protection. Furthermore, each related project would be required to comply with regulatory requirements related to fire protection and emergency medical services. Each related project and other future development that exceeds the maximum applicable LAMC response distance standards would be required to install automatic fire sprinkler systems in order to compensate for the additional response distance.

In addition, the Project, each related project, and other future development projects in the Community Plan area would be subject to the City's standard construction permitting process, which includes a review by LAFD for compliance with building and site design standards related to fire/life safety, as well as coordinating with LADWP to ensure that local fire flow infrastructure meets current standards for the type and intensity of land uses involved. As such, compliance with Fire Code requirements would minimize the potential for incidents requiring an emergency response by LAFD and therefore reduce the need for a new fire station, or the expansion, consolidation, or relocation of an existing fire station. Given that the Project Site is located within an urban area, each of the related projects identified in the area would likewise be developed within urbanized locations that fall within an acceptable distance from one or more existing fire stations. The Project and related projects also would generate revenues to the City's General Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new fire station facilities and related staffing, as deemed appropriate. Cumulative increases in demand for fire protection services due to related projects would be identified and addressed through the City's annual programming and budgeting processes. Furthermore, over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs, including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction, which may become necessary to achieve the required level of service.

LAFD has no known or proposed plans to expand fire facilities or construct new facilities in the Community Plan area. However, if a new fire station, or the expansion, consolidation, or relocation of an existing station was determined to be warranted by LAFD, such facilities could qualify for a categorical exemption or Mitigated Negative Declaration under CEQA Guidelines Section 15301 or 15332. Therefore, development of a station at this scale is unlikely to result in significant impacts, and projects involving the construction or expansion of a fire station would be addressed independently pursuant to CEQA.

With regard to cumulative impacts on fire protection, consistent with *City of Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate fire protection and emergency medical services is the responsibility of the City. Through the City's regular budgeting efforts, LAFD's resource needs, including staffing, equipment, trucks and engines, ambulances, other special apparatuses and possibly station expansions or new

station construction, would be identified and allocated according to the priorities at the time. 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.

iv. Project Design Features

The City finds that the Project Design Feature FIR-PDF-1, incorporated into the Project, reduces the potential police protection services impacts of the Project. Additionally, pursuant to Project Design Feature TR-PDF-1, the Project Applicant or its successor would implement a Construction Traffic Management Plan that includes provisions for maintaining emergency access to the Project Site during construction. The Project Design Features were considered in the analysis of potential impacts.

FIR-PDF-1: Install a fire flow pump system in the building, designed in accordance with LAMC fire flow pressure standards, such that a minimum residual water pressure of 20 psi shall remain in the water system while the required fire flows are flowing per Fire Code requirements.

v. Conclusion

Project-level and cumulative impacts with regard to fire and emergency services would be less than significant, and no mitigation measures are required.

c. Schools

i. Construction

Due to the employment patterns of construction workers in Southern California and the operation of the market for construction labor, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. Therefore, the construction employment generated by the Project would not result in a notable increase in the residential population or a corresponding demand for schools in the vicinity of the Project Site. Impacts on school facilities during construction would be less than significant.

ii. Operation

The 680 residential units and 10,000 square feet of retail uses associated with the Project are estimated to generate a total of 290 students, consisting of 157 elementary school students, 43 middle school students, and 90 high school students. Pursuant to Senate Bill (SB) 50 (Government Code Section 65995), the Applicant would be required to pay development fees for schools to LAUSD prior to the issuance of building permits. The payment of these fees is considered mitigation of Project-related school impacts. Therefore, payment of applicable

development school fees to LAUSD would offset the impact of additional student enrollment at schools serving the Project area. Impacts related to schools would be less than significant.

iii. Cumulative Impacts

Over the course of several years the related projects located within the relevant school attendance boundaries could potentially generate a total of 20,069 new students at the analyzed schools, including 12,844 9th Street Elementary School students, 602 Sal Castro Middle School students, and 6,623 Belmont Zone of Choice high school students, based on the student generation rates provided in the LAUSD 2016 Developer Fee Justification Study. It is important to note that these students would be generated over time, not all at once, as individual related projects become operational (for example, the Project is not anticipated to be operational until 2026). Additionally, these estimates are gross, not net, and do not reflect the removal of existing uses and associated students who may already be enrolled at LAUSD schools. Furthermore, this analysis is conservative as it does not account for the variety of other school options, such as charter schools, magnet schools, and private schools in the Project vicinity that could serve new residents generated by residential development associated with the related projects. This analysis also does not account for future residents who may already reside in the school attendance boundaries and may move to residential units at the related projects. Last, it is noted that the student generation rates are averages throughout the LAUSD district and may not accurately reflect the characteristics of the related projects, generally all of which would be located in proximity to transit, which allows employees to travel greater distances without the need to move closer to jobs Downtown. Accordingly, the student generation estimates are considered conservative.

The 680 residential units and 10,000 square feet of retail uses associated with the Project are estimated to generate a total of 290 students, consisting of 157 elementary school students, 43 middle school students, and 90 high school students, as shown in Table 26 of Appendix P.2 of the Draft EIR. Based on existing (2015–2016) enrollment and capacity data from LAUSD, the schools serving the Project and related projects would not have adequate seating capacity. However, it is again noted that these students would be generated over time, not all at once, as individual related projects become operational.

Overall, when compared to both existing conditions and projected school capacities, the students generated by the Project in combination with the 160 related projects within the relevant school attendance boundaries would cause seating shortages at 9th Street Elementary School, Sal Castro Middle School, and Belmont Zone of Choice high schools. This degree of cumulative growth would substantially increase the demand for LAUSD services in the Project Site vicinity. However, as with the Project, future development, including the related projects and other future development projects in the Community Plan area, would be required to pay development fees to LAUSD prior to the issuance of building permits pursuant to SB 50. Payment of these fees would be considered full and complete mitigation of school impacts generated by the Project and related projects.

Cumulative increases in student population due to related projects and other cumulative growth would be identified and addressed through the City's annual programming and budgeting processes. LAUSD resource needs would be identified and monies allocated according to the priorities at the time. Any requirement for a new school, or the expansion, consolidation, or relocation of an existing school would also be identified through this process, the impacts of which would be addressed accordingly. Furthermore, over time, LAUSD would continue to monitor population growth and land development throughout the City and identify additional resource

needs, including staffing, equipment, other special programs, and possibly school expansions or new school construction, which may become necessary to create sufficient student capacity. LAUSD has no known or proposed plans to expand schools or construct new facilities in the Community Plan area. Nonetheless, projects involving the construction or expansion of a school would be addressed independently pursuant to CEQA.

Therefore, the Project's incremental contribution toward school impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

iv. Project Design Features

No specific project design features pertaining to schools are proposed for the Project.

v. Conclusion

Project-level and cumulative impacts with regard to schools would be less than significant, and no mitigation measures would be necessary.

d. Libraries

i. Construction

Construction workers are not likely to relocate their households as a consequence of Project construction. Therefore, construction employment generated by the Project would not result in a notable increase in the resident population or a corresponding demand for library services in the vicinity of the Project Site. In addition, it is unlikely that construction workers would visit area libraries on their way to/from work or during their lunch hours. Construction workers would likely use library facilities near their places of residence because lunch break times are typically not long enough (30 to 60 minutes) for construction workers to take advantage of library facilities, eat lunch, and return to work within the allotted time. It is also unlikely that construction workers would utilize library facilities on their way to work as the start of their work day generally occurs before the libraries open for service. Therefore, any increase in usage of the libraries by construction workers is anticipated to be negligible. As such, impacts to library facilities and services during construction of the Project would be less than significant.

ii. Operation

The Project Site is located within the service areas of the Richard J. Riordan Central Library, Little Tokyo Branch Library, Chinatown Branch Library, Echo Park Branch Library, Pico Union Branch Library, and Felipe de Neve Branch Library. Five of these libraries are located within a 2-mile radius of the Project Site. Residents are considered the primary users of library facilities. As the Project Site currently does not include any housing, there are no existing residents on-site who use the six identified libraries. The Project would develop 680 residential units, which would result in a residential service population of 1,660 persons. Therefore, the Project would generate a greater demand for library services compared to existing conditions.

The Central Library's current service population is 3,792,662 persons. With the addition of the Project's estimated 1,660 residents, the service population of the Central Library would increase to 3,794,322 persons. The 2007 Branch Facilities Plan recommends the addition of a second branch for communities with populations above 90,000 persons. However, as previously stated,

there are four other branch libraries within a 2-mile radius of the Project Site and one additional library just outside the 2-mile service radius. Therefore, the Central Library is adequate when considered with the other five identified libraries.

Currently, the Pico Union Branch Library and the Chinatown Branch Library meet the recommended building size standards of 12,500 square feet for a service population of less than 45,000 persons. With the addition of the Project's estimated 1,660 residents, the service population of the 12,500-square-foot Pico Union Branch Library would increase from 34,339 persons to 35,999 persons, and the service population for the 14,500-square-foot Chinatown Branch Library would increase from 10,804 persons to 12,464 persons. Both libraries would continue to meet the recommended building size standards.

The Echo Park Branch Library also currently meets its applicable recommended building size standards of 14,500 square feet for a service population of more than 45,000 persons. With the addition of the Project's estimated 261 residents, the service population of the 17,543-square-foot Echo Park Branch Library would increase from 52,661 persons to 54,321 persons. Despite this increase in service population, the Echo Park Branch Library would continue to meet the recommended building size standards.

However, the Little Tokyo Branch Library and Felipe de Neve Branch Library currently do not meet the recommended building size standards of 14,500 square feet for a service population of more than 45,000 persons. With the addition of the Project's estimated 1660 residents, the service population of the 12,500-square-foot Little Tokyo Branch Library would increase from 48,889 persons to 50,549 persons, and the service population of the 9,273-square-foot Felipe de Neve Branch Library would increase from 85,581 persons to 87,241 persons. As such, both libraries would continue to fall short of the recommended building size standards, both without and with the Project.

With regard to anticipated library service at Project buildout, the Southern California Association of Governments (SCAG) projects population growth for the City of Los Angeles Subregion. According to the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS), the City population is projected to grow by a rate of approximately 6.2 percent between 2016 (the Project's baseline year) and 2025 (the Project's buildout year). Applying this growth rate to the service areas of the Richard J. Riordan Central Library, Little Tokyo Branch Library, Chinatown Branch Library, Echo Park Branch Library, Pico Union Branch Library, and Felipe de Neve Branch Library, the estimated service populations for these libraries in 2025 would be 4,027,807 persons, 51,920 persons, 11,474 persons, 55,926 persons, 36,468 persons, and 90,887 persons, respectively.

Thus, with the addition of the Project's 1660 residents, the estimated service population in 2025 for the 538,000-square-foot Central Library would be 4,029,467 persons. Even as the Central Library continues to be the LAPL headquarters and a resource and destination for visitors both near and far, the LAPL has not indicated any current service deficiencies for the Central Library. The 12,500-square-foot Pico Union Branch Library and 14,500-square-foot Chinatown Branch Library would have an estimated service population of 38,128 persons and 13,134 persons, respectively, and would continue to meet the recommended building size standards of 12,500 square feet for a service population of less than 45,000 persons in 2025 with the addition of the Project residents. The 17,543-square-foot Echo Park Branch Library would have an estimated service population of 57,586 persons in 2025 with the addition of the Project residents and likewise would continue to meet the recommended building size standards of 14,500 square feet for a service population over 45,000 persons.

The Little Tokyo Branch Library and Felipe de Neve Branch Library would not meet the recommended building size standards under future conditions. The estimated service population for the 12,500-square-foot Little Tokyo Branch Library would increase to 53,580 persons, and the estimated service population for the 9,273-square-foot Felipe de Neve Branch Library would increase to 92,547 persons in 2025 with the addition of Project residents. Both libraries would continue to fall short of the recommended building size standards.

The L.A. CEQA Thresholds Guide also considers whether a project includes features that would reduce the demand for library services. The Project's residential units would be equipped to receive individual internet service, which provides information and research capabilities that studies have shown to reduce demand at physical library locations. Furthermore, the Project would generate revenues to the City's General Fund (in the form of property taxes, sales tax, business tax, etc.) that could be applied toward the provision of new library facilities and related staffing for any one of the libraries serving the Project area, as deemed appropriate. The Project's revenue to the General Fund would help offset the Project-related increase in demand for library services. As such, the Project would not conflict with or impede implementation of the applicable policies and goals related to libraries in the Framework Element or the Central City Community Plan.

With regard to the potential for employees to use nearby library facilities, the Project's approximately 10,000 square feet of ground level commercial retail uses would generate an estimated 27 employees. However, they would be more likely to use library facilities near their homes during non-work hours, and given that some of the employment opportunities generated by the Project would be filled by people already residing in the vicinity of the Project Site, employees and the potential indirect population generation attributable to those employees would generate minimal demand for library services.

Pursuant to the library sizing standards recommended in the 2007 Branch Facilities Plan, Project impacts on library services would be less than significant. Operation of the Project would not create any new exceedance of the capacity of local libraries to adequately serve the residential population based on target service populations or as defined by the LAPL, which would result in the need for new or altered facilities, or substantially increase the demand for library services for which current and future demand exceeds the ability of the facility to adequately serve the population. The Little Tokyo Branch Library and Felipe de Neve Branch Library would continue operations without meeting recommended building standards under existing and future conditions. However, the Central Library and the other three local branch libraries identified by the LAPL as serving the Project Site would continue to meet the recommended building size standards, and it is likely that Project residents would be drawn to those facilities based on their ability to provide adequate service. In addition, to the extent that Project residents may travel beyond the 2-mile service area, library usage would be dispersed between the libraries nearest the Project Site and those located farther away. Accordingly, the Project would not be anticipated to result in a substantial increase in demand that would necessitate new or physically altered buildings. Therefore, the Project would not, by itself, result in the need for new or altered facilities, or substantially increase the demand for library services for which current demand exceeds the ability of the facility to adequately serve the population.

Thus, the Project would not result in the need for new or altered facilities, the construction of which may cause significant environmental impacts. As such, impacts on library facilities associated with operation of the Project would be less than significant.

iii. Cumulative Impacts

The 129 related projects that are located within a 2-mile radius of the libraries serving the Project and that are either residential in nature or have residential components would generate approximately 45,149 new residential units and 173 beds, which would generate a service population of approximately 110,393 persons. When combined with the Project's estimated residential service population, the related projects and the Project could result in potential cumulative impacts to libraries, which LAPL could choose to address through construction of new or expansion of existing libraries. However, this estimate is likely overstated as it does not consider that much of the growth associated with the Project and related projects is already accounted for in the service population projections based on SCAG's projected growth. Furthermore, this estimate is considered conservative as it does not account for the removal of existing uses and their associated existing residential populations resulting from the development of the related projects.

In general, residents would be more likely to utilize the libraries closer to their residence as their primary library(ies). Similar to the Project, each related project and other future development in the Community Plan area would generate revenues to the City's General Fund (in the form of property taxes, sales tax, business tax, etc.) that could be applied toward the provision of new library facilities and related staffing for any one of the libraries serving the Project area, as deemed appropriate. These revenues to the General Fund would help offset the increase in demand for library services as a result of the Project and the related projects.

Nonetheless, based on the library sizing standards recommended in the 2007 Branch Facilities Plan, the projected cumulative future service population could warrant the addition of a new branch library and/or improvements or expansions to add capacity to some of the local libraries depending on actual population growth and future library usage. Accordingly, LAPL will continue to monitor population growth and land development in the City and identify additional resource needs, including staffing, materials equipment, and possibly facility expansions or new facility construction needs that may become necessary to achieve the required service standards. Through the City's regular budgeting efforts, LAPL's resource needs will be identified and allocated according to the priorities at the time.

At this time, LAPL has not identified any new library construction in the area impacted by this Project either because of this Project or other projects in the service area. If LAPL determines that new facilities are necessary at some point in the future, such facilities: (1) would occur where allowed under the designated land use; (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size; and (3) could qualify for a categorical exemption or Mitigated Negative Declaration under CEQA Guidelines Section 15301 or 15332 and would not be expected to result in significant impacts.

Project impacts on libraries would not be cumulatively considerable, and cumulative impacts would be less than significant. Notwithstanding, the LAPL recommends a per capita fee of $200 to be used for staff, books, computers, and other library materials. Fees would be paid by the Project Applicant, as applicable, as a condition of Project approval.

iv. Project Design Features

No specific project design features pertaining to libraries are proposed for the Project.

v. Conclusion

Project-level and cumulative impacts with regard to library would be less than significant, and no mitigation measures would be necessary.

e. Parks and Recreation

i. Construction

The likelihood that construction workers would relocate their households as a consequence of working on the Project is negligible. Therefore, 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.

During construction of the Project, the use of public parks and recreational facilities by construction workers would be expected to be limited, as construction workers are highly transient in their work locations and are more likely to utilize parks and recreational facilities near their places of residence. Furthermore, while there is a potential for construction workers to spend their lunch breaks at the parks and recreational facilities near the Project Site, lunch breaks typically are not long enough for workers to take advantage of such facilities and return to work within the allotted time (e.g., 30 to 60 minutes). Therefore, it is unlikely that construction workers would utilize parks and recreational facilities near the Project Site during construction.

In addition, construction of the Project would not be expected to result in access restrictions to City parks and recreation facilities in the vicinity of the Project Site, nor interfere with existing park usage in a manner that would substantially reduce the service quality of the existing parks in the Project vicinity. Construction of the Project would not generate a demand for park or recreational facilities that cannot be adequately accommodated by existing or planned facilities and services or interfere with existing park usage. Therefore, impacts on parks and recreational facilities during construction of the Project would be less than significant.

ii. Operation

When applying the Citywide goals to the Project, based on the Project's estimated 1,660 residents, the Project would need to provide approximately 3.31 acres of neighborhood sites and facilities and approximately 3.31 acres of community sites and facilities to meet the Public Recreation Plan's guidelines. In total, the Project would need to provide a total of approximately 6.62 acres of park and recreational space in order to meet the Public Recreation Plan's combined guidelines for neighborhood and community sites and facilities. The Project would include 73,960 square feet or approximately 1.70 acre of usable open space, which would consist of a variety of open space features and recreational amenities to serve residents' recreational needs. This amount of common open space would fall short of the Public Recreation Plan's guidelines for neighborhood and community sites and facilities. However, the Public Recreation Plan parkland guidelines are Citywide goals and do not constitute requirements for individual development projects. Furthermore, compliance with regulatory requirements, including applicable LAMC requirements related to the provision and/or funding of parks and recreational spaces, would ensure that the intent of the Public Recreation Plan's parkland guidelines would be met. Such requirements include the provision of on-site recreational amenities and open space and payment of the Dwelling Unit Construction Tax and Quimby fees.

A new Park Fee Ordinance became effective on January 11, 2017. However, as the Project's entitlement applications, including its vesting tentative tract map application, were deemed complete prior to this date, the Project is not subject to the new park fee provisions and is instead subject to the LAMC provisions that were in effect when the Project's entitlement applications were deemed complete. LAMC Section 12.21.G requires that residential developments containing six or more dwelling units on a lot provide a minimum square footage of usable open space per dwelling unit. Based on the proposed dwelling unit types, the Project would be required to provide a total of 73,825 square feet of usable open space. The Project would provide a total of approximately 73,960 square feet of common usable open space. Thus, the Project would meet and exceed the LAMC's requirement for the provision of usable open space. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks (government facilities), need for new or physically altered parks (governmental facilities), the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks.

Residents are considered the primary users of parks and recreation facilities. As housing does not currently exist on the Project Site, there are currently no residents on-site that generate a demand for parks and recreational facilities in the Project vicinity. The Project would generate an estimated 1,660 residents. Thus, implementation of the Project would generate a greater demand for nearby parks and recreational facilities. Due to the amount, variety, and availability of the proposed open space and recreational amenities, it is anticipated that Project residents would generally utilize on-site amenities to meet their recreational needs. Thus, 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. While it is possible that employees of the Project may utilize local parks and recreational facilities, the increased demand would be negligible as it is anticipated that employees and visitors would primarily utilize on-site open space during their time spent at the Project Site, resulting in a negligible demand for surrounding parks and recreational facilities. The Project would pay a Dwelling Unit Construction Tax in accordance with LAMC Section 21.10.3(a)(1) to offset impacts to parks. While the Project would not meet the parkland provision goals set forth in the Public Recreation Plan, these are Citywide goals and are not intended to serve as requirements for individual development projects. Compliance with applicable LAMC requirements related to the provision and/or funding of parks and recreational spaces would ensure that the intent of the Public Recreation Plan's parkland standards would be met. Therefore, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. Impacts to park and recreation facilities would be less than significant.

iii. Cumulative Impacts

Cumulative growth in the Project vicinity includes specific known development projects, as well as general ambient growth projected to occur. All 173 identified related projects fall within a 2-mile radius of the Project Site, which is the geographic area analyzed for purposes of assessing impacts to parks and recreational facilities. The Central City Community Plan area is currently underserved with respect to the parkland standards set forth in the Public Recreation Plan. As the population continues to grow in the Project vicinity, increased demand will reduce the existing parkland to population ratio if new park and recreational facilities are not constructed. It is noted that 1st and Broadway Park, located on a 1.98-acre site at 217 West 1st Street approximately

0.12 mile north of the Project Site, is under development although an opening date has not been set.

While it is anticipated that the Project's provision of on-site open space would meet the recreational needs of Project residents, the Project would not meet all of the parkland provision goals set forth in the Public Recreation Plan. Development of the related projects would exacerbate the Central City Community Plan area's deficiency in parkland relative to the Public Recreation Plan's standards. The 1st and Broadway Park in development, however, would make a positive contribution toward meeting these goals, once constructed. Even so, the standards set forth in the Public Recreation Plan are Citywide goals and are not intended to serve as requirements for individual development projects. Furthermore, as with the Project, the related projects and other future development projects in the Community Plan area would undergo discretionary review on a case-by-case basis and would be expected to coordinate with the DRP. Similar to the Project, future development projects would be required to comply with LAMC Sections 12.21, 17.12, and 21.10.3(a)(1), and some also may be required to comply with recently revised LAMC Sections 17.12 and 12.33 (pursuant to Ordinance No. 184,505), as applicable.

The Project's contribution to cumulative impacts to parks and recreational facilities would not be cumulatively considerable and based on compliance with these regulatory requirements, cumulative impacts to parks and recreational facilities would be less than significant.

iv. Project Design Features

No specific project design features pertaining to parks and recreation impacts are proposed for the Project.

v. Conclusion

Project-level and cumulative impacts with regard to parks and recreation would be less than significant, and no mitigation measures would be necessary.\

10. Transportation/Traffic (Construction; Regional Transportation System; Access and Circulation; Public Transit, Bicycle, Pedestrian, and Vehicular Safety)

a. Construction

Construction of the Project is anticipated to begin in 2022 and be complete by 2026. Project construction is expected to occur in one primary phase, with no overlap from construction of the Metro portal and station on-site. More specifically, Project construction is anticipated to last approximately 57 months and consist of demolition, grading, foundation, building construction, paving, and landscaping phases. It is assumed that the demolition and site preparation would occur on the Project Site during the first two weeks following commencement of construction activities and would require 15 workers and up to 15 trucks daily. Peak grading and associated excavation activities would occur during the following month and would require 30 workers. It is anticipated that site excavation and grading would require the removal of approximately 7,000 cubic yards of material from the Project Site, which is estimated to equal approximately 500 truckloads based on 14 cubic yards per truck. The export period is assumed to include 21 non-holiday workdays, which corresponds to 24 truckloads per day. However, during peak grading

activities, up to 50 truckloads per day may be expected. Following the completion of site grading, construction of the building foundation is expected to occur over approximately 4.5 months, requiring 50 workers and up to 50 trucks daily. Building construction would occur during the following 50 months, requiring 250 workers and up to 60 trucks per day. Landscaping and paving would occur during the final month of construction, requiring 50 workers and up to 20 trucks per day.

It is assumed that the equipment staging area during the initial phases of construction would occur on, within, and adjacent to the Project Site construction area (i.e., the northern portion of the Project Site). Construction worker parking also could occur within this area during certain times, however during building construction (i.e., building erection), workers would likely park within the parking garage on-site (i.e., the southern portion of the Project Site). It is assumed that workers would generally arrive at the site by 7 A.M. and depart the site by 3:30 P.M. (i.e., after an eight-hour workday including a lunch break), except when overtime is necessary to maintain the schedule. While it is not known at this time if temporary lane closures will be necessary during construction, any such closures would be expected to occur outside the weekday A.M. and P.M. peak hours so as to maintain roadway capacity when the street system is typically most heavily constrained.

The Project's haul routes would be subject to approval by the City as part of its consideration of the vesting tentative tract map. It is anticipated that demolition materials, soil export, and construction debris would be transported to Chiquita Canyon Landfill in Castaic and/or Manning Pit in Irwindale. The haul route to/from Chiquita Canyon Landfill is anticipated to follow segments of 2nd Street, Spring Street, 3rd Street, and Aliso Street in Downtown Los Angeles; CA-110, US-101, CA 170, and I-5; as well as Newhall Ranch Road, SR-126, and Henry Mayo Drive in Castaic. Alternatively, the haul route to/from Manning Pit would follow segments of 2nd Street, Spring Street, 4th Street, Los Angeles Street, El Monte Busway East, and Arcadia Street in Downtown; US-101 and I-10; and Vincent Drive in Irwindale.

The Project's building construction phase would represent the maximum potential for traffic impacts, and the Project is estimated to require up to 60 truck trips per day during the building construction phase. During this phase a maximum of 250 construction workers is expected. Other phases such as demolition, grading, foundation construction, and landscaping are expected to be less intensive in terms of overall construction traffic generation. The Project would implement a Construction Traffic Management Plan pursuant to Project Design Feature TR-PDF-1 that would require construction-related traffic to be scheduled outside of commuter weekday peak hours to the extent feasible. Therefore, construction-related activities would not contribute a substantial amount of traffic during the weekday morning and afternoon peak periods. Although construction worker trips would generally occur outside of the afternoon commuter peak hours, 25 percent of the construction work force (63 workers) has been assumed to overlap with the weekday P.M. peak hour, which generally occurs between 5:00 and 6:00 P.M., in order to provide a conservative analysis of construction traffic impacts. This would result in 55 outbound construction worker vehicle trips during the weekday P.M. peak hour.

In addition to construction worker vehicles, additional trips may be generated by various types of trucks traveling to and from the Project Site. These trucks may deliver equipment and/or construction materials, and smaller pick-up trucks or four-wheel drive vehicles may used by construction supervisors and/or City inspectors to travel to and from the site. During the peak building construction phase, it is estimated that up to 60 trucks per day would travel to and from the Project Site, resulting in 120 truck trip ends (i.e., 60 inbound truck trips and 60 outbound truck trips). To conservatively estimate the equivalent number of passenger vehicles associated with

the trucks, a passenger car equivalent (PCE) factor of 2.5 was utilized based on standard traffic engineering practice. Therefore, based on 60 trucks per day, it is estimated that construction activity would generate approximately 300 daily PCE vehicle trip ends (i.e., 150 inbound trips and 150 outbound trips). Assuming that miscellaneous truck trips such as equipment and material deliveries may occur between 7:00 A.M. and 6:00 P.M., it is estimated that an average of approximately 28 PCE vehicle trips (i.e., 14 inbound trips and 14 outbound trips) would occur per hour, including during the A.M. and P.M. peak hours. Taken together, the construction worker vehicles and construction trucks during building construction are forecast to generate up to 28 weekday A.M. peak-hour vehicle trips (i.e., 14 inbound trips and 14 outbound trips), and up to 83 weekday P.M. peak-hour vehicle trips (i.e., 14 inbound trips and 69 outbound trips). Evaluation of such trips during peak hours supports a conservative analysis since construction workers would generally arrive to the site by 7:00 A.M. and depart the site by 3:30 P.M. and most if not all haul truck activity to and from the Project Site would occur outside of peak hours based on implementation of Project Design Feature TR-PDF-1.

Construction activities associated with the Project could potentially impact the provision of emergency services by the Los Angeles Fire Department (LAFD) and the Los Angeles Police Department (LAPD) in the vicinity of the Project Site as a result of construction-related traffic impacts to the surrounding roadways. Project construction would not result in any significant traffic impacts at the study intersections, but may involve temporary lane closure(s). The Construction Traffic Management Plan set forth in Project Design Feature TR-PDF-1 would require coordination with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses during construction. In addition, if required, drivers of emergency vehicles are trained to utilize center turn lanes, or travel in opposing through lanes (on two-way streets) to pass through crowded intersections or streets. Accordingly, the respect entitled to emergency vehicles and driver training allows emergency vehicles to negotiate typical street conditions in urban areas, including areas near any temporary travel lane closure(s). Construction activities associated with the Project are not expected to have a detrimental effect on emergency response times. Therefore, the Project would not result in inadequate emergency access, and impacts to emergency access during Project construction would be less than significant.

Construction traffic associated with the Project would not result in any significant traffic impacts at the study intersections during peak construction activities. Construction of the Project may involve temporary lane closures. The Project would implement a Construction Traffic Management Plan under Project Design Feature TR-PDF-1 to ensure pedestrian and traffic safety and access. Therefore, access and safety impacts during construction would be less than significant.

b. Operation

i. Regional Transportation System

The nearest CMP intersections are Alameda Street & Washington Boulevard and Alvarado Street & Sunset Boulevard. Both of these CMP intersections are located outside the Project study area. The CMP traffic impact analysis guidelines require that intersection monitoring locations must be examined if the Project would add 50 or more trips during either the weekday A.M. and P.M. peak hours. The Project would add fewer than 50 peak-hour trips to these intersections during the weekday A.M. and P.M. peak hours. The Project would not conflict with guidelines established in the CMP, and, as such, impacts to the regional transportation system would be less than significant.

The nearest CMP freeway monitoring locations are US-101 north of Vignes Street, SR-110 south of US-101, and SR-110 at Alpine Street. The CMP traffic impact analysis guidelines require that freeway monitoring locations must be examined if the Project would add 150 or more trips (in either direction) during either the weekday A.M. and P.M. peak hours. The Project would add fewer than 150 peak-hour trips (in either direction) to these freeway monitoring locations during the weekday A.M. and P.M. peak hours. Therefore, the Project would not conflict with guidelines established in the CMP, and, as such, impacts to the regional transportation system would be less than significant.

Given the expected additional average transit ridership per bus/train, less-than-significant Project impacts on transit services in the area are expected to occur. Nevertheless, should future demand for transit exceed available capacity levels within the study area, it is expected that Metro, LADOT DASH Transit, and other transit operators would adjust the capacities on affected routes consistent with their policies and objectives. Overall, the Project would not conflict with CMP guidelines regarding transit, and impacts would be less than significant.

ii. Access and Circulation

During operation, vehicular access for the Project Site would be provided via one existing driveway on Broadway and three driveways (including two existing driveways) on Spring Street. All Project driveways would be designed according to LADOT standards to ensure adequate access, including emergency access, to the Project Site. Furthermore, the drivers of 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. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Project. Therefore, the Project would not result in inadequate emergency access, and impacts to emergency access would be less than significant.

iii. Public Transit, Bicycle, Pedestrian Facilities, and Vehicular Safety

The Project would implement a multi-modal transportation strategy that includes multiple vehicular access points for adequate and convenient access, enhanced transit and pedestrian access, and a safe internal pedestrian circulation plan with minimal vehicular conflicts. The Project Site is located in an area characterized by a high degree of pedestrian activity. The Project would provide connections to the adjacent public sidewalks and would include site enhancements to promote walking. In particular, a landscaped paseo would be integrated with the Metro plaza on-site, thus creating a larger public plaza at Broadway and 2nd Street and forming a pedestrian pathway from Broadway and the Metro Regional Connector 2nd Street/Broadway rail station and portal across the site to Spring Street. The paseo would feature pedestrian amenities such as benches and café seating. Pedestrian access to the on-site parking structure would be provided from the paseo, thus minimizing vehicular conflicts.

A number of existing and proposed bicycle facilities are located within an approximate 1-mile radius from the Project Site. Use of bicycles as a transportation mode to and from the Project Site would be encouraged by the provision of ample and safe bicycle parking on-site. The Project's bicycle parking spaces would be provided in readily accessible locations, and appropriate lighting would be provided to ensure safety and deter theft during night-time parking. Therefore, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. As such, impacts to public transit, bicycle, and pedestrian facilities would be less than significant.

Moreover, the Project's design does not include hazardous features. The roadways adjacent to the Project Site are part of the local roadway network and contain no sharp curves or dangerous intersections. The Project does not include any proposed modifications to the street system or any dangerous design features. In addition, the Project would not result in incompatible uses, as the proposed uses are consistent with other commercial and residential uses in the Project vicinity. Thus, no impacts related to increased hazards due to a design feature or incompatible use would occur.

Therefore, the Project would not conflict with an applicable plan, ordinance, or policy (related to public transit, bicycle, pedestrian, and vehicular safety) establishing measures of effectiveness for the performance of the circulation system. Impacts would be less than significant.

c. Cumulative Impacts

i. Construction

Of the 173 related projects identified within the Project vicinity, it is possible that the construction phases of over 130 related projects could potentially overlap with at least some of the Project's construction activities, thereby compounding construction traffic levels on the roadways near the Project Site. Cumulative construction traffic impacts could include decreased roadway and intersection capacity due to lane closures, re-routing of vehicle and bicycle traffic, sidewalk closures and pedestrian re-routing, bus stop relocation and bus line re-routing, and shorter lines of sight, all of which would impede the flow of traffic within the Project area.

Although the particular traffic effects associated with construction activities would be temporary in nature, the exact duration of cumulative construction activities cannot be accurately predicted. Moreover, the specific construction characteristics of most of the related projects are not yet known. It is expected that the vast majority of the related projects would include Construction Traffic Management Plans similar to that of the Project, which would require that many, and likely most, of the construction workers for the related projects arrive and depart individual construction sites during off-peak hours. Implementation of Project Design Feature TR-PDF-1 would avoid Project deliveries of construction materials and the hauling/transport of oversize loads during peak travel periods to the extent possible, and it is reasonable to assume that most if not all of the related projects would include similar project design feature(s) to limit or preclude peak-period construction truck trips. In addition, related projects would be required to comply with City requirements regarding haul routes and would implement any necessary mitigation measures to reduce impacts.

Although potential cumulative construction traffic impacts could occur, such impacts would be temporary in nature and would be highly variable depending on the timing and intensity of the Project's construction activities in relation to the phasing of construction activities of each of the related projects. Due to the temporary nature of potential Project and cumulative-level traffic impacts associated with construction activities and required compliance with LADOT and BSS procedures to minimize traffic disruptions during construction, the Project's construction-related traffic impacts would not be cumulatively considerable and be less than significant.

ii. Operation

The Project would add fewer than 150 trips along the freeway monitoring stations closest to the Project Site during the A.M. and P.M. peak hours. In addition, the Project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring stations

nearest the Project Site. Furthermore, the Project would not result in significant transit impacts. Therefore, no significant CMP or transit impacts would occur under the Project, and, as a result, the Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, the Project's cumulative impacts with regard to the CMP and transit would be less than significant.

The Project would not result in inadequate emergency access, and Project impacts to emergency access would be less than significant. Like the Project, the related projects would be anticipated to provide for safe and efficient circulation including adequate sight distances, implement multi-modal transportation strategies to facilitate the dispersal of traffic, and alleviate project-specific traffic access impacts, as appropriate. In addition, drivers of emergency vehicles are trained to utilize center turn lanes, or travel in opposing through lanes (on two-way streets) to pass through crowded intersections or streets. Accordingly, the respect entitled to emergency vehicles and driver training allows emergency vehicles to negotiate typical street conditions in urban areas, including areas near any temporary travel lane closure(s). Furthermore, since modifications to access and circulation plans are largely confined to a project site and the immediately surrounding area, a combination of project-specific impacts with those associated with other related projects that could lead to cumulative impacts is not expected. Therefore, the Project's contribution to impacts under cumulative conditions would not be considerable, and cumulative impacts with respect to access and circulation would be less than significant.

Project impacts related to public transit, bicycle, pedestrian, and vehicular safety would be less than significant. In addition, as with the Project, it is anticipated that future related projects would be subject to City review to ensure that they are designed with adequate bicycle and pedestrian access/circulation, including standards for sight distance, sidewalks, crosswalks, and pedestrian movement controls. Furthermore, bicycle, pedestrian, and related circulation improvements are largely confined to a project site and the immediately surrounding area, thus reducing the potential for a combination of project-specific impacts with those of other related projects that could lead to cumulative impacts. Thus, the Project impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

d. Project Design Features

The City finds that the Project Design Features TR-PDF-1 through TR-PDF-2, incorporated into the Project, reduce the potential traffic impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

TR-PDF-1: Prior to the start of construction, the Project Applicant shall prepare a Construction Traffic Management Plan and submit it to LADOT for review and approval. The Construction Traffic Management Plan shall formalize how construction will be carried out and identify specific actions required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of the specific construction activities for the Project and shall consider other projects under construction in the immediate vicinity of the Project Site. Accordingly, the Construction Traffic Management Plan shall include, but not be limited to, the following features, as appropriate:

- Provide advanced notification to adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction. Provide a posted sign on the Project Site with hotline information for adjacent property owners to call and address specific issues or activities that may potentially cause problems at on- and off-site locations;

- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring properties;
- Coordinate with public transit agencies to provide advanced notifications of any temporary transit stop relocations and durations and follow all safety required procedures required by the concerned agency;
- Limit any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible;
- Provide traffic control for any potential roadway lane closure, detour, or other disruption to traffic circulation;
- To the extent feasible, store any construction equipment within the perimeter fence of the construction site. Should temporary storage of a large piece of equipment be necessary outside of the perimeter fence (e.g., within a designated lane closure area), that area must comply with City-approved detour/traffic control plans;
- Provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e. lumber, tiles, piping, windows, etc.), to access the Project Site, traffic controls and detours, and proposed construction phasing plan for the Project;
- Require the Applicant to keep all haul routes adjacent to the Project Site clean and free of debris including, but not limited to, gravel and dirt as a result of construction activities;
- Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods, to the extent possible. No hauling or transport shall be allowed during nighttime hours, Sundays, or federal holidays unless required by Caltrans or LADOT;
- Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities, if needed;
- Haul trucks entering or exiting public streets shall at all times yield to public traffic;
- Construction-related parking and staging of vehicles shall occur on-site to the extent possible, but may occur on nearby public parking lots, as approved by the City;
- Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of times;
- Prohibit parking by construction workers on adjacent streets and direct construction workers to available/designated parking areas within and adjacent to the Project Site; and
- The Construction Traffic Management Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as City of Los Angeles requirements.

TR-PDF-2: The Project Applicant shall prepare and implement a Transportation Demand Management (TDM) Program to reduce peak-hour vehicular traffic to and from the Project Site. A formal Preliminary TDM Plan shall be developed in conjunction with LADOT and shall be required prior to issuance of a building permit for the Project. This preliminary plan shall include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. A Final TDM Plan

shall be required prior to issuance of any Certificate of Occupancy. A Covenant and Agreement shall be enacted to ensure the TDM plan is maintained. The TDM plan may include, but shall not be limited to, the following measures:

- On-Site Employee Transportation Coordinator—An on-site Employee Transportation Coordinator (ETC) may be designated for the Project. The ETC would manage all aspects of an enhanced TDM program and also would participate in City-sponsored workshops and information roundtables. The ETC would establish a Transportation Information Center and Transportation Fairs. The Transportation Information Center would provide on-site information at its buildings for employees and visitors about local public transit services (including bus lines, rail lines and connections, rideshare programs and shuttles), and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers). Walking and biking maps also would be provided for employees, visitors and residents, which would include but not be limited to information about convenient local services and restaurants within walking distance of the Project. Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the ETC located at the Project Site. Transportation information should be maintained at the administrative offices of the building, or by directing inquiries to the building's web site as a portal;
- TDM Website Information—Transportation information should be provided in a highly visible and accessible location on the building's web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees, visitors, and residents of available alternative transportation modes to access the Project Site, other amenities in the area, and travel opportunities in the area. The website also should highlight the environmental benefits of utilization of alternative transportation modes;
- TDM Promotional Material—Provide and exhibit in public places information materials on options for alternative transportation modes and opportunities. In addition, transit fare media and day/month passes should be made available to employees and visitors during typical business hours;
- Transit Welcome Package—All new employees could be provided with a Transit Welcome Package (TWP) in addition to holding a Transportation Fair on an annual basis. The TWP at a minimum could include information regarding each employer's arrangements for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the Project;
- Carpool Program for Employees—Provide preferential parking within the on-site parking garage for employees who commute to work in registered carpools. An employee who drives to work with at least one other employee to the site may register as a carpool entitled to preferential parking within the meaning of this provision;
- Guaranteed Ride Home Program for Employees—Provide employees who carpool/rideshare with a reimbursed ride home in the event of a valid emergency.
- Public Transit Stop Enhancements—Work in cooperation with LADOT and other transit agencies to improve existing bus stops with enhanced shelters and transit information within the immediate vicinity of the building. Enhancements could include enhanced weather/sun protection, lighting, benches, and trash receptacles. These improvements would be intended to make riding the bus a safer and more attractive alternative. In

addition, coordination with the City's Bureau of Engineering is recommended in regards to the corresponding streetscape elements/design in association with the Broadway Streetscape Master Plan project and the Downtown Los Angeles Historic Streetcar project;

- Convenient Parking/Amenities for Bicycle Riders—Consistent with LAMC requirements, provide locations at the Project Site for convenient bicycle parking for employees, residents, and visitors. Bicycle parking shall be located outside and adjacent to the building as well as within the on-site parking structure such that long-term and short-term parkers can be accommodated. Bicycle parking may include bicycle racks, locked cages, or another similar parking area. Provide shower facilities for employees who commute to work via bicycle. In addition, Metro may provide additional bicycle parking within the Metro plaza;
- Local Hiring Program—To the extent feasible, when hiring conduct outreach to residents who live within Downtown Los Angeles based on satisfaction of other requirements of the available positions;
- Flexible/Alternative Work Schedules—Encourage tenants in the building to offer flexible or alternative work schedules, as well as the opportunity to telecommute if feasible; and
- Parking Cash-Out Program—Require in all leases it executes as landlord for space within the Project that tenants offer a parking cash-out program. Parking cash-out program refers to an employer-funded program under which an employer offers in-lieu of any parking subsidy, a transit subsidy or cash allowance (for use of alternative modes such as walking and bicycling) of equal or greater value.
- City of Los Angeles Bicycle Trust Fund Contribution—The Project Applicant shall make a one-time fixed-fee contribution of $50,000 to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the general Downtown Los Angeles area of the Project.
- LADOT Mobility Hub Program—The Project Applicant shall make a one-time fixed-fee contribution to LADOT to be used in the implementation of the Mobility Hub in the general area of the Project.

e. Conclusion

Project-level and cumulative impacts with regards to Construction Traffic; Regional Transportation System; Access and Circulation; Public Transit, Bicycle, Pedestrian, and Vehicular Safety would be less than significant, and no mitigation measures would be necessary.

11. Tribal Cultural Resources

a. Project Impacts

In compliance with the requirements of AB 52, the City provided formal notification of the Project on January 6, 2017 to the tribes listed in Subsection IV.K.2.b.(3) of the Draft EIR. The required 30-day response period for the consultation requests concluded on February 5, 2017. The City received a response from Tribal Chairman Salas, on behalf of the Gabrieleño Band of Mission Indians—Kizh Nation. During the consultation process, Tribal Chairman Salas provided detailed information pertaining to the Gabrieleño Band of Mission Indians—Kizh Nation's traditional use of the area. This information includes examples of archaeological studies that did not adequately address culturally sensitive areas, as well as references to, and descriptions of, a number of

maps. These studies and maps are publicly available. While Tribal Chairman Salas provided valuable information through the consultation, no known, geographically-defined resources were identified within or in the immediate vicinity of the Project Site. As such, no tribal cultural resources or known cultural resources have been identified that could be impacted by the Project.

AB 52 requires a tribal cultural resource to have tangible, geographically defined properties that can be impacted by an undertaking. No confirmed Native American resources have been identified within the Project area or a surrounding 0.5-mile search radius through the records search completed at the SCCIC or through a search of the Sacred Lands File (SLF). Furthermore, monitoring of Metro's construction site has not yielded any Native American cultural resources. This information suggests that subsurface conditions within the Project Site have little potential to support the presence of unanticipated cultural resources or tribal cultural resources. To date, no response has been received from any of the other tribal contacts regarding tribal cultural resources or other concerns about the Project. Based on the lack of other responses to the AB 52 notification sent by the City, government-to-government consultation requested by the Gabrieleño Band of Mission Indians—Kizh Nation and 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 Site. As such, with the close of tribal consultation by the City on October 19, 2018, the City has fulfilled the requirements of AB 52. Documents related to the AB 52 consultation are included in Appendix C of the TCR Report, included as Appendix M to the Draft EIR. Based upon the record, the City has determined that no substantial evidence exists to support a conclusion that the Project may cause a significant impact on tribal cultural resources. Therefore, based on these negative results, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource. 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 under its police power and land use authority to address any inadvertent discovery of a tribal cultural resource. For purposes of this analysis, it is assumed the City would impose this condition on the Project as part of its land use approvals. Should tribal cultural resources be inadvertently encountered during Project construction, this condition of approval requires the temporarily halting of construction activities near the encounter and notification of the City and any Native American tribes traditionally and culturally affiliated with the geographic area of the Project. If the City determines that the potential resource appears to be a tribal cultural resource (as defined by PRC Section 21074), 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 Project Applicant would then be required to implement the tribe's recommendations if a qualified archaeologist concludes that the tribe's recommendations are reasonable and feasible. The recommendations would be incorporated into a tribal cultural resources monitoring plan, and once the plan is approved by the City, ground disturbance activities would be permitted to resume. In accordance with this condition of approval, all related activities would be conducted in accordance with regulatory requirements. Although the Project would result in less-than-significant impacts to tribal cultural resources, with implementation of the City's established condition of approval to address any inadvertent discovery of a tribal cultural resource, the less-than-significant impacts to tribal cultural resources would be further reduced.

b. Cumulative Impacts

The Project and related projects are located within a highly urbanized area that has been extensively disturbed and developed over time. Although impacts to tribal cultural resources tend to be site-specific, cumulative impacts would occur if the Project, related projects, and other future development within the general area were to affect the same tribal cultural resources and communities. There are no tribal cultural resources known to occur on the Project Site. However, in the event any tribal cultural resources are uncovered, each related project would be required to comply with the applicable regulatory requirements, as well as the City's condition of approval, as appropriate. In addition, related projects would be required to comply with the consultation requirements of AB 52 to determine and mitigate any potential impacts to tribal cultural resources.

Therefore, the Project's contribution to cumulative impacts would not be cumulatively considerable and cumulative impacts to tribal cultural resources would be less than significant.

d. Project Design Features

No specific project design features pertaining to tribal cultural resources are proposed.

e. Conclusion

Project-level and cumulative impacts with regard to tribal cultural resources would be less than significant, and no mitigation measures would be necessary.

12. Utilities and Service Systems

a. Water Supply and Infrastructure

i. Construction

Construction activities associated with the Project would generate a short-term demand for water associated with dust control, equipment and site cleanup, excavation and export, soil removal and compaction, mixing and placement of concrete, irrigation for plant and landscaping establishment, testing of water connections and flushing, and other short-term, related activities. These activities would occur incrementally during the construction period. The amount of water used during construction would vary depending on soil conditions, weather, and the specific activities being performed, but in any case would be minor (i.e., substantially less than operational water usage), as well as short-term and intermittent in nature. As discussed in the Utilities Report, included as Appendix N.2 of the Draft EIR, water use would be limited and would be well within the availability of LADWP's water supply. The Project would be expected to require a similar amount of water during construction, as the original project. As concluded in LADWP's 2015 UWMP, the projected water demand throughout the entire City would be met by the City's available supplies in average, single-dry, and multiple-dry years. Therefore, the Project's temporary and intermittent water demand for construction activities associated with the Project could be met by the City's available water supplies. As such, construction-related impacts to water supply would be less than significant.

With respect to connections and installation of on-site water distribution lines, the design and installation of new service connections would be required to meet applicable City standards. The connections and installation of on-site water distribution lines would primarily involve trenching to place the lines below ground, which could temporarily affect access in adjacent rights-of-way.

However, pursuant to Project Design Feature TR-PDF-1, a Construction Traffic Management Plan would be implemented to ensure adequate and safe access remains available within and near the Project Site during construction. In addition, the existing water distribution capacity would be adequate to serve the Project's limited and temporary construction-related water demand, discussed above. Overall, impacts on water infrastructure associated with construction activities would be less than significant.

ii. Operation

Development of the Project would result in an increase in long-term water demand related to human consumption, operational uses, maintenance, irrigation, and other activities on the Project Site. Consistent with LADWP's methodology, the analysis of the Project's impacts relative to water supply is based on a calculation of the Project's water demand using wastewater generation factors established by LASAN. The Project would incorporate sustainability features such as efficient plumbing fixtures and appliances, water-efficient/drought-tolerant landscaping, state-of-the-art irrigation, and appropriate leak detection that would reduce the Project's water demand, as detailed in Project Design Feature WAT-PDF-1. Based on 680 multi-family residential units, 10,000 square feet of retail uses, a fitness center, common rooms, and new landscaping, and using wastewater generation rates provided by LASAN and information provided by LADWP, the Project would generate demand for approximately 85,431 gallons of water per day, as shown in Table 27 of Appendix P.2 of the Draft EIR and Page III-9 of the Final EIR. It is noted that the Project would not require a cooling tower and instead would use an air-cooled variable refrigerant flow (VRF) system, which would not require water. The estimated water demand for the Project would not exceed the available supplies projected by LADWP. Therefore, the estimated water demand for the Project would also be within the available and projected water supplies for normal, single-dry, and multi-dry years through the year 2040.

The water infrastructure for the Project was analyzed based on fire service water demand, which is short-term but typically exponentially larger than daily operational water demands. The evaluation of fire service water demand is considered a conservative approach in determining the Project's water infrastructure needs. In addition, the existing water distribution infrastructure would be adequate to serve the Project. As set forth in Project Design Feature FIR-PDF-1, the Applicant would construct the necessary on-site water infrastructure and off-site connections to the LADWP water system pursuant to applicable City requirements to accommodate the new building. Thus, impacts to water supply would be less than significant.

iii. Cumulative Impacts

Development of the Project and future new development in the surrounding vicinity would cumulatively increase demands on the existing water infrastructure system. However, as with the Project, other new development projects would be subject to LADWP review to ensure the existing public infrastructure would be adequate to meet the domestic and fire service 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. Furthermore, LADWP, the City Department of Public Works, and the LAFD would conduct ongoing evaluations of City infrastructure to ensure facilities are adequate. Therefore, cumulative impacts on the water infrastructure system would be less than significant.

The 173 related projects would generate an estimated total average water demand of 12,853,544 gpd (14,397.82 acre-feet per year (AFY)). This estimate of the related projects' water demand is

conservative as it does not account for water conservation measures such as the mandatory indoor water reduction rates required by the City of Los Angeles Green Building Code or project-specific water conservation commitments that go beyond regulatory requirements, nor the water demand of any existing uses on those project sites that may be removed in conjunction with redevelopment activities. Based on water demand projections through 2040 in LADWP's 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 based on the growth projections in SCAG's RTP/SCS. Furthermore, 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.

Overall, LADWP's 2015 UWMP demonstrates that LADWP will meet all new water demands from projected population growth through a combination of water conservation and water recycling. As LADWP would be able to supply the demands of the Project and future growth through 2025 and beyond, cumulative impacts associated with water supply would be less than significant.

iv. Project Design Features

The City finds that the Project Design Feature WAT-PDF-1, would ensure that the Project incorporates sustainability features such as efficient plumbing fixtures and appliances, water-efficient/drought-tolerant landscaping, state-of-the-art irrigation, and appropriate leak detection that would reduce the Project's water demand. In addition, pursuant to Project Design Feature FIR-PDF-1, a fire flow pump system would be installed as part of the Project to provide adequate fire flow pressures inside the proposed building. Proposed water connections would be installed by LADWP off of either the 12-inch main line in Spring Street or the 16-inch main line in Broadway. The Project Design Features were considered in the analysis of potential impacts.

WAT-PDF-1: The Project design shall incorporate the following design features to support water conservation in excess of LAMC requirements:

- High-efficiency toilets with a flush volume of 1.1 gallons of water per flush or less, including dual-flush water closets.
- No-flush or waterless urinals in all non-residential restrooms.
- Non-residential restroom faucets with a maximum flow rate of 0.35 gallon per minute and a self-closing design.
- Non-residential sensor-operated kitchen faucets (except restaurant kitchens) with a maximum flow rate of 0.5 gallon per minute.
- Residential bathroom and kitchen faucets with a maximum flow rate of 1.0 gallon per minute.
- Residential showerheads with a flow rate no greater than 1.5 gallons per minute.
- High-efficiency, Energy Star–rated residential clothes washers with a water factor of 4.0 or less for top-loading machines and/or a water factor of 3.6 or less for front-loading machines.
- High-efficiency standard and/or compact Energy Star–rated residential dishwashers that use 3.0 gallons of water or less per cycle.

- Leak detection system for any domestic water systems, swimming pool, Jacuzzi, or other comparable spa equipment installed on-site.
- Drip/microspray/subsurface irrigation where appropriate.
- Matched precipitation (flow) rates for sprinkler heads.
- Proper hydro-zoning and turf minimization.
- Landscape contouring to minimize precipitation runoff.
- Minimum irrigation system distribution uniformity of 75 percent.
- Landscape contouring/bioswales, rain gardens, cisterns, and tree pits to minimize precipitation runoff.
- Native and/or drought-tolerant plant materials—approximately 72 percent of total landscaping.

(e) Conclusion

Project-level and cumulative impacts with regard to water would be less than significant, and no mitigation measures would be necessary.

b. Wastewater

i. Construction

During construction of the Project, existing sewer laterals would be capped and no sewage would enter the public sewer system. Temporary facilities such as portable toilet and hand wash areas would be provided by the contractor at the Project Site, and sewage from these facilities would be collected and hauled off-site. As such, wastewater generation from construction activities associated with the Project would not cause a measurable increase in wastewater flows.

With respect to construction dewatering, the Project's excavation activities would reach a maximum depth of 25 feet and are not expected to impact groundwater, as groundwater occurs on-site at a depth of approximately 110 to 140 feet below the ground surface (bgs). Although past soil borings conducted on-site observed water seepage at depths ranging between 13.5 and 17 feet bgs, this seepage is assumed to represent a perched condition due to the underlying siltstone bedrock and does not represent the static groundwater table. However, construction of the Project's basement and building footings could have the potential to encounter perched water should it exist within the excavation area. If construction dewatering is required or if groundwater is encountered, it is anticipated to be short-term and limited to shallow/perched groundwater. The discharge of groundwater to the local storm drain system is the preferred option for dewatering operations, but when other disposal methods are determined to be infeasible, construction groundwater may be discharged into the sanitary sewer system through an industrial waste sewer discharge permit obtained from the City Department of Public Works, Bureau of Sanitation, Industrial Waste Management Division under LAMC Section 64.30 (Los Angeles Industrial Waste Control Ordinance). Compliance with an industrial waste sewer discharge permit, if required, would minimize impacts associated with any potential construction dewatering activities.

Thus, wastewater generation associated with Project construction activities would not cause a measurable increase in wastewater flows or exceed wastewater treatment requirements.

Therefore, impacts to the wastewater system and treatment requirements as a result of Project construction activities would be less than significant.

Additionally, the Project may include construction activities associated with the installation of new or relocated sewer connections. Such activities would be confined to trenching in order to place the sewer lines below surface, would be limited to the on-site wastewater conveyance infrastructure and minor off-site work associated with connections to the City's sewer lines in the streets adjacent to the Project Site, and would be temporary in nature. A Construction Traffic Management Plan would be implemented during the construction of the Project to reduce impacts to pedestrian and traffic flow, including emergency vehicle access, which could occur due to temporary off-site utility work. In addition, 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, construction-related impacts to the wastewater system would be less than significant.

ii. Operation

Wastewater generated by the Project would be conveyed via the existing local wastewater conveyance systems for treatment at the Hyperion Treatment Plant. The Hyperion Treatment Plant has a capacity of 450 million gallons per day (mgd), and current wastewater flow levels are 275 mgd. Accordingly, the remaining available capacity at the Hyperion Treatment Plant is 175 mgd. Based on 680 multi-family residential units, 10,000 square feet of retail uses, a fitness center, common rooms, and new landscaping, and using wastewater generation rates provided by LASAN, the Project would generate an estimated 81,652 gallons per day (gpd) (or approximately 0.08 million gallons per day (mgd)) of wastewater. The Project's average daily wastewater flow of 0.08 mgd would represent approximately 0.05 percent of the current 175 mgd remaining available capacity of the Hyperion Treatment Plant. Therefore, Project-generated wastewater would be accommodated by the existing capacity of the Hyperion Treatment Plant, and impacts with respect to treatment capacity would be less than significant.

Furthermore, the Project includes on-site and off-site improvements to the existing sanitary sewer system to serve the Project's need for wastewater conveyance. There are four existing sanitary sewer connections to the Project Site from 2nd Street, Spring Street, and Broadway. There is an 8-inch public main line in 2nd Street, an 18-inch main line in Spring Street, and two separate 12-inch main lines in Broadway. The downstream sewer lines in Spring Street and Hill Street have current flow levels ranging from 7 to 33 percent, which indicates sufficient available capacity (based on design capacities of 50 percent d/D). The sewer system would be able to handle the increased flow from the Project. Furthermore, additional detailed gauging and evaluation, as required by LAMC Section 64.14, would be conducted to obtain final approval of sewer capacity and connection permit for the Project during the permitting process. Based on the current approximate flow levels and design capacities in the sewer system and the Project's estimated wastewater flow, the City determined that the Project would require multiple 8-inch sewer laterals to connect to the main lines in the adjacent streets. All related sanitary sewer connections and on-site infrastructure would be designed and constructed in accordance with applicable standards. With the connection of the laterals and approval of a connection permit, the sewer system capacity would be adequate to accommodate the additional wastewater infrastructure demand created by the Project. Thus, the Project would not cause a measurable increase in wastewater flows that would constrain a sewer's capacity. Thus, impacts with regard to wastewater generation and infrastructure would be less than significant.

iii. Cumulative Impacts

Development of the Project in conjunction with the related projects would result in an increase in the demand for sanitary sewer service in the Hyperion Service Area. Assuming that each of the 173 related projects would connect to some or all of the City sewers serving the Project Site, forecasted growth from the related projects would generate an average daily wastewater flow of approximately 12,853,544 gallons per day (gpd) or approximately 12.85 mgd. This cumulative estimated flow is conservative as it does not reflect the removal of existing uses that would occur as part of many of the related projects, as well as wastewater reduction requirements for new nonresidential and high-rise residential construction as set forth in the LAMC and City of Los Angeles Green Building Code.

Based on LASAN's average flow projections for the Hyperion Service Area, it is anticipated that the average flow in 2025 would be approximately 431 mgd. The Hyperion Service Area's total treatment capacity is assumed to be approximately 550 mgd in 2025 (i.e., no change to existing capacity). The Project wastewater flow of approximately .08 mgd combined with the related projects' flow of approximately 12.85 mgd and the forecasted 2025 wastewater flow of 431 mgd for the Hyperion Service Area would result in a total cumulative wastewater flow of approximately 443.93 mgd. This cumulative total is considered conservative as a certain amount of development reflected in the related projects likely is included in LASAN's growth projections. Based on the Hyperion Service Area's assumed future capacity of approximately 550 mgd, the Hyperion Service Area is expected to have adequate capacity to accommodate this cumulative wastewater flow.

The Project would not combine with related development to exceed wastewater treatment requirements of the LARWQCB or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Project impacts on the wastewater treatment systems would not be cumulatively considerable, and cumulative impacts would be less than significant.

Moreover, 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 whether adequate sewer capacity exists. In addition, new development projects would be subject to LAMC Sections 64.11 and 64.12, which require approval of a sewer permit prior to connection to the sewer system. In order to connect to the sewer system, the related projects would be subject to payment of the City's Sewerage Facilities Charge. Payment of such fees would help offset the costs associated with infrastructure improvements that may be needed to accommodate wastewater generated by overall future growth. If system upgrades are required as a result of a given project's additional flow, arrangements would be made between the relevant project applicant and LASAN to construct the necessary improvements. Furthermore, similar to the Project, each related project would be required to comply with applicable water conservation programs, including the City of Los Angeles Green Building Code.

Therefore, the Project would not combine with related development to result in a determination by LASAN that it does not have adequate capacity to serve projected demand. Project impacts on the City's wastewater infrastructure would not be cumulatively considerable, and cumulative impacts would be less than significant.

iv. Project Design Features

The Project includes water conservation features, which would serve to reduce wastewater generation. Such water conservation features are set forth in WAT-PDF-1, and were considered in the analysis of potential impacts.

v. Conclusion

Project-level and cumulative impacts with regard to wastewater would be less than significant, and no mitigation measures would be necessary.

c. Solid Waste

i. Construction

Construction of the Project would involve demolition and building construction activities. In accordance with SW-PDF-3, the Project's construction contractor would implement a construction waste management plan to achieve a minimum 75 percent diversion from landfills. Furthermore, pursuant to LAMC Sections 66.32 through 66.32.5 (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. Thus, although the total diversion rate would likely exceed 75 percent, this analysis conservatively assumes a diversion rate of 75 percent. As shown in Table 29 of Appendix P.2 of the Draft EIR and Page III-11 of the Final EIR, the Project would generate an estimated 4,627 tons of construction and demolition waste prior to recycling (1,157 tons when applying the 75 percent diversion rate specified in the project design features). The resulting waste would represent only 0.002 percent of the Azusa Land Reclamation Landfill's remaining disposal capacity of 57.56 million tons. Since the County's permitted inert landfill does not face capacity shortages and the County's permitted inert landfill would be able to accommodate Project-generated waste, construction of the Project would not result in the need for an additional disposal facility to adequately handle Project-generated construction-related waste. Therefore, the Project would be served by landfills with sufficient permitted capacity to accommodate its solid waste disposal needs, and construction impacts to solid waste facilities would be less than significant.

Furthermore, construction and demolition wastes would be recycled or collected by private waste haulers contracted by the Applicant and taken to City-certified waste processing facilities for sorting and final distribution, including disposal at the County's unclassified landfill. In addition, the graded soil materials would be disposed of separately. Since construction and demolition waste would be hauled by a private construction contractor permitted by the City, the Project would not result in the need for an additional solid waste collection route.

Since there are no structures to be removed, there is no need for the removal of any asbestos or asbestos containing materials, lead based paint, or polychlorinated biphenyl. However, construction activities would require the use of fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners typically involved in the construction process. Those hazardous materials that are not consumed during the construction process would require proper disposal at a licensed hazardous waste disposal facility. The Buttonwillow Landfill is the closest Class I landfill to the Project Site and has a permitted landfill capacity in excess of 10 million cubic yards. As such, the Project would be served by a landfill that could accept hazardous waste from the Project Site as needed.

Compliance with regulatory requirements would reduce the potential for Project impacts associated with disposal of construction-related hazardous waste to a less-than-significant level.

The Project's construction contractor would deliver all construction and demolition waste generated by the Project to a Certified Construction and Demolition Waste Processing Facility in accordance with City Ordinance No. 181,519. Furthermore, the Project would implement SW-PDF-2 and SW-PDF-3 to reduce construction-related solid waste generation through the use of recycled building materials and the recycling of construction and demolition debris. In particular, in accordance with SW-PDF-3, the Project would implement a construction waste management plan to divert a minimum of 75 percent waste from landfills, thus exceeding state requirements. Thus, the Project would promote source reduction and recycling, consistent with AB 939 and the City's Solid Waste Integrated Resources Plan, Source Reduction and Recycling Element, Solid Waste Management Policy Plan, General Plan Framework Element, RENEW LA Plan, Green LA Plan, and Sustainable City pLAn/L.A.'s Green New Deal. Project construction would not conflict with any applicable state or City solid waste regulations. As such, solid waste impacts during construction of the Project would be less than significant.

ii. Operation

During its operation, the Project would generate municipal solid waste typical of residential and retail developments. Solid waste generated by the Project would be recycled or collected by private waste haulers contracted by the Applicant and permitted by the City and taken for disposal at one of the County's Class III landfills open to the City of Los Angeles. The transport of solid waste generated by the Project to waste management/disposal facilities would continue to occur along existing solid waste routes of travel. As such, the Project would not result in the need for additional solid waste collection routes to adequately handle waste generated by operations.

As shown in Table 30 of Appendix P.2 to the Draft EIR, Project operations would generate an estimated 1,541 tons per year of solid waste (385 tons per year when factoring in 75 percent diversion per the project design features). However, this increase would represent only 0.002 percent of the remaining capacity of the Class III landfills open to the City of Los Angeles. Thus, based on the amount of solid waste to be generated by the Project, the implementation of SW-PDF-4, which commits to waste reduction consistent with City and state goals, and the existing capacity of Los Angeles County landfills, the Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's operational solid waste disposal needs. Potential impacts associated with solid waste disposal would be less than significant.

With implementation of SW-PDF-1, the Project would provide recycling containers and associated storage areas on-site during the operational phase, in accordance with City Ordinance No. 171,687. Additionally, the Project would comply with the City's Green Building Ordinance, as applicable. Furthermore, the Project would comply with the recycLA franchise system, which is now operational. Finally, with implementation of a solid waste diversion program in accordance with SW-PDF-4, the Project would achieve at least a 75 percent waste diversion rate, consistent with the AB 341 recycling goal effective in 2020, as well as the City's Green LA Plan. Therefore, the Project would not conflict with solid waste policies and objectives in the City's Source Reduction and Recycling Element or its updates, the City's Solid Waste Management Policy Plan, General Plan Framework Element, or Curbside Recycling Program, or the County Integrated Waste Management Plan. As such, potential impacts with regard to consistency with solid waste regulations and policies would be less than significant. As such, solid waste impacts during operation of the Project would be less than significant.

iii. Cumulative Impacts

Construction of the Project in combination with the related projects would involve demolition and building construction activities. These activities would generate construction and demolition wastes that would be recycled or collected by private waste haulers contracted by each project applicant and taken to a City-certified waste processing facility for sorting and final distribution, including disposal at the County's unclassified landfill. Since construction and demolition waste would be hauled by a private construction contractor permitted by the City, the Project and each of the related projects would not result in the need for an additional solid waste collection route. Therefore, cumulative impacts on solid waste collection routes would be less than significant.

The cumulative generation of construction and demolition waste would result in a cumulative increase in the demand for inert waste landfill capacity. The Project would dispose of an estimated 1,157 tons of construction and demolition waste in the County's inert waste landfills after accounting for recycling pursuant to SW-PDF-3. Given the requirements of the Citywide Construction and Demolition Debris Recycling Ordinance (Ordinance No. 181,519), which requires all mixed construction and demolition waste generated within City limits be taken to a City certified construction and demolition waste processor, it is anticipated that future cumulative development would also implement similar measures to divert construction and demolition waste from landfills and adhere to mandatory Code diversion rates for residential and non-residential uses, as applicable. Furthermore, between the permitted Inert Waste Landfill (Azusa Land Reclamation) and other landfills accepting inert waste (Manning Pit in Irwindale and Chiquita Canyon), the County does not face capacity issues. Therefore, cumulative impacts on inert waste landfills would be less than significant.

Moreover, 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, Green LA Plan, and Sustainable City pLAn/L.A.'s Green New Deal. Therefore, construction of the Project and each of the related projects would not conflict with applicable state or City solid waste regulations.

Cumulative construction activities also would require the use of fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and caustic or acidic cleaners involved in the construction of new or rehabilitated structures. Any hazardous materials that are not utilized during the construction process would require proper disposal at a licensed hazardous waste disposal facility, in accordance with all applicable requirements of relevant regulatory agencies, including the LAFD, City Department of Public Works, LARWQCB, and/or the DTSC. The Project and each of the related projects would therefore have less-than-significant impacts from hazardous waste disposal. Because the use of hazardous materials is largely site-specific, compliance of each individual project with such requirements would reduce the potential for cumulative impacts associated with disposal of construction-related hazardous waste to a less-than-significant level.

Operation of the Project, along with each of the related projects in the area and other forecasted growth, would generate municipal solid waste typical of residential, commercial, and institutional developments. Solid waste generated by cumulative development in the area would be recycled or collected by private waste haulers contracted by each project applicant and permitted by the City and taken for disposal at one of the County's Class III landfills open to the City of Los Angeles. The transport of solid waste generated by cumulative development to waste management/disposal facilities would continue to occur along existing solid waste routes of travel and would be a part of the City's recycLA franchise system. As such, the Project and each of the

related projects would not result in the need for additional solid waste collection routes to adequately handle new solid waste generated by cumulative development. Therefore, cumulative impacts on solid waste collection routes would be less than significant.

Operation of the Project in conjunction with the related projects and other forecasted growth would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. According to the 2016 County Integrated Waste Management Plan Annual Report, the forecasted waste generation within the County in 2025 would be approximately 30,924,526 tons. Assuming a 75-percent diversion rate, consistent with the diversion rate assumed in the 2016 Annual Report, an estimated 7,731,132 tons of solid waste would need to be disposed at Class III landfills and transformation facilities in 2025. Given that adequate disposal capacity would be available under six of the seven scenarios studied in the 2016 Annual Report, cumulative impacts with regard to solid waste disposal capacity would be less than significant.

In addition, jurisdictions in the County continue to implement and enhance their waste reduction, recycling, special waste, and public education programs. These efforts, together with Countywide and regional programs have achieved significant, measurable results, as documented in the 2016 Annual Report. Based on this trend and because solid waste disposal is an essential public service that must be provided without interruption to protect public health and safety and the environment, concerted actions would continue to be taken by jurisdictions towards expanding and enhancing waste reduction and recycling programs, and implementing prudent solid waste management strategies in response to the strategies identified in the 2016 Annual Report. In addition, these actions would be consistent with AB 939, the County Integrated Waste Management Plan, and the City's Solid Waste Integrated Resources Plan, City's General Plan Framework Element, RENEW LA Plan, and Green LA Plan. Similar to the Project, the related projects would not conflict with AB 939, the County Integrated Waste Management Plan, or the City's Solid Waste Integrated Resources Plan, City's General Plan Framework Element, RENEW LA Plan, and Green LA Plan, and would promote source reduction and recycling, consistent with the relevant regulations and plans. Thus, Project solid waste impacts would not be cumulatively considerable, and cumulative impacts with regard to solid waste would be less than significant.

iv. Project Design Features

The City finds that the Project Design Features SW-PDF-1 through SW-PDF-4, incorporated into the Project, reduce the potential solid waste impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

SW-PDF-1: The Project shall provide clearly marked, durable on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers during operation.

SW-PDF-2: Building materials with a minimum of 10 percent recycled-content shall be used for Project construction.

SW-PDF-3: During construction, the Project shall implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous construction debris.

SW-PDF-4: During operation, the Project shall implement a solid waste diversion program to provide for the diversion (through source reduction, reuse, recycling, composting, etc.) of 75 percent of operational waste.

v. Conclusion

Project-level and cumulative impacts with regard to solid waste would be less than significant, and no mitigation measures would be necessary.

13. Energy Conservation and Infrastructure

a. Construction

Construction activities associated with the Project would consume electricity to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. Electricity from these construction activities would be limited given that construction activities in general would be intermittent, as would the use of heating and cooling equipment. 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. Construction activities typically do not involve the consumption of natural gas. However, Project construction also would consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project Site, as well as construction worker construction vehicles and equipment on the Project Site, as well as construction worker travel to and from the Project Site and delivery and haul truck trips (together referred to as on-road construction equipment). As energy demand during Project construction would be relatively negligible, the Project would not have a meaningful effect on regional energy consumption during the construction period.

Existing power lines are located in the vicinity of the Project Site, and temporary power poles may be installed on-site to provide electricity during Project construction. However, existing off-site infrastructure would not need to be expanded or newly developed to provide such electrical service. With regard to 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. As such, construction of the Project is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity. In addition, LADWP has confirmed that the supply and existing infrastructure in the Project area would have the capacity to serve the Project Site. Therefore, Project construction would not result in an increase in demand for electricity 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.

Furthermore, construction activities would not use energy in a manner that is wasteful, inefficient, or unnecessary and would not be expected to have an adverse impact on available energy resources or the existing infrastructure. Therefore, impacts on energy resources associated with short-term construction activities would be less than significant.

b. Operation

Operation of the Project would generate demand for electricity, natural gas, and petroleum-based fuels. Specifically, as shown in Table 31 of Appendix P.2 of the Draft EIR, the Project would consume an estimated 2,803 MWh of electricity and 5,699,552 cf of natural gas annually. In addition, LADWP has confirmed the Project's electricity demand can be served by the existing facilities in the Project area. Furthermore, the Project would implement any necessary connections and upgrades required by LADWP to ensure that LADWP would be able to adequately serve the Project. SoCalGas has confirmed the Project's natural gas demand can be served by the facilities in the Project area. Project electricity consumption during operational activities would have a negligible effect on the power grid's peak load conditions. 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.

Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. The Project Site is located in an area well-served by public transit. The Project's design, including bicycle parking facilities, a pedestrian-oriented paseo, and an improved streetscape, also would encourage non-automotive forms of transportation such as walking or biking to and from the site. In addition, Project characteristics would serve to reduce trips and VMT as compared to standard Institute of Transportation Engineers (ITE) trip generation rates, resulting in a reduction in petroleum-based fuel usage in comparison to a standard project as estimated by CalEEMod. During Project operations, vehicles traveling to and from the Project Site would comply with CAFE fuel economy standards, as required.

During operations, the Project would comply with applicable energy efficiency requirements such as CalGreen, as well as include energy conservation measures beyond such requirements. The Project would implement project design features GHG-PDF-1, GHG-PDF-2, and WAT-PDF-1, which would improve energy efficiency and reduce impacts on consumption of energy resources. Accordingly, the consumption of electricity, natural gas, and petroleum-based fuels under the Project would not be wasteful, inefficient, or unnecessary. Furthermore, the Project would be located in proximity to a variety of public transit options and would incorporate features to reduce vehicle trips, thereby reducing transportation fuel usage. Therefore, impacts to energy resources would be less than significant.

c. Cumulative Impacts

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 2025-2026 fiscal year will be 25,544 GWh of electricity. The Project-related annual electricity consumption of 2,803 MWh/year would represent less than 0.1 percent of LADWP's total projected sales in 2025, and in general, each related project would be expected to comprise a similarly limited percentage of overall electricity consumption.

Although Project development would result in the use of renewable and nonrenewable electricity resources during construction and operation, 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. The Project also would

incorporate energy efficiency measures in order to exceed 2016 Title 24 requirements by 10 percent. Furthermore, other future development projects would be expected to incorporate energy conservation features during their respective construction and operational phases, 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 electricity would not be cumulatively considerable and, therefore, would be less than significant.

With respect to natural gas, buildout of the Project, related projects, and additional forecasted growth in SoCalGas' service area would cumulatively increase the demand for natural gas supplies and infrastructure capacity. The Project would account for approximately 0.0007 percent of the 2025 forecasted consumption in SoCalGas' planning area, and in general, each related project would be expected to comprise a similarly limited percentage of overall natural gas consumption.

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 SoCalGas' service area. The Project also would incorporate energy efficiency measures in order to exceed 2016 Title 24 requirements by 10 percent. 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.

With respect to transportation energy, buildout of the Project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the State and region. The transportation-related fuel usage for the Project would represent less than approximately 0.003 percent of the 2017 annual on-road gasoline-related energy consumption and 0.003 percent of the diesel-related energy consumption in Los Angeles County. Each related project would be expected to comprise a similarly limited percentage of Countywide fuel consumption. The California Energy Commission 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, the Project would be consistent with the policies set forth in the 2016–2040 RTP/SCS. Most notably, the Project represents an infill development within the City of Los Angeles that would concentrate new residential, and commercial retail uses within a High-Quality Transit Area. Although there are no per capita GHG emission reduction targets for passenger vehicles set by CARB for 2040, the 2016–2040 RTP/SCS GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2040. Implementation of the 2016–2040 RTP/SCS would result in an estimated 8-percent decrease in per capita GHG emissions by 2020, 18-percent decrease in per capita GHG emissions by 2035, and 21-percent decrease in per capita GHG emissions by 2040. CARB updated the SB 375 targets for the SCAG region, requiring a 19-percent decrease in VMT by 2035. 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.

The Project's contribution to cumulative impacts related to energy consumption (i.e., electricity, natural gas, and petroleum-based fuel) would not be cumulatively considerable. Further, the Project would not result in a cumulatively considerable effect related to the wasteful, inefficient, and unnecessary consumption of energy during construction or operation. As such, cumulative impacts would be less than significant.

With respect to infrastructure capacity, 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.

Moreover, natural gas infrastructure is typically expanded in response to increasing demand and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas would continue to expand delivery capacity if necessary to meet demand increases within its service area. 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.

In sum, the Project's contribution to cumulative impacts related to energy consumption would not result in a cumulatively considerable effect related to available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities. As such, cumulative impacts would be less than significant.

d. Project Design Features

The City finds that the Project Design Feature ENG-PDF-1, incorporated into the Project, reduces the potential energy impacts of the Project. The Project also would include other Project design features that would improve energy efficiency, including GHG-PDF-1 and GHG-PDF-2, and WAT-PDF-1. The Project Design Features were considered in the analysis of potential impacts.

ENG-PDF-1: Natural gas-fueled fireplaces shall be limited to up to 20 percent of the proposed residential units.

e. Conclusion

Project-level and cumulative impacts with regard to energy would be less than significant, and no mitigation measures would be necessary.

VII. Environmental Impacts Found Not to Be Significant with Mitigation

The following impact areas were concluded by the Initial Study or the EIR to be less than significant with the implementation of mitigation measures. Based on that analysis and other evidence in the administrative record relating to the project, the City finds and determines that mitigation measures described in the Initial Study and EIR reduce potentially significant impacts identified for the following environmental impact areas to below the level of significance. Pursuant to Public Resources Code Section 21081 and CEQA Guidelines section 15091(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid each of the following significant effects on the environment.

1. Biological Resources

a. Project Impacts Migratory Species

The Project Site is located in an urbanized area and includes a five-story parking structure and a temporary construction staging area in a portion of the site previously developed as a surface parking lot (where Metro's future 2nd Street/Broadway station portal is currently being constructed). There are no established native resident or migratory wildlife corridors on the Project Site or in the vicinity. Accordingly, development of the Project would not impact any regional wildlife corridors or native wildlife nursery sites. Furthermore, no water bodies that could serve as habitat for fish exist on the Project Site or in the vicinity.

According to the Tree Inventory Report prepared for the Project and included as Appendix IS-1 of the Initial Study included as Appendix A.1 to the Draft EIR, there are no native or protected trees located on-site or within the street parkway. Trees in these areas include: 19 on-site trees that meet the City's minimum size threshold for regulation as non-protected trees (i.e., trees with a trunk diameter at breast height (dbh) greater than 8 inches); 12 on-site palm trees that also meet the City's minimum size threshold for regulation; and six street trees along Broadway and Spring Street, none of which meet the definition of a protected tree as defined in the City's Municipal Code, although all are at least 8 inches dbh. The landscaped parkway also includes shrubs and limited areas of turf.

Although unlikely given the urbanized nature of the Project area, the on-site trees and adjacent street trees (all of which are proposed for removal) could potentially provide temporary suitable habitat for nesting migratory birds, which are protected under the federal Migratory Bird Treaty Act (MBTA), as well as Sections 3503, 3503.5, 3511, and 3513 of the California Fish and Game Code. Together, these existing federal and state regulations protect all native migratory birds and their nests and make it unlawful to "take" (e.g., hunt, pursue, kill, harm, harass) any migratory bird and its active nest(s). MM-IS-1 would be imposed to ensure the Project complies with these federal and state regulations.

b. Cumulative Impacts Migratory Species

The Project would not result in any impacts to migratory species, and therefore any potential Project impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

c. Project Design Features

No project design features are proposed regarding migratory species.

d. Mitigation Measures

The following mitigation measure will be implemented:

Mitigation Measure IS-1: To the extent feasible, Project tree removal activities shall be scheduled outside the nesting season for migratory birds (typically from February 15 to August 31). However, to the extent that Project tree removal activities must occur during the nesting season, all suitable habitat shall be thoroughly surveyed by a qualified biologist for the presence of nesting birds prior to removal. If any active nests are detected, the area shall be flagged, along with a minimum 50-foot buffer (this buffer may range between 50 and 300 feet, as determined by

the monitoring biologist), and shall be avoided until the nesting cycle has completed or the monitoring biologist determines that the nest has failed. The results of the survey(s) shall be reported to the City of Los Angeles (i.e., the lead agency) to document compliance with applicable state and federal laws pertaining to the protection of nesting birds.

e. Finding

Regarding impacts to migratory species, pursuant to Public Resources Code Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potential significant effects as identified in the EIR.

f. Rationale for Finding

Implementation of the above mitigation measure provides for appropriate treatment of migratory birds, if encountered. Potentially significant impacts to migratory birds would be reduced to a less-than-significant level.

g. Reference

Page B-10 of the Initial Study included as Appendix A.1 to the Draft EIR.

2. Cultural Resources (Paleontological Resources)

a. Project Impact Paleontological Resources

The Project Site has been previously graded and is developed with a former surface parking lot (currently in use as a staging and excavation area for Metro's Regional Connector rail station and portal) and a parking structure. There are no unique geologic features located on-site.

A records search conducted for the Project Site indicates there are no previously encountered fossil vertebrate localities located within the Project Site. The closest vertebrate fossil locality from the older Quaternary deposits is LACM 1755, located southwest of the Project area near the intersection of Hill Street and 12th Street, which produced a fossil specimen of horse, Equus, at a depth of 43 feet below the street. The paleontological records search indicates that grading or very shallow excavations in the uppermost layers of soil and Quaternary deposits in the Project Site are unlikely to discover significant vertebrate fossils. However, deeper excavations have the potential to encounter significant remains of fossil vertebrates. Excavation to a depth of between approximately 20 to 25 feet would occur within the Project Site. Accordingly, excavation activities would be largely limited to the disturbance of artificial fill and would be unlikely to encounter sensitive subsurface materials. Thus, the possibility that paleontological artifacts that were not recovered during prior construction or other human activity may be present would be low; the Project is not anticipated to result in the permanent loss of, or loss of access to, a paleontological resource, including those of regional or statewide significance. Nonetheless, if a paleontological resource were to be inadvertently discovered during construction of the Project, as set forth in Mitigation Measure CUL-MM-1, a qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities of the Project Site. In the event paleontological materials are encountered, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage.

With regard to potential cumulative impacts related to paleontological resources, the Project vicinity is located within an urbanized area that has been substantially disturbed and developed over time. In the event that paleontological resources are uncovered, each related project would be required to comply with applicable regulatory requirements, such as CEQA Guidelines Section 15064.5, PRC Section 21083.2, Health and Safety Code Section 7050.5, and PRC Section 5097.9. In addition, as part of the environmental review processes for the related projects, it is expected that mitigation measures would be established as necessary to address the potential for uncovering of paleontological resources. Therefore, Project impacts to paleontological resources would not be cumulatively considerable, and cumulative impacts would be less than significant.

b. Cumulative Impact Paleontological Resources

As described on page IV.C-39 of the Draft EIR, with mitigation, the Project would not result in any potential impacts to paleontological resources, and the related projects would be expected to comply with all applicable regulatory requirements as well as environmental mitigation obligations to avoid potential paleontological impacts. Thus, any potential Project impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

c. Project Design Features

No project design features are proposed regarding paleontological resources.

d. Mitigation Measure**s**

The following mitigation measure will be implemented:

CUL-MM-1: The Project Applicant or its successor shall retain a qualified paleontologist to perform periodic inspections of excavation and grading activities at the Project Site.[2] The frequency of inspections shall be based on consultation with the qualified paleontologist and shall depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. If paleontological materials are encountered, the qualified paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The qualified paleontologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Project Applicant or its successor shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the qualified paleontologist's recommendations have been implemented to the satisfaction of the qualified paleontologist.

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[2] According to the Society of Vertebrate Paleontology, a qualified paleontologist generally shall have the following qualifications or equivalent: a graduate degree in paleontology or geology and/or a publication record in peer reviewed journals; demonstrated competence in the field and regional experience; at least two full years professional experience; proficiency in recognizing fossils in the field and determining their significance; expertise in local geology, stratigraphy, and biostratigraphy; experience collecting vertebrate fossils in the field. Source: Society of Vertebrate Paleontology Impact Mitigation Guidelines Revision Committee, Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, 2010, http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx, accessed April 3, 2018.

e. Finding

Regarding impacts to archeological resources, pursuant to Public Resources Code Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potential significant effects as identified in the EIR.

Regarding impacts to paleontological resources, pursuant to Public Resources Code Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potential significant effects as identified in the EIR.

f. Rationale for Finding

With implementation of Mitigation Measure CUL-MM-1, the Project Applicant or its successor shall retain a qualified paleontologist to perform periodic inspections of the Project Site. If paleontological materials are encountered, the qualified paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The qualified paleontologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant or its successor shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum. Ground-disturbing activities may resume once the qualified paleontologist's recommendations have been implemented to the satisfaction of the qualified paleontologist. As such, this mitigation measure represents procedural actions and would be beneficial in protecting paleontological resources that could potentially be encountered on-site. With implementation of Mitigation Measure CUL-MM-1, Project-level impacts with respect to paleontological resources would be less than significant, as concluded on Pages IV.C-41 and V-90 of the Draft EIR.

Thus, the Project would not cause a substantial adverse change in the significance of paleontological resource pursuant to Section 15064.5 of the State CEQA Guidelines. Implementation of the above mitigation measure provides for appropriate treatment and/or preservation of resources if encountered. Potentially significant impacts to paleontological resources would be reduced to a less-than-significant level.

g. Reference

Pages IV.C-41, and V-117 through 118 of the Draft EIR.

3. Geology and Soils

a. Project Impact Liquefaction

Liquefaction involves a sudden loss in strength of saturated, cohesionless soils that are subject to ground vibration and results in temporary transformation of the soil to a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand for any structure located on it. If the layer is deeper in the subsurface, it may provide a sliding surface for the material above it. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine- to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must be of a sufficient level to induce liquefaction.

The State Seismic Hazards Maps indicate the Project Site is located within a liquefaction zone, as does the City's Zone Information and Map Access System (ZIMAS). This determination is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake. However, the proposed building has been designed to be supported on Tertiary-age bedrock of the Fernando Formation, which was encountered in site borings at depths between 15 and 22 feet below ground surface. Given the density and long tectonic history of the Fernando Formation, this bedrock is not considered susceptible to liquefaction. Nevertheless, given the Project Site's location within a liquefaction zone, MM-IS-2 would be implemented to ensure the use of engineered foundation design techniques appropriate for areas subject to liquefaction.

b. Project Impact Soil Stability

While the Project Site would be subject to ground shaking during a seismic event, it is not considered susceptible to landslides. There are no slopes or free-face earth retaining walls near the Project Site, and, as such, lateral spreading is unlikely. Additionally, MM-IS-2 would adequately reduce potential impacts related to liquefaction, including lateral spreading and surface manifestation, by ensuring the use of engineered foundation design techniques appropriate for areas potentially subject to liquefaction. Some seismically-induced settlement may be expected as a result of strong ground shaking, but due to the uniform nature of the underlying geologic materials and the long tectonic history and density of the bedrock, excessive dynamic or differential settlements are not expected. Furthermore, according to the Soils and Geology Report, Project construction would not cause or increase the potential for any seismic-related ground failure on-site or adjacent to the Project Site. Similarly, the Project Site is not located within a zone of known subsidence.

However, during Project construction, excavation to a maximum depth of 25 feet could create the potential for temporary unstable slopes. Any required excavations would be properly sloped or shored in accordance with Building Code requirements and the conditions contained within the City Department of Building and Safety's Geology and Soils Report Approval Letter for the Project, as it may be subsequently amended or modified. Nevertheless, MM-IS-3 will be implemented to ensure shoring activities do not cause any potential for on- or off-site landslides.

c. Cumulative Impact Liquefaction and Soil Stability

The Project would not result in any impacts to liquefaction and soil stability, and therefore any potential Project impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

d. Project Design Features

No project design features are proposed regarding liquefaction and soil stability

e. Mitigation Measures

The following mitigation measure will be implemented:

Mitigation Measure IS-2: All foundations to support the proposed structure shall bear in competent unweathered Fernando Formation bedrock. In particular, the high-rise portion of the structure shall be supported by a mat foundation system, bearing in competent Fernando Formation bedrock. The podium portion of the structure that will be underlain by the subterranean

level shall be supported by conventional foundations, deepened to bear in competent Fernando Formation bedrock. In addition, the podium portion of the structure that will be built at-grade shall be supported by end-bearing belled caissons, deepened to bear in competent Fernando Formation bedrock; excepting therefrom any portions of the podium structure that connect to Metro's 2nd Street/Broadway rail station facilities structure.

All foundation excavations shall be observed by a qualified geotechnical engineer to verify penetration into the recommended bearing materials. These observation(s) shall be performed prior to the placement of reinforcement. If necessary, foundations shall be further deepened to extend into satisfactory geologic materials.

Alternatively, the proposed structure's foundations may be designed based on the findings of a site-specific, design-level geologic and geotechnical investigation(s) approved by the City, including but not limited to the use of proven methods generally accepted by registered engineers to reduce the risk of seismic hazards to a less than significant level, provided such recommendations meet or exceed applicable regulatory requirements, including, but not limited to, the version of the California Building Code, as adopted and amended by the City, in effect at the time of the City's approval of the geotechnical investigation(s); relevant state, County, and City laws, ordinances, and Code requirements; and current standards of practice designed to minimize potential geologic and geotechnical impacts. The Project also shall comply with the conditions contained within the City Department of Building and Safety's Geology and Soils Report Approval Letter for the Project, as it may be subsequently amended or modified.

Mitigation Measure IS-3: Any proposed vertical excavations shall be stabilized with the aid of a temporary shoring system, which shall be designed by a qualified shoring engineer in accordance with the provisions of the applicable version of the California Building Code and City of Los Angeles Building Code, as well as relevant recommendations provided by the geotechnical engineer. During the Plan Check process, the City of Los Angeles Department of Building and Safety and the geotechnical engineer of record shall review the shoring design to verify it conforms to the applicable building codes and geotechnical recommendations.

The temporary shoring system shall consist of steel soldier piles placed in drilled holes and backfilled with concrete. Depending on the depth of the shoring walls, the soldier piles may be designed as cantilevered, laterally braced utilizing tie-back anchors, or internally braced. Lagging timber boards shall be installed between the soldier piles throughout the entire depth of the shored excavation to prevent caving or raveling of the exposed soils.

Alternatively, shoring systems may be designed based on the findings of a site-specific, design-level geologic and geotechnical investigation(s) approved by the City, including but not limited to the use of proven methods generally accepted by registered engineers to reduce the risk of seismic hazards to a less than significant level, provided such recommendations meet or exceed applicable regulatory requirements, including, but not limited to the version of the California Building Code, as adopted and amended by the City, in effect at the time of the City's approval of the geotechnical investigation(s); relevant state, County, and City laws, ordinances, and Code requirements; and current standards of practice designed to minimize potential geologic and geotechnical impacts. The Project also shall comply with the conditions contained within the City Department of Building and Safety's Geology and Soils Report Approval Letter for the Project, as it may be subsequently amended or modified.

f. Finding

Regarding impacts to liquefaction and soil stability, pursuant to Public Resources Code Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potential significant effects as identified in the EIR. Implementation of the above mitigation measures would adequately reduce potential impacts related to liquefaction and soil stability. Potentially significant impacts regarding liquefaction and soil stability would be reduced to a less-than-significant level.

g. Rationale for Finding

Implementation of the above mitigation measures provides for the appropriate treatments regarding liquefaction and soil stability. Thus, the Project would not cause a substantial adverse change in the significance of liquefaction and/or soil stability. Implementation of the above mitigation measure provides for appropriate treatment and/or preservation of resources if encountered. Potentially significant impacts to paleontological resources would be reduced to a less-than-significant level.

h. Reference

Pages B.16 through B.18 and B.19 through B.21 of the Initial Study included as Appendix A.1 to the Draft EIR.

4. Hazards and Hazardous Materials (USTs/ASTs)

a. Project Construction (USTs/ASTs

While several former on-site USTs have been removed and received closure status, construction activities may disturb previously unknown or unidentified USTs (such as any associated with the former gas station located at the northeastern corner of the Project Site) or residual contamination during construction. Project-related grading and excavation, particularly those activities associated with construction of the Project's basement level, could uncover or disturb any previously unknown or unidentified USTs or residual contamination, including soil and/or groundwater that was within historical cleanup standards when originally removed and sampled but may now exceed current cleanup standards (specifically with regard to TPH as diesel and benzene).

In the event previously unidentified USTs or residual contamination is uncovered or disturbed during construction, soil and/or groundwater impacts and the potential exposure of people and the environment to hazardous materials could occur. If USTs or contaminated soils or groundwater are encountered during construction, the Project would comply with existing regulatory requirements pertaining to their removal. Soil sampling would be conducted during the UST removal process, and the results of those sampling activities may initiate a site assessment process if warranted.

Unexpectedly encountered contamination would be excavated, treated, or disposed of to the satisfaction of the applicable regulatory agencies, which could include LAFD, LARWQCB, and/or the DTSC. Compliance with regulatory permitting, notification, and worker safety regulations and programs would address construction worker safety at, or near, areas with potential contamination. Adherence to these guidelines would serve to effectively avoid worker exposure to hazardous materials that may be encountered on-site during construction activities.

Nevertheless, because the potential for residual contamination exists and previously unknown or unidentified USTs may be located on-site, the Project may 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. As such, impacts would be potentially significant prior to mitigation. Mitigation Measures HAZ-MM-1 and HAZ-MM-2 would be imposed to reduce such potentially significant impacts to less than significant levels.

b. Cumulative Impact Hazards and Hazardous Materials (USTs/ASTs)

The Project would not result in any impacts to Hazards and Hazardous Materials (USTs/AST and therefore any potential Project impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

c. Project Design Features

No project design features are proposed regarding Hazards and Hazardous Materials (USTs/ASTs.

d. Mitigation Measure**s**

The following mitigation measure will be implemented:

HAZ-MM-1: Preparation of a Soil Management Plan (SMP): Prior to the issuance of a grading permit, a qualified environmental professional as defined by 40 CFR 312.10 shall be retained to prepare a SMP to guide the development of the below-grade portions of the Project Site (excepting those portions of the Project Site that are owned by Metro and that were excavated as part of the Regional Connector 2nd Street/Broadway rail station and portal).[3] The SMP shall document the historical conditions known about the Project Site and be prepared and executed in compliance with all applicable regulatory requirements. The SMP shall:

- Be implemented during soil disturbing construction activities (excavation and/or grading) to address any residual soil contamination and to ensure that any contaminated soils are properly identified, excavated, and disposed of off-site or remediated on-site.
- Include practices that are consistent with the California Division of Occupational Safety and Health regulations, California Code of Regulations, Title 8, as well as Certified Unified Program Agency remediation standards that are protective of the planned use.
- Document the historical conditions known about the Project Site and be prepared and executed in compliance with all applicable regulatory requirements;
- Address any residual soil contamination and to ensure that any contaminated soils are properly identified, excavated, and disposed of off-site or remediated on-site.

[3] To be considered a qualified environmental professional, a person must hold a current Professional Engineer's or Professional Geologist's license or registration from a state, tribe, or U.S. territory (or the Commonwealth of Puerto Rico) and have the equivalent of three years of full-time relevant experience; or be licensed or certified by the federal government, a state, tribe, or U.S. territory (or the Commonwealth of Puerto Rico) to perform environmental inquiries as defined in Section 312.21 and have the equivalent of three years of full-time relevant experience; or a have Baccalaureate or higher degree from an accredited institution of higher education in a discipline of engineering or science and the equivalent of five years of full-time relevant experience; or have the equivalent of ten years full-time experience.

- Require that a qualified environmental professional or their designated representative be present on the Project Site during grading and excavation activities to sample and screen any potential residual soil contamination should it be encountered.
- The qualified environmental professional shall use visual identification (such as discolored soils) and/or a screening (organic vapor) meter to identify any residual soil contamination. If potential residual soil contamination is observed based on the visual identification or the screening meter, excavation and grading within such area shall be temporarily halted and redirected around the area until the contamination is evaluated by the qualified environmental professional using appropriate sampling and analytical techniques. The nature and extent of contamination shall be determined and the appropriate handling, disposal, and/or treatment of the contaminated soil shall be implemented in accordance with all applicable regulatory requirements.

The SMP also shall provide/include, as applicable, the following:

- Protocols and procedures for properly handling contaminated soil that may be encountered and to protect human health and the environment during soil disturbing construction activities (excavation and/or grading);
- Procedures for segregation of visibly impacted soil/characterization/off-site disposal (if encountered), health and safety training, soil stockpile management (if conducted), import fill placement (if needed), and environmental site controls for stormwater and dust during the development activities;
- Action levels and air monitoring procedures for worker and community safety.

HAZ-MM-2: If any UST is encountered, a Division 5 Permit shall be obtained from the LAFD to abandon/remove the tank(s). The contractor removing the tank(s) shall be required to have a proper and current Los Angeles City Business Tax Registration Certificate and Appropriate State of California Contractor's License. Soil sampling shall be conducted by a qualified environmental professional or their designated representative per LAFD requirements during UST removal and the results of the sampling activities along with the removal activities shall be submitted in a tank removal report to the LAFD. Based on the results of the soil sampling, the LAFD may require additional site assessment and as appropriate remediation, if impacted soils are identified during the UST removal.

e. Finding

Regarding impacts to Hazards and Hazardous Materials (USTs/ASTs), pursuant to Public Resources Code Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potential significant effects as identified in the EIR. Implementation of the above mitigation measures would adequately reduce potential impacts related to Hazards and Hazardous Materials (USTs/ASTs). Potentially significant impacts regarding Hazards and Hazardous Materials (USTs/ASTs) would be reduced to a less-than-significant level.

f. Rationale for Finding

Mitigation Measure HAZ-MM-1 requires preparation and implementation of a Soil Management Plan (SMP). The SMP shall include measures to be implemented during soil disturbing construction activities to address any residual soil contamination and to ensure that any contaminated soils are properly identified, excavated, and disposed of off-site or remediated on-site. These measures include practices that are consistent with the California Division of

Occupational Safety and Health regulations, California Code of Regulations, Title 8, as well as Certified Unified Program Agency remediation standards that are protective of the planned use. This mitigation measure also details the duties of a qualified environmental professional who shall be present on-site during grading and excavation. This measure includes actions intended to protect workers and the public from contaminated soil.

Mitigation Measure HAZ-MM-2 details requirements for the abandonment/removal of any UST potentially encountered on-site. Soil sampling shall be conducted by a qualified environmental professional, and the results shall be submitted in a tank removal report to the Los Angeles Fire Department (LAFD). Based on the sampling results, the LAFD may require additional site assessment and as appropriate remediation, if impacted soils are identified during the UST removal. This measure is intended to protect workers and the public from contaminated soil.

With implementation of Mitigation Measures HAZ-MM-1 and HAZ-MM-2, Project impacts with respect to residual contamination would be less than significant.

g. Reference

Pages IV.E.35 and V-119 of the Draft EIR and V-119.

5. Transportation/Traffic (Intersection Levels of Service)

a. Project Level Intersection Levels of Service

As required by LADOT, the existing and future traffic volumes at the study intersections were evaluated using the Critical Movement Analysis (CMA) methodology, which determines V/C ratios on a critical movement basis. The overall intersection V/C ratio is subsequently assigned a level of service (LOS) value to describe intersection operations. LOS is a qualitative measure used to describe traffic flow conditions. LOS definitions for signalized intersections range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F.

The following findings are based on the Alternatives Traffic Memo provided in Appendix P.1 of the Draft EIR, along with the analysis presented in Section IV.J, Transportation/Traffic, of the Draft EIR, and the Traffic Study set forth in Appendix L.1 of the Draft EIR. The Project is estimated to generate 3,478 net daily trips, with 253 A.M. peak-hour trips (53 inbound/200 outbound) and 321 P.M. peak-hour trips (205 inbound/116 outbound). In order to determine the operating conditions of the street system, traffic associated with the Project was assigned to the local roadway system, as shown in Figure 7-1 of the Traffic Study, based on the following considerations: the Project Site's proximity to major traffic corridors (i.e., Hill Street, Broadway, Spring Street, Temple Street, 1st Street, 2nd Street, etc.); expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals; existing intersection traffic volumes; ingress/egress scheme planned for the proposed project; nearby population and employment centers; and input from LADOT staff.

As this impact related to Project-level and cumulative impacts relative to intersection levels of service under the Project would be less than significant with mitigation.

b. Cumulative Impact Intersection Levels of Service

As shown in Table 8 of the Alternatives Traffic Memo, under Existing With Project conditions, the Project would not result in significant impacts at any of the study intersections. However, as

shown in column [4] of Table 8 of the Alternatives Traffic Memo, application of the City's threshold criteria to Future With Project conditions indicates that one study intersection—Intersection No. 8 (Figueroa Street & 2nd Street) is anticipated to be significantly impacted by the Project. As shown in column [5] of Table 8 of the Alternatives Traffic Memo, this impact would be reduced to a less-than-significant level with the imposition of Mitigation Measure TR-MM-1.

As this impact related to cumulative impacts relative to intersection levels of service under the Project would be less than significant with mitigation.

c. Project Design Features

No project design features are proposed regarding Hazards and Hazardous Materials (USTs/ASTs.

d. Mitigation Measure**s**

The following mitigation measure will be implemented:

TR-MM-1: To enhance the traffic signal system in the Project study area and in response to the forecast significant Project impacts, the Project Applicant shall contribute a fixed-fee financial contribution toward funding traffic signal upgrades for the following study intersections along the Figueroa Street and Alameda Street corridors:

- Intersection No. 8: Figueroa Street & 2nd Street
- Intersection No. 9: Figueroa Street & 3rd Street/SR-110 Ramps
- Intersection No. 31: Alameda Street & Arcadia Street/US-101 NB Off-Ramp.

Based on coordination with LADOT and as indicated in LADOT's assessment letter, the funding contribution towards the above traffic signal upgrades will total approximately $105,000.00. This, and any other required financial fair-share contributions, must be guaranteed prior to issuance of the Project's building permit and completed prior to the issuance of the Project's certificate of occupancy. Also, any Project-related financial fair-share contribution payments must be deposited into the appropriate City account prior to issuance of the Certificate of Occupancy.

e. Finding

Regarding impacts to Levels of Service, pursuant to Public Resources Code Section 21081(a)(1), the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the potential significant effects as identified in the EIR. Implementation of the above mitigation measure would adequately reduce potential impacts related to Levels of Service. Potentially significant impacts regarding Levels of Service would be reduced to a less-than-significant level.

f. Rationale for Finding

Mitigation Measure TR-MM-1 requires the Project Applicant to contribute a fixed-fee financial payment toward funding traffic signal upgrades at Intersection No. 8 (Figueroa Street & 2nd Street), Intersection No. 9 (Figueroa Street & 3rd Street/SR-110 Ramps), and Intersection No. 31 (Alameda Street & Arcadia Street/US-101 NB Off-Ramp). Based on coordination with LADOT and as indicated in LADOT's assessment letter, the funding contribution towards the signal upgrades will total $105,000. With implementation of Mitigation Measure TR-MM-1, Project-level

and cumulative impacts with respect to transportation/traffic would be less than significant, as concluded on Page 9 of the Alternatives Traffic Memo included as Appendix P.1 to the Draft EIR.

With implementation of Mitigation Measure TR-MM-1 Project impacts with respect to residual contamination would be less than significant.

g. Reference

Pages IV.J.52 though IV.J-23, V-130-131, and Appendix P.1 of the Draft EIR; Section III of the Final EIR and the Erratum.

VIII. Environmental Impacts Found to Be Significant Even After Mitigation

The following impact area (specifically, construction-period noise) was concluded by the Draft EIR to remain significant and unavoidable following implementation of all feasible mitigation measures described in the Final EIR. Consequently, in accordance with CEQA Guidelines Section 15093, a Statement of Overriding Considerations has been prepared (see Section XI of these Findings). 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. Noise

a. Construction

Project construction would commence with the removal of existing paved areas and landscaping, followed by grading and excavation. Building foundations would then be laid, followed by building construction, paving/concrete installation, and landscape installation, as evaluated below. The Project would involve various phases of construction (i.e., demolition, site grading and excavation, foundation, building construction, and paving/concrete/landscape installation), as summarized in Table 1 of Appendix P.2 of the Draft EIR.

i. On-Site Noise

Noise impacts from Project-related construction activities occurring within or adjacent to the Project Site would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Each stage of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Demolition generally involves the use of backhoes, front-end loaders, and heavy-duty trucks. Grading and excavation typically requires the use of earth-moving equipment, such as excavators, front-end loaders, and heavy-duty trucks. Building construction typically involves

the use of cranes, forklifts, concrete trucks, pumps, and delivery trucks. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site.

The EIR provides estimated construction noise levels for various Project 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 areas nearest to the affected receptors. These assumptions represent the worst-case noise scenario because construction activities would typically be spread out throughout the development area, and, thus, some equipment would be farther away from the affected receptors. As analyzed in the EIR, estimated noise levels from construction activities would be below the significance criteria at all off-site receptors, with the exception of receptor location R6 (the location of Related Project No. 121, a mixed-use development directly north of the Project Site). The estimated construction noise levels at receptor location R6 would exceed the significance criteria. The noise impact identified at receptor R6 assumes that the proposed mixed-use development (including multi-family residential uses) at that location will be completed and occupied prior to or during Project construction. Therefore, construction of the Project would result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Noise impacts associated with the Project's on-site construction activities would be significant prior to mitigation. However, in the event the proposed mixed-use development is not built and occupied by or during Project construction, the noise impact identified at receptor R6 would be less than significant, based on the current use (i.e., parking structure).

ii. Cumulative On-Site Noise

Noise from the construction of development projects is typically localized and has the potential to affect noise-sensitive uses within 500 feet from the construction site. 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 over 1,000 feet from the Project Site, only nine related projects are within 1,000 feet of the Project Site, as evaluated in the Draft EIR. Because construction of eight of the nine projects has already been completed, is nearing completion, or involves only interior renovation, or because some of these eight projects have multiple buildings in between their locations and the Project Site, cumulative noise impacts would not be expected to occur in the event concurrent construction of the Project and these eight related projects were to occur.

Related Project No. 121 (the Times Mirror Square project) is a mixed-use development located directly north of the Project Site. There are several noise-sensitive receptors in proximity, which could be exposed to construction noise from both the Project and Related Project No. 121, including the Kawada Hotel (receptor location R1) and the Higgins Building Lofts (receptor location R4). Since Related Project No. 121 has a direct acoustic line-of-sight to these receptor locations, the construction-related noise from Related Project No. 121 could contribute to cumulative construction noise and exceed the 5 dBA significance criteria. Therefore, construction noise impacts in the event of concurrent construction of the Project and Related Project No. 121 would be cumulatively considerable and would be considered significant. However, should the Times Mirror Square project be built and occupied prior to or during Project construction, the cumulative construction impact identified above would not occur.

iii. Cumulative Off-Site Noise

Off-site construction haul trucks would have the potential to result in cumulative impacts if the trucks associated with the related projects and the Project were to utilize the same haul route(s) over the same time periods. Based on the existing daytime ambient noise level of 68.5 dBA (Leq) measured at receptor location R3 (refer to Table IV.G-7 on page IV.G-15 of the Draft EIR), it is estimated that up to 86 truck trips per hour could occur along Spring Street, 3rd Street, and 4th Street without exceeding the significance criteria of 5 dBA above ambient noise levels. In addition, based on an existing daytime ambient noise level of 68.2 dBA (Leq) estimated along Los Angeles Street (refer to Table IV.G-12 on page IV.G-31), it is estimated that up to 95 truck trips per hour could occur along Los Angeles Street without exceeding the significance criteria of 5 dBA above ambient noise levels. However, construction-related trips from the Project and related projects could combine to exceed ambient noise levels and thus exceed the significance criteria.

The Project is estimated to require up to 60 truck trips per day during the building construction phase. The Project is unique as it is one of two large projects in very close proximity that have the potential to be constructed concurrently. Thus, truck traffic related to construction of the Project combined with the potential concurrent construction of Related Project No. 121 (the Times Mirror Square project) located immediately north of the Project Site and other related projects in the surrounding area could result in noise levels that potentially exceed the City's significance criteria.

According to information on file with the Department of City Planning, the primary segment of the Project's haul route anticipated to coincide with the haul route for Related Project No. 121 (the Times Mirror Square project) is Los Angeles Street between 2nd Street and US-101. Also based on that information, Related Project No. 121 is estimated to generate up to 78 passenger car equivalent (PCE) heavy truck trips per hour, plus at least some of the 124 additional daily worker trips that could occur if renovation work overlaps with construction of that project, along 2nd Street and Los Angeles Street. It is not certain whether Project construction would occur concurrently with that of Related Project No. 121. However, given the possible unique circumstance of concurrent construction activities (including the possible overlapping renovation work of Related Project No. 121) of these two large-scale projects located across the street from one another and utilizing overlapping haul routes, it is conservatively assumed herein that these projects, combined with other related projects in the area, could cumulatively generate sufficient truck trips to trigger a significant noise impact. It is noted, however, that should the construction activity involving peak construction truck traffic for Related Project No. 121 be completed prior to commencement of Project construction, this cumulative construction noise impact may not occur.

In addition, according to information on file with the Department of City Planning, the haul route for Related Project No. 121 is not anticipated to use Spring Street, 3rd Street, or 4th Street. Accordingly, even if the Project and Related Project No. 121 were to be constructed concurrently, unless Related Project No. 121 were to change its haul route to use Spring Street, 3rd Street, or 4th Street, that related project's construction truck trips would not contribute to cumulative off-site construction noise along those street segments. As such, the Project, combined with other related projects in the area, may not cumulatively generate sufficient truck trips to trigger a significant noise impact along Spring Street, 3rd Street, or 4th Street.

However, it is conservatively assumed that truck traffic related to construction of the Project, combined with Related Project No. 121 and other nearby related projects in the area, would occur throughout the day and could overlap, and thus could cumulatively exceed ambient noise levels

by 5 dBA at sensitive receptors adjacent to Los Angeles Street. As such, cumulative noise impacts from off-site construction are conservatively considered to be significant.

iv. On-Site Vibration (Human Annoyance)

The EIR provides 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. The estimated ground-borne vibration levels from construction equipment would be below the significance criteria for human annoyance at all off-site receptor locations, with the exception of receptor R6 (the location of the proposed mixed-use Times Mirror Square project). The estimated vibration levels of 76 VdB at receptor R6 would exceed significance criteria of 72 VdB. The vibration impact at receptor R6 assumes the proposed mixed-use development (including multi-family uses) at that location will be completed and occupied prior to or during the Project construction. Therefore, the Project would result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. Vibration impacts during Project construction would be significant pursuant to the significance criteria for human annoyance, prior to mitigation. However, in the event the proposed mixed-use development is not built and occupied by or during Project construction, the vibration impact identified at receptor R6 would be less than significant, based on the current use (i.e., parking structure).

v. Off-Site Vibration (Human Annoyance)

Per FTA guidance, the significance criteria for human annoyance is 75 VdB for sensitive uses (for occasional events, 30 to 70 events per day), including residential uses. The Project would generate up to 60 truck trips per day (i.e., 60 events per day) during construction. Multi-family residential buildings are located along the anticipated haul route(s) along Spring Street, 3rd Street, 4th Street, and Los Angeles Street. These multi-family residential buildings are located approximately 20 feet from the truck travel path. As indicated in the noise calculation worksheets included in the EIR, the estimated ground-borne vibration from construction trucks could reach the 75 VdB significance criteria for residential uses. Therefore, the Project would result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. Vibration impacts with respect to human annoyance resulting from construction trucks traveling along the anticipated haul route(s) would be significant, prior to mitigation.

vi. Cumulative Off-Site Vibration (Human Annoyance)

Potential vibration impacts associated with temporary and intermittent vibration from Project-related construction trucks traveling along the anticipated haul route(s) would be significant with respect to human annoyance. As the related projects would be anticipated to use similar trucks as the Project, it is expected that construction trucks from the related projects would generate similar vibration levels along the anticipated haul routes.

Therefore, to the extent that other related projects use the same haul route(s) 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 significant.

b. Project Design Features

The City finds that the Project Design Features NOI-PDF-1, incorporated into the Project, reduces the potential construction noise and vibration impacts of the Project. NOI-PDF-1 was considered in the analysis of potential impacts.

c. Mitigation Measures

The following mitigation measure is proposed regarding construction-period noise.

NOI-MM-1: A 12-foot-high temporary and impermeable sound barrier shall be erected along the northern property line of the Project Site between the construction area and the proposed mixed-use development located north of the Project Site across 2nd Street (receptor R6). Pedestrian access to/from the on-site Metro station shall be provided as required by and in consultation with Metro. The temporary sound barrier shall be designed to provide a minimum 10-dBA noise reduction at ground level. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure

d. Finding

i. Project and Cumulative On-site Construction Noise

Regarding Project-level and cumulative on-site construction noise, impacts will be significant and unavoidable following implementation of NOI-MM-1. 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 XI of these findings (Statement of Overriding Considerations), make infeasible additional mitigation measures or Project alternatives identified in the EIR to reduce the Project's on-site construction noise impacts to be less than significant.

Mitigation Measure NOI-MM-1 requires the use of a 12-foot high temporary and impermeable sound barrier along the Project's northern property line between the Project construction area and the proposed mixed-use development north of the Project Site (the Times Mirror Square project, receptor R6) to reduce construction-related noise levels. The temporary sound barrier shall be designed to provide a minimum 10-dBA noise reduction at ground level for receptor R6. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure. The noise and vibration from installation of the temporary sound barrier would be short-term and would be required to comply with the City's noise thresholds. In addition, upon completion of construction, the temporary sound barrier would be removed.

The temporary sound barrier required by NOI-MM-1 would not be effective in reducing construction noise at the future residences at receptor R6, which would be located on the second story and above, starting at approximately 20 feet above grade. In order to be effective in reducing construction noise at all residences at receptor R6, the temporary noise barrier would need to be as high as the Project's 56-story building, which would not be feasible. There are no other feasible mitigation measures that could be implemented to reduce the temporary noise impact affecting the residential uses at the Times Mirror Square project as a result of on-site construction activities. However, in the event the Times Mirror Square project is not completed and occupied prior to or during Project construction, this mitigation measure will not be required.

ii. On-site Construction Vibration

Regarding Project-level and cumulative on-site construction vibration impacts related to human annoyance, impacts will be significant and unavoidable following implementation of NOI-MM-1. 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 XI of these findings (Statement of Overriding Considerations), make infeasible additional mitigation measures or Project alternatives identified in the EIR to reduce the Project's on-site construction noise impacts to be less than significant.

With respect to on-site construction vibration (human annoyance) impacts, additional mitigation measures considered to reduce such impacts 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 construction. In addition, constructing a wave barrier would, in and of itself, generate ground borne vibration from the excavation equipment. Further, given the Metro station beneath 2nd Street and the station's subsurface facilities beneath the Project Site, installation of a wave barrier below ground would not be feasible. Thus, there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from on-site construction annoyance to a less-than-significant level. Project-level vibration impacts would remain significant and unavoidable at receptor location R6 (Times Mirror Square project). Moreover, there are no feasible mitigation measures to reduce the potential off-site vibration human annoyance impacts. Even though impacts would be temporary, intermittent, and limited to daytime hours when trucks are traveling within 20 feet of a sensitive receptor, impacts from off-site construction with respect to human annoyance would remain significant and unavoidable.

e. Rational for Finding

With implementation of Mitigation Measure NOI-MM-1, construction noise and vibration impacts would be reduced to the greatest extent feasible, but there would continue to be significant and unavoidable impacts with respect to on-site construction noise, on- and off-site construction vibration (related to human annoyance), and cumulative impacts with respect to on- and off-site construction noise and off-site construction vibration (related to human annoyance). However, the Project's on-site construction noise impact and on-site construction vibration impact (with respect to human annoyance) would only be significant and unavoidable if Related Project No. 121 (Times Mirror Square project) is completed and occupied before or during Project construction. In addition, cumulative on-site construction noise impacts would only be significant and unavoidable if construction of the Times Mirror Square project occurs concurrently with Project construction. Additionally, should peak construction traffic associated with the Times Mirror Square project be completed prior to commencement of Project construction, the cumulative off-site construction noise impact may not occur.

f. Reference

Section IV.E, Noise and Page V-121 of the Draft EIR, and noise calculations contained in Appendix P of the Draft EIR.

IX. Alternatives to the Project

In addition to the project, the Draft EIR evaluated a reasonable range of four alternatives to the originally proposed project. These alternatives are: 1) No Project/No Build Alternative; 2) Reduced Density Alternative; 3A) Office Alternative A (411,000 square feet); 3B) Office Alternative B (590,000 square feet); 4A) Residential Alternative A (with podium), which is now the Project for purposes of these findings; and 4B) Residential Alternative B (without podium). 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 CEQA Guidelines Section 15096(g)(2), that Alternative 4A would substantially lessen or avoid significant effects the originally proposed project would have had on the environment, and so adopts Alternative 4A as the Project.

2. Project Objectives

An important consideration in the analysis of project alternatives is the degree to which such alternatives would achieve the project objectives. 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

Alternatives to the Project that were considered and rejected as infeasible include the following:

a. Elimination of Significant Noise and Vibration Impacts During Construction

Alternatives were considered to eliminate the significant, short-term impacts related to on-site construction noise and on- and off-site construction vibration (related to human annoyance) and cumulative impacts with respect to on- and off-site construction noise as well as off-site construction vibration (related to human annoyance). As discussed in Section IV.G, Noise, of the Draft EIR, significant noise and vibration impacts would occur during construction for limited durations due to the operation of on-site construction equipment and off-site delivery/concrete/haul trucks. However, significant and unavoidable construction noise and vibration impacts would be expected to occur with any viable development scenario, regardless of floor area or land use mix, because construction activities and the need to grade and excavate the Project Site are inherently disturbing. Thus, reducing temporary construction noise and vibration impacts below a level of significance at sensitive uses adjacent to the Project Site or truck activity would be infeasible. Additionally, any reduction in the intensity of construction or truck activity would 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.

b. Alternative Site

The Project Applicant already owns the Project Site, and its location is conducive to the development of a mixed-use project. The Project Site is located in an area of Downtown well served by public transit and characterized by a mix of residential, retail, restaurant, office, and government uses. These uses, as well as the addition of the new Metro station and portal at 2nd/Broadway (on-site), make the Project Site particularly suitable for development of a mixed-use development. Furthermore, the Project Applicant cannot reasonably acquire, control, or access an alternative site in a timely fashion that would result in implementation of a project with similar uses and square footage. Development of the Project at an alternative site could potentially produce other environmental impacts that would not occur at the current Project Site, thus resulting in new or additional environmental impacts compared with the Project. Therefore, an alternative site is not considered feasible as the Project Applicant does not own another suitable site that would achieve the underlying purpose and objectives of the Project, and an alternative site would not likely avoid the Project's significant impacts. Thus, this alternative was rejected from further consideration.

c. Maximum FAR of 13:1

An alternative involving development at a density up to the maximum floor area ratio (FAR) of 13:1 proposed for the Project Site under the DTLA 2040 Plan (i.e., the Central City Community Plan update), or which could be allowed under the Project's current zoning through a transfer of floor area rights (TFAR) approval, also was considered. This scenario would involve up to 1,534,618 square feet of development on the Project Site. Due to its size, such a project likely would exacerbate the impacts of the Project and could result in new significant and unavoidable impacts. In addition, construction of a project of this size at the Project Site may be infeasible since the subsurface Metro facilities currently under construction within the Project Site may be unable to structurally support such a large building. Thus, this alternative was rejected from further consideration.

d. Demolition of Existing Parking Structure

Also considered was an alternative involving removal of the existing parking structure in the southern portion of the Project Site and development of a land use mix similar to the Project's. With a larger development area, this scenario would allow for reduced density within the Project Site. However, such an alternative would be expected to result in the same significant and unavoidable impacts with respect to construction-related noise and vibration (due to the proximity of residential uses proposed as part of Related Project No. 121), intersection levels of service, and cumulative construction-related noise and vibration. Additionally, such a design would result in new and possibly greater construction noise impacts due to demolition activity. Therefore, this alternative was rejected from further consideration.

4. Project Alternatives Analyze

a. Alternative 1—No Project/No Build Alternative

Alternative 1, the No Project/No Build Alternative, assumes the Project would not proceed, and no new Project-related development would occur within the Project Site. Thus, the physical conditions of the Project Site generally would remain as they have been, with the exception of ongoing activities on-site unrelated to the Project. Thus, under the No Project/No Build Alternative, operation of the Metro station and portal would commence as planned but no new

construction associated with the Project would occur. In addition, the southern portion of the Project Site contains a five-story, approximately 67-foot-tall parking structure that includes rooftop parking and two subterranean levels, which would remain and continue to operate as under existing conditions.

i. Impact Summary

The No Project/No Build Alternative would avoid the Project's significant and unavoidable impacts related to on-site construction noise and on- and off-site construction vibration (related to human annoyance). Additionally, the No Project/No Build Alternative would avoid the cumulative on- and off-site construction noise impacts and cumulative off-site vibration impacts (related to human annoyance). Impacts associated with the remaining environmental issues would be less than those of the Project, although the Project's remaining impacts would be less than significant.

ii. Findings

Alternative 1 would generally reduce all the Project's less than significant environmental impacts and significant and unavoidable impacts to a level of less than significant, and is environmentally superior to the Project. However, Alternative 1 would not meet any of the Project objectives. The City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(3), specific economic, legal, social, technological, or other considerations make infeasible the No Project/No Build Alternative described in the Draft EIR.

iii. Rationale for Findings

Under the No Project/No Build Alternative, the former surface parking area and existing parking structure would continue to operate on the Project Site, and no new development would occur. As such, Alternative 1 would not meet the underlying purpose of the Project to develop a former surface parking lot within a vibrant area of Downtown Los Angeles with a transit-oriented, high-density project that will generate new economic opportunities for the Downtown area, nor would it meet the Project objectives. Overall, the No Project/No Build Alternative would not meet the Project's underlying purpose or any of the Project objectives.

b. Alternative 2: Reduced Density Alternative

The Reduced Density Alternative, Alternative 2, involves the originally proposed project's land uses but reduces the amount of development that would occur. To define this Alternative, an analysis was conducted to determine the percentage reduction in residential and commercial floor area compared to the Project at which the impact at one or more study intersections would not exceed the defined significance thresholds. Accordingly, the Reduced Density Alternative involves a 26-percent reduction from the originally proposed project, resulting in the development of a 22-story mixed-use building of up to 359 feet in height, consisting of 79 residential units (9 studios, 31 one-bedroom, 29 two-bedroom, and 10 three-bedroom units totaling 101,637 square feet), approximately 5,328 square feet of ground level commercial retail uses, and 395,193 square feet of office uses. Based on a total of 511,968 square feet of floor area, the Project Site would have an FAR of 4.34:1. All other components of Alternative 2 would be substantially comparable to the originally proposed project. The building design would be similar, with a podium extending over the on-site Metro portal, although the shifted footprints of the various building volumes would be tempered. A landscaped passage or paseo would form a pedestrian pathway from the Metro portal to Spring Street.

iv. Impact Summary

Alternative 2 would not entirely eliminate the originally proposed project's significant and unavoidable impacts related to on-site construction noise, on- and off-site construction vibration (related to human annoyance), and operational intersection levels of service, although Alternative 2 would eliminate the Project's traffic impact at Intersection No. 31 under future conditions. Cumulative impacts with respect to on- and off-site construction noise and off-site construction vibration (related to human annoyance) would also remain significant and unavoidable. All other impacts would be less than or similar to those of the originally proposed project.

v. Findings

Although Alternative 2 would reduce the originally proposed project's transportation impacts, impacts would be similar or greater under this Alternative when compared with the Project. Therefore, Alternative 2 is rejected on environmental grounds. Moreover, Alternative 2 would meet the underlying purpose of the Project to a lesser extent than the Project and would not achieve the objectives to the same extent as the Project. The City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(3), specific economic, legal, social, technological, or other considerations make infeasible Alternative 2.

vi. Rationale for Findings

Alternative 2 would meet the underlying purpose of the Project to develop a former surface parking lot within a vibrant area of Downtown Los Angeles with a transit-oriented, high-density project that will generate new economic opportunities for the Downtown area, but it would do so to a lesser extent than the Project. Alternative 2 would not achieve the project objectives to the same extent as the Project.

c. Alternative 3A: Office Alternative A (411,000 square feet)

Alternative 3A, the Office Alternative A (411,000 square feet), involves the development of a 16-story office building of up to 269 feet in height, with a total of 411,000 square feet of floor area comprised of 401,000 square feet of office space and 10,000 square feet of ground floor retail uses. Based on a total of 420,810 square feet of floor area (including the Metro portal), the Project Site would have an FAR of 3.56:1. All other aspects of Alternative 3A would be substantially similar to the originally proposed project. The building design would be similar to the originally proposed project, with a podium extending over the on-site Metro portal, although the shifted footprints of the various building volumes would be tempered. A landscaped passage or paseo would form a pedestrian pathway from the Metro portal across the site to Spring Street.

i. Impact Summary

Alternative 3A would not entirely eliminate the originally proposed project's significant and unavoidable impacts related to on-site construction noise, on- and off-site construction vibration (related to human annoyance), and operational intersection levels of service, although Alternative 3A would eliminate the originally proposed project's traffic impact at Intersection No. 31 under future conditions. Cumulative impacts with respect to on- and off-site construction noise and off-site construction vibration (related to human annoyance) would also remain significant and unavoidable. All other impacts would be less than or similar to those of the originally proposed project.

ii. Findings

Alternative 3A would not entirely eliminate the originally proposed project's significant and unavoidable impacts related to on-site construction noise, on- and off-site construction vibration (related to human annoyance), and operational intersection levels of service, although Alternative 3A would eliminate the originally proposed project's traffic impact at Intersection No. 31 under future conditions. Cumulative impacts with respect to on- and off-site construction noise and off-site construction vibration (related to human annoyance) would also remain significant and unavoidable. In addition, Alternative 3A would not meet the Project objectives to the same extent as the Project. The City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(3), that economic, legal, social, technological, or other considerations make infeasible Alternative 3A.

iii. Rationale for Findings

Alternative 3A would develop similar office and retail uses as the originally proposed project, with less overall development, and would not include any residential uses. As such, Alternative 3A would meet the underlying purpose of the Project to develop a former surface parking lot within a vibrant area of Downtown Los Angeles with a transit-oriented, high-density project that will generate new economic opportunities for the Downtown area, but it would do so to a lesser extent than the Project. In addition, Alternative 3A would not meet the following project objectives pertaining to residential uses:

- Revitalize a former surface parking lot to create a high-density mixed-use project with immediate proximity to existing and future transit lines, employment opportunities, shops, restaurants, and entertainment uses.

- Expand and diversify the supply of housing, retail, and commercial space within the Downtown area to further revitalize the northern end of the Broadway corridor.

- Provide new housing, retail, and commercial space with a balance of uses at a density consistent with the site's existing zoning designation to help meet market demands for housing and commercial space within the Downtown area.

Alternative 3A would not achieve the project objectives to the same extent as the Project.

d. Alternative 3B: Office Alternative B (590,000 square feet)

Alternative 3B, the Office Alternative B (590,000 square feet), involves the development of a 26-story office building of up to 419 feet in height, with a total of 590,000 square feet of floor area comprised of 580,000 square feet of office space and 10,000 square feet of ground floor retail uses. Based on a total of 599,810 square feet of floor area (including the Metro portal), the Project Site would have an FAR of 5.08:1. All other aspects of Alternative 3B would be substantially similar to the originally proposed project. The building design would be similar to the originally proposed project, with a podium extending over the on-site Metro portal, although the shifted footprints of the various building volumes would be tempered. A landscaped passage or paseo would form a pedestrian pathway from the Metro portal across the site to Spring Street.

iv. Impact Summary

Alternative 3B would not eliminate the originally proposed project's significant and unavoidable impacts related to on-site construction noise, on- and off-site construction vibration (related to human annoyance), and operational intersection levels of service. Cumulative impacts with respect to on- and off-site construction noise and off-site construction vibration (related to human annoyance) would also remain significant and unavoidable. All other impacts would be less than or similar to those of the originally proposed project.

v. Findings

Alternative 3B would not eliminate the originally proposed project's significant and unavoidable impacts related to on-site construction noise, on- and off-site construction vibration (related to human annoyance), and operational intersection levels of service. Cumulative impacts with respect to on- and off-site construction noise and off-site construction vibration (related to human annoyance) would also remain significant and unavoidable. Therefore, the Alternative is rejected on environmental grounds. In addition, Alternative 3B would not meet the Project objectives to the same extent as the Project. The City finds that, pursuant to Public Resources Code section 21081, subdivision (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 3B as described in the Draft EIR.

vi. Rationale for Findings

Alternative 3B would develop similar office and retail uses as the originally proposed project, but would not include any residential uses. As such, Alternative 3B would meet the underlying purpose of the Project to develop a former surface parking lot within a vibrant area of Downtown Los Angeles with a transit-oriented, high-density project that will generate new economic opportunities for the Downtown area, but would not meet the following project objectives pertaining to residential uses:

- Revitalize a former surface parking lot to create a high-density mixed-use project with immediate proximity to existing and future transit lines, employment opportunities, shops, restaurants, and entertainment uses.

- Expand and diversify the supply of housing, retail, and commercial space within the Downtown area to further revitalize the northern end of the Broadway corridor.

- Provide new housing, retail, and commercial space with a balance of uses at a density consistent with the site's existing zoning designation to help meet market demands for housing and commercial space within the Downtown area.

Alternative 3B would not achieve the project objectives to the same extent as the Project.

e. Alternative 4A: Residential Alternative A (With Podium)

Alternative 4A is now being adopted by the Lead Agency as the Project, and has been described throughout these CEQA Findings and Statement of Overriding Considerations. Alternative 4A would eliminate the originally proposed project's significant and unavoidable impacts with respect to operational intersection levels of service at all intersections under both existing and future conditions, but would not eliminate the originally proposed project's significant and unavoidable impacts related to on-site construction noise and on- and off-site construction vibration (related to

human annoyance). Cumulative impacts with respect to on- and off-site construction noise and off-site construction vibration (related to human annoyance) would also remain significant and unavoidable. Overall, Alternative 4A would have an overall reduced level of impact than the originally proposed project.

Alternative 4A would meet the underlying purpose of the Project to develop a former surface parking lot within a vibrant area of Downtown Los Angeles with a transit-oriented, high-density project that will generate new economic opportunities for the Downtown area. Alternative 4A would achieve the following project objectives to the same extent as the originally proposed project:

- Create a landmark high-rise project that complements the aesthetic character of the area through high quality urban planning and architectural design.

- Incorporate the principles of smart growth and environmental sustainability by capitalizing on the Project Site's location within the established Downtown Los Angeles employment hub, proximity to transit and walkable streets, and the presence of existing infrastructure needed to service the proposed uses, while incorporating sustainable design components that emphasize resource conservation and efficiency.

- Enhance the pedestrian activity and street life in the area by providing ground floor retail uses and associated outdoor amenities that work harmoniously with the future station portal for the Metro Regional Connector line that will be located on the site.

- Maximize the Project's landscaped public open space at the grade level to create extensive pedestrian connections between the future station portal and the surrounding area.

- Maximize the creation of new construction jobs in the City with the development of a new high-rise building.

- Reconfigure the existing parking structure on-site to provide sufficient vehicle and long-term bicycle parking and ensure the parking needs of the Project's tenants and visitors are met, while avoiding an over-supply.

In addition, Alternative 4A would meet the following objectives to a slightly greater extent than the originally proposed project due to the minor increase in development:

- Reinforce public investment in and use of public transit by maximizing development density adjacent to existing and future major transit lines, including the Metro Regional Connector line.

- Revitalize a former surface parking lot to create a high-density mixed-use project with immediate proximity to existing and future transit lines, employment opportunities, shops, restaurants, and entertainment uses.

Alternative 4A would meet the housing and retail aspects of the following objectives to a greater extent than the originally proposed project, but would not meet the objectives pertaining to office

space. Nevertheless, Alternative 4A would achieve the project objectives to approximately the same extent as the originally proposed project.

f. Alternative 4B: Residential Alternative B (Without Podium)

Alternative 4B, the Residential Alternative B (without podium), proposes a 56-story building of up to 580 feet in height, with 680 residential units comprised of 190 studio units, 257 one-bedroom units, 229 two-bedroom units, and 4 three-bedroom (penthouse) units, plus 10,000 square feet of ground floor retail uses. Alternative 4B would consist of a single tower with no podium. Accordingly, the building would not extend over the Metro portal within the Project Site, and the Metro plaza would be open to the sky. Based on a total of 708,306 square feet of floor area (including the Metro portal), the Project Site would have an FAR of 6.00:1. The other aspects of Alternative 4B would be substantially similar to the originally proposed project. A landscaped passage or paseo would form a pedestrian pathway from the Metro portal across the site to Spring Street.

i. Impact Summary

Alternative 4B would eliminate the originally proposed project's significant and unavoidable impacts with respect to operational intersection levels of service at all intersections under both existing and future conditions, but would not eliminate the originally proposed project's significant and unavoidable impacts related to on-site construction noise and on- and off-site construction vibration (related to human annoyance). Cumulative impacts with respect to on- and off-site construction noise and off-site construction vibration (related to human annoyance) would also remain significant and unavoidable. Based on the elimination of some of the originally proposed project's significant and unavoidable impacts, Alternative 4B would have an overall reduced level of impact than the originally proposed project.

ii. Findings

Alternative 4B would eliminate the originally proposed project's significant and unavoidable impacts with respect to operational intersection levels of service at all intersections under both existing and future conditions, but would not eliminate the originally proposed project's significant and unavoidable impacts related to on-site construction noise and on- and off-site construction vibration (related to human annoyance). Cumulative impacts with respect to on- and off-site construction noise and off-site construction vibration (related to human annoyance) would also remain significant and unavoidable. Alternative 4B would meet the underlying purpose of the Project to develop a former surface parking lot within a vibrant area of Downtown Los Angeles with a transit-oriented, high-density project that will generate new economic opportunities for the Downtown area. Ultimately, however, the City finds that pursuant to Public Resources Code section 21081, subdivision (a)(3), specific economic, legal, social, technological, or other considerations make infeasible Alternative 4B.

iii. Rationale for Findings

Alternative 4B would meet the underlying purpose of the Project to develop a former surface parking lot within a vibrant area of Downtown Los Angeles with a transit-oriented, high-density project that will generate new economic opportunities for the Downtown area. In addition, Alternative 4B would achieve many project objectives to the same extent as the originally proposed project, and would meet the following objectives to a slightly greater extent than the originally proposed project due to the minor increase in development:

- Reinforce public investment in and use of public transit by maximizing development density adjacent to existing and future major transit lines, including the Metro Regional Connector line.

- Revitalize a former surface parking lot to create a high-density mixed-use project with immediate proximity to existing and future transit lines, employment opportunities, shops, restaurants, and entertainment uses.

Alternative 4B would achieve the Project objectives to approximately the same extent as the originally proposed project. However, Alternative 4B's development of a tower building without a podium extending over the Metro portal would not create the street wall called for under the Broadway CDO. As such, such a building could be inconsistent with design requirements in the CDO. As such, the City declines to adopt Alternative 4B and instead adopts Alternative 4A as the Project as it would create the street wall feature at Broadway and 2nd Street as required by the Broadway CDO.

X. Other CEQA Considerations

a. Growth Inducing Impacts

CEQA Guidelines Section 15126.2(d) requires that the 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.

The Project includes 680 residential units. According to the Department of City Planning, the average household size for multi-family housing units in the City of Los Angeles is 2.44 persons per unit. Applying this factor, development of 680 units would result in a population of 1,660 residents. According to the 2016–2040 RTP/SCS, the forecasted population for the City of Los Angeles Subregion in 2016 was approximately 3,954,629 persons. In 2025, the City Subregion is anticipated to have a population of approximately 4,200,168 persons. Thus, the 1,660 estimated new residents generated by the Project would represent approximately 0.68 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2016 and 2025. Therefore, the Project's residents would be well within SCAG's population projections in the 2016–2040 RTP/SCS for the Subregion and would not result in a significant direct growth-inducing impact.

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. During construction, the Project would create temporary construction-related jobs. However, the work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, construction workers would not be expected to relocate to the Project vicinity as a direct consequence of working on the Project. Therefore, given the availability of construction workers, the Project would not be considered growth-inducing from a short-term employment perspective. Rather, the Project would provide a public benefit by providing new employment opportunities during the construction period.

The 10,000 square feet of commercial retail uses would generate an estimated 27 employees. According to the 2016–2040 RTP/SCS, the employment forecast for the City of Los Angeles

Subregion is approximately 1,763,929 employees in 2016 and approximately 1,915,868 employees in 2025, which means the Project's 27 estimated new employees would represent approximately 0.02 percent of the employment growth forecasted by the 2016–2040 RTP/SCS. Therefore, the Project would not cause an exceedance of SCAG's employment projections contained in the 2016–2040 RTP/SCS. In addition, the proposed commercial retail uses would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace and who generally do not relocate their households due to such employment opportunities. Therefore, given that some of 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 Project employees who may relocate their place of residence would not be substantial. As such, the Project's commercial retail uses would be unlikely to create a substantial indirect demand for additional housing or households in the area.

The area surrounding the Project Site is already developed with commercial office, government and civic office, retail, and residential uses, and the Project would not create nor remove any impediments to growth. The surrounding urban area is 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, 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.

Overall, the Project would be consistent with the growth forecasts 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

CEQA Guidelines Section 15126.2(c) indicates that an EIR should evaluate significant irreversible environmental changes caused by implementation of a proposed project. 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 continue throughout its operational lifetime. Project development 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 require a limited commitment of natural resources and would not 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).

Pursuant to Project Design Features SW-PDF-2 and SW-PDF-3, during Project construction building materials with a minimum of 10 percent recycled-content would be used and a minimum of 75 percent of nonhazardous construction 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 (City) Space Allocation Ordinance (Ordinance No. 171,687) and the Los Angeles Green Building Code. Furthermore, with implementation of a solid waste diversion program in accordance with SW-PDF-4, the Project would achieve at least a 75-percent waste diversion rate, consistent with the Assembly Bill (AB) 341 recycling goal (effective in 2020), as well as the City's Green LA Plan. The Project also would adhere to state and local solid waste policies and objectives that further diversion goals. Thus, the consumption of non-renewable building materials such as lumber, aggregate materials, and plastics would be reduced to the extent feasible.

ii. Water Usage

Given the temporary nature of construction activities, the short-term and intermittent water use during construction would be well within the availability of the City of Los Angeles Department of Water and Power's (LADWP) water supply. During operation, the Project's estimated water demand would not exceed the available supplies projected by LADWP, as confirmed in the Water Supply Assessment (WSA) prepared for the Project. In addition, the Project would implement a variety of sustainability features related to water conservation to reduce water use, as set forth in Project Design Feature WAT-PDF-1. Furthermore, the Project would be required to reduce indoor water use by at least 20 percent in accordance with the City of Los Angeles Green Building Code. When accounting for water savings due to both required and additional proposed water conservation measures, the Project is estimated to result in a water demand of 129,784 gallons per day (gpd) or 145.39 acre-feet per year, which the WSA determined is accounted for in LADWP's 2015 Urban Water Management Plan. Thus, LADWP would be able to meet the Project's water demand, as well as the existing and planned future water demands in its service area. 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. Construction activities associated with the Project would consume electricity to supply and convey water for dust control and, on a limited basis, may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. Impacts on energy resources associated with short-term construction activities 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 SoCalGas, respectively. The Project would implement project design features, which would improve energy efficiency and reduce impacts on consumption of energy resources. Accordingly, the consumption of electricity, natural gas, and petroleum-based fuels under the Project would not be wasteful, inefficient, or unnecessary. Furthermore, the Project would be located in proximity to a variety of public transit options and would incorporate features to reduce vehicle trips, thereby reducing transportation fuel usage. The Project would comply with applicable Title 24 standards and CALGreen requirements, and

the Project Applicant would implement Project Design Feature GHG-PDF-1, which states that the design of the new building shall exceed the 2016 Title 24 energy standard requirements by 10 percent, use Energy Star–labeled products and appliances, and use LED lighting where appropriate, to reduce electricity use. Additionally, electric vehicle charging equipment and associated wiring would be installed in the existing parking structure on-site. Accordingly, while Project construction and operation would result in some irreversible consumption of energy resources, the Project would not result in a significant impact related to energy conservation and infrastructure.

iv. Environmental Hazards

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 retail uses. Specifically, Project construction would involve the temporary use of potentially hazardous materials such as vehicle fuels, paints, oils, and transmission fluids. Operation of the Project would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. However, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. Any associated risk would be 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.

Because the potential for residual soil and/or groundwater contamination exists and because previously unidentified underground storage tanks (USTs) may be located on the Project Site, the Project may create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. However, these potential impacts would be reduced to a less than significant level through regulatory compliance and the implementation of Mitigation Measures MM-HAZ-1 and MM-HAZ-2.

v. Conclusion

Project construction and operation would require the irretrievable 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.

XI. Statement of Overriding Considerations

The EIR identified the following unavoidable significant impacts: (1) On-site noise during construction; (2) Cumulative on-site noise during construction; (3) Cumulative off-site noise during construction; (4) On-site vibration related to human annoyance during construction; (5) Off-site vibration related to human noise during construction; and (6) Cumulative off-site vibration related to human annoyance during construction.

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. Each of the following overriding consideration separately and independently (i) outweighs the adverse environmental impacts of the Project, and (ii) justifies adoption of the Project and certification of the completed EIR. In particular, achieving the underlying purpose for the Project would be sufficient to override the significant environmental impacts of the Project. Despite the unavoidable construction-period noise and vibration impacts caused by the Project, the City approves the Project based on the following contributions of the Project to the community:

- The Project will revitalize a former surface parking lot through high quality urban planning and architectural design to create a landmark high-rise, high-density mixed-use project with immediate proximity to existing and future transit lines, employment opportunities, shops, restaurants, and entertainment uses.

- The Project will maximize new housing units on a currently underutilized site to help satisfy the demand for new housing in the region, the City of Los Angeles, and the Central City Community Plan area, in particular, and further revitalize the northern end of the Broadway corridor.

- The Project will incorporate the principles of smart growth and environmental sustainability by capitalizing on the Project Site's location within the established Downtown Los Angeles employment hub, proximity to transit and walkable streets, and the presence of existing infrastructure needed to service the proposed uses, while incorporating sustainable design components that emphasize resource conservation and efficiency.

- The Project will enhance the pedestrian activity and street life in the area by providing ground floor retail uses and maximizing landscaped public open space with a public paseo and associated outdoor amenities, which will create harmonious connections with the future station portal for the Metro Regional Connector line that will be located on the site.

- The Project will reinforce public investment in and use of public transit by maximizing development density adjacent to existing and future major transit lines, including the Metro Regional Connector line.

- The Project will maximize the creation of new construction jobs in the City with the development of a new high-rise building and will maximize revenues to the City in the form of additional sales, business license, documentary transfer, and property taxes

- The Project will make a one-time fixed-fee contribution of $50,000 to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the general Downtown Los Angeles area of the Project, and a one-time fixed fee contribution of $100,000 to the City of Los Angeles Department of Transportation to be used in the implementation of a Mobility Hub in the general area of the Project.

- The Project will provide new housing and retail space with a balance of uses at a density consistent with the site's existing zoning designation to help meet market demands for housing and retail space within the Downtown area.

XII. 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: Aesthetics; Air Quality; Cultural Resources; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Land Use; Noise; Population, Housing, and Employment; Public Services (police protection, fire protection, schools, libraries, and parks and recreation); Transportation/Traffic; Tribal Cultural Resources; Utilities and Service Systems (water supply and infrastructure, wastewater, and solid waste); and Energy Conservation and Infrastructure. The EIR also 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. Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. The City staff has made every effort to notify the decision-makers

and the interested public/agencies of each textual change in the various documents associated with Project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated to describe refinements suggested as part of the public participation process.

5. 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.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

12. 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.

13. 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.

14. 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.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 74320 the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

The Vesting Tentative Tract Map was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant, and site address information as required by the LAMC.

The 2.7-acre Project Site is located within the adopted Central City Community Plan area, which designates the site for Regional Center Commercial land uses with a corresponding zone of [Q]C2-4D-CDO-SN. Commercial zones in Height District 4 would normally allow for a maximum floor area ratio of 13:1. However, the Project Site's "D" Limitation (Community Plan Footnote No. 3) further limits maximum FAR on the Project Site to 6:1. The Project would contain up to 707,036 square feet of floor area on an 118,051 net square-foot lot, for a FAR of 6:1, and as such is consistent with the above provisions of the Community Plan.

The Applicant is requesting a Design Overlay Plan Approval as the Project Site is located within the Broadway CDO. The Broadway CDO establishes Q Conditions that prohibit certain land uses, particularly along the ground floor street wall; dictate building form and massing, including building heights and setbacks along the street wall; lot coverage requirements for buildings over 150 feet in height, and ground floor treatment. The Project is requesting a Vesting Zone Change in concurrent Case No. CPC-2016-3808-VZC-CDO-DD-SPR, from [Q]C2-4D-CDO-SN to [Q]C2-4D-CDO-SN to remove an existing "Q" Condition requiring a 30 percent minimum lot coverage and permitting a 40 percent maximum lot coverage for any portion of a building over 150 feet in height, and as such is consistent with the provisions of the Community Plan. Additionally, the Project would comply with all applicable signage provisions included in the Historic Broadway Sign Supplemental Use District. The Project Site is not located within a specific plan area.

The General Plan Framework Element describes Regional Centers as focal points for regional commerce, identity, and activity with higher density developments whose form is differentiated from the lower-density neighborhoods of the city. Regional Centers fall under the range of 1.5:1 to 6:1 FAR and are characterized by buildings ranging from six-to 20-story buildings or higher. Their densities and functions support the development of a comprehensive and interconnected network of public transit and services. In conjunction with the Vesting Tentative Tract Map, Vesting Zone Change, and Design Overlay Plan Approval, the Applicant is requesting a Director's Decision to permit less than one on-site tree per four residential dwelling units; and Site Plan Review for the development of a project that results in an increase of 50 or more dwelling units to allow for the construction of a Project that includes the retention of a five-level parking structure and the development of a new mixed-use building. The mixed-use building would include 680 condominium residential units and up to 10,000 square feet of ground floor retail and restaurant uses. The new building would be built above the Metro Regional Connector Historic Broadway Rail Station. In total, the Project would include up to 707,036 square feet of floor area, including the 9,810 square-foot Metro Portal, built on a 118,051 net square-foot (2.71 acre) lot, for a FAR of 6:1. The proposed uses would be located in a 56-story building and would be approximately 571 feet in height from grade to the rooftop, approximately 608 feet in height from grade to the highest point of the building's fritted glass crown parapet enclosing a rooftop amenity, and approximately 616 feet in height from grade to the highest point of the building core/elevator

overrun in the center of the rooftop. The proposed development is contingent upon the approval of Case No. CPC-2016-3808-VZC-CDO-DD-SPR. If not approved, the subdivider shall submit a tract map modification.

Therefore, as conditioned, the proposed Vesting Tract Map is consistent with the intent and purpose of the General Plan.

(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For purposes of a subdivision, design and improvement is defined by Section 66418 of the Subdivision Map Act and LAMC Section 17.02. Section 66418 of the Subdivision Map Act defines the term “design” as follows: “Design” means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) such other specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. Further, Section 66427 of the Subdivision Map Act expressly states that the “Design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects.”

Section 17.05-C of the Los Angeles Municipal Code enumerates design standards for Subdivisions and requires that each Tentative Map be designed in conformance with the Street Design Standards and in conformance to the General Plan. Section 17.05-C, third paragraph, further establishes that density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes (“net area”). LAMC Section 17.06 B and 17.15 lists the map requirements for a tentative tract map and vesting tentative tract map. The map provides the required components of a tentative tract map.

The Vesting Tentative Tract Map subdivision design includes the merger and resubdivision of the Project Site into one (1) master lot and nine (9) airspace lots, for a development that would consist of up to 680 residential condominium units and up to 10,000 square feet of ground floor commercial retail uses above the Metro Regional Connector Historic Broadway Railway Station. In total, including the 9,810 square-foot Metro portal, the Project would contain up to 707,036 square feet of floor area on an 118,051 net square-foot (2.71-acre) lot.

The design and layout of the map is consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the Los Angeles Municipal Code. Several public agencies (including the Bureau of Engineering, Department of Building and Safety, Grading Division and Zoning Division, Bureau of Sanitation, and Bureau of Street Lighting) have reviewed the map and found the subdivision design satisfactory, and have imposed improvement requirements and/or conditions of approval.

Bureau of Engineering requires dedications/easements and improvements along Spring Street, Broadway, and 2nd Street. Sewers are available and have been deemed adequate in accommodating the proposed Project’s sewerage needs, subject to conditions of approval. The subdivision will be required to comply with all regulations pertaining to grading, building permits, and street improvement permit requirements. Conditions of Approval for the design and improvement of the subdivision are required to be performed prior to the recordation of the tentative map, building permit, grading permit, or certificate of occupancy.

Further, the site is designated by the Community Plan for Regional Center Commercial land uses, corresponding to the [Q]C2-4D-CDO-SN Zone. The Applicant is seeking a concurrent

Vesting Zone Change, Design Overlay Plan Approval for a project located in the Broadway CDO, Director's Decision to permit less than one on-site tree per four residential dwelling units; and Site Plan Review for the development of a project that results in an increase of 50 or more dwelling units

Upon approval of the entitlement requests, the design and improvement of the proposed subdivision would be consistent with the intent and purpose of the Community Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The Project Site is currently developed with a five-level parking structure. While the five-level parking structure would remain, the remaining portion of the Site, which is currently under construction to become the Metro Regional Connector Historic Broadway Railway Station, would be developed with 680 residential condominium units and up to 10,000 square feet of ground floor commercial retail uses. The topography of the site is relatively flat. The project site is located within an urbanized area. The Project Site is not located in a Methane Zone, hillside area, Very High Fire Hazard Severity Zone, Alquist Priolo Zone, Fault Rupture Study Area, or landslide area. The site does not require any grading or construction of an engineered retaining structure to remove potential geologic hazards.

The Project site is located within a Liquefaction Zone, however, per the Vesting Tentative Tract Map and geology and soils report (approved by the Department of Building and Safety, Grading Division), due to the presence of shallow Tertiary-age bedrock, the Site does not possess liquefaction potential.

The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. The Department of Building and Safety, Grading Division has issued a Soils Report Approval Letter, dated November 17, 2016, stating that the referenced reports are acceptable, provided that the Project complies with applicable conditions. The recommendations from the November 17, 2016 letter have been imposed as Conditions of Approval of the Vesting Tentative Tract Map. Therefore, based on the above, the Site will be physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The General Plan identifies (through its Community and Specific Plans) geographic locations where planned and anticipated densities are permitted. Zoning applied to subject sites throughout the City are allocated based on the type of land use, physical suitability, and population growth that is expected to occur. The adopted Central City Community Plan designates the subject site for Regional Center Commercial land uses, corresponding to the [Q]C2-4D-CDO-SN Zone. Community Plan Footnote No. 3, which is applicable to the Regional Center Commercial land use designation, states that the D Limitation for Height District No. 4D limits FAR to 6:1. The Project would contain up to 707,036 square feet of floor area on an 118,051 net square-foot lot, for a FAR of 6:1, and as such is consistent with the above provisions of the Community Plan.

The Project Site is located within the Greater Downtown Housing Incentive Area. Pursuant to LAMC 12.22 C.3(c), the Project Site is not limited as to area requirements for the maximum allowed number of dwelling units. The proposed 680 residential condominium units are thus consistent with the LAMC. Therefore, the Project's proposed density and proposed FAR are consistent with the general provisions and area requirements of the Planning and Zoning Code.

The Project vicinity is characterized by a concentration of government-related uses, high- and mid-rise office buildings, residential buildings, hotels, retail uses, museums, and cultural districts. Immediately adjacent uses are also within the C2-4D Zone. The Civic Center area of Downtown Los Angeles is located northeast and northwest of the Site and includes numerous governmental buildings within the Public Facilities (PF) Zone, including the Los Angeles County Law Library, the 10-story Los Angeles County Stanley Mosk Courthouse, and the 10-story Kenneth Hahn Hall of Administration to the northwest of the Project Site. The 20-story Clara Shortridge Folz Criminal Justice Center adjoins the north side of Grand Park. City Hall is located to the northeast of the Project Site, and the 10-story Federal Courthouse is located to northwest of the Project Site across Broadway. Northeast of the Project Site across Spring Street is the 10-story Los Angeles Police Department (LAPD) Headquarters Building and the State of California Caltrans Building, occupying the block bounded by Main Street, 1st Street, Los Angeles Street, and 2nd Street.

(e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Project proposes an infill development within the Central City Community Plan area in the City of Los Angeles. The Vesting Tentative Tract Map subdivision design includes the creation of one (1) master lot and nine (9) airspace lots. The proposed improvements include the development of a 56-story mixed-use building and the retention of an existing five-level parking structure. Landscaping within the Project Site is limited and does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, migratory corridors, conflict with any protected tree ordinance, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value. There are no native or protected trees located within the Project Site or on the street sidewalk parkway. There are 19 on-site trees and 12 on-site palms and six street trees along Broadway and Spring Street.

The Project Site is developed with a five-level parking structure, while the remaining portion of the Site is currently under construction to become the Metro Regional Connector Historic Broadway Railway Station. Prior to the ongoing construction of the Metro Station, this portion of the Site was developed with a surface parking lot. The Site does not provide a natural habitat for either fish or wildlife. The Project Site does not contain any natural open spaces, act as a wildlife corridor, contain riparian habitat, wetland habitat, migratory corridors, conflict with any protected tree ordinance, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value. The Project would not conflict with any local policies or ordinances protecting biological resources and would not result in adverse impacts on fish or wildlife resources. Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish, wildlife, or their habitat.

(f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The proposed subdivision and subsequent improvements are subject to the provisions of the Los Angeles Municipal Code (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code) and the Building Code. Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management).

The Project is not located over a hazardous materials site, flood hazard area and is not located on unsuitable soil conditions. The Project would not place any occupants or residents near a hazardous materials site or involve the use or transport of hazardous materials or substances. The Hazardous Materials Technical Report and Phase I completed for the

Project, determined that development of the Project Site 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. The development of the Project would not propose substantial alteration to the existing topography. The Site is not located in an area that is subject to soil erosion and/or expansive soils and the Project would adhere to State and City building requirements. As stated in the Project's Geology and Soils Approval Letter, dated November 17, 2016, the Grading Division of the Department of Building and Safety has reviewed and recommended approval of Vesting Tentative Tract Map No. 74320 upon compliance with requirements with the LADBS Grading Division.

The development is required to be connected to the City's sanitary sewer system, where the sewage would be directed to the Hyperion Treatment Plant, which has been upgraded to meet statewide ocean discharge standards. No adverse impacts to the public health or safety would occur because of the design and improvement of the site. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

(g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

The Site is surrounded by public streets and private properties that adjoin improved public streets and sidewalks designed and improved for the specific purpose of providing public access throughout the area. The Project Site does adjoin and would provide access to the Metro Regional Connector Historic Broadway Railway Station, a public resource. The Bureau of Engineering has condition Vesting Tentative Tract Map No. 74320 to provide easements along Broadway, 2nd Street, and Spring Street. Upon approval of Vesting Tentative Tract Map No. 74320 and prior to the recording of the final map, the Applicant would be required to record an agreement satisfactory to the City Engineer, ensuring that the Applicant would grant the necessary private easements for ingress and egress purposes to serve the proposed airspace lots to use upon the sale of the respective lots. Additionally, the Applicant would be required to maintain the private easement free and clear of obstructions and in safe conditions for use at all times. Needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract.

Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

(h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the Applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcel(s) to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities. In addition, prior to obtaining a building permit, the

subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 74320.