

Attachment A

Project Description

This section is based on the following item, which is included as **Appendix A** to this SCEA:

A Entitlement Package, Perkins + Will, January 2019.

1 Project Summary

The Project Site is located on the south side of Wilshire Boulevard, between Harvard Boulevard to the west and Kingsley Drive to the east, and 7th Street to the south, in the City of Los Angeles, 90010 (Project Site or Site). The Project Site is currently developed with a 22-story, 385,520 square foot building (containing office, retail, restaurants, and a bank) and a two-story, 224,890 square foot parking structure (807 spaces). The existing commercial office building would remain and the parking structure would be demolished and developed with two 23-story buildings with a total of 760 residential units and 6,359 square feet of retail. There are no new restaurant uses planned for this Project. The new buildings would include 19 stories of residential uses built over a six level (2 subterranean and four above ground levels) parking structure that will replace parking for the existing building and provide new parking for the new Project uses. The Project would provide 1,527 parking spaces. The Project would remove 4 street trees and 39 onsite trees and provide 190 trees onsite. Any tree removal will comply with the City's Tree Replacement Program (Urban Forestry Division, Bureau of Street Services for the street tree).¹

The Project will require approval of the following discretionary actions:

1. Vesting Zone and Height District Change from C4-2, PB-1 to (Q)C4-2.
2. Site Plan Review for the construction of 760 residential dwelling units.
3. Vesting Tentative Tract Map for the merger and resubdivision to create five lots (one master ground lot and four airspace lots) and for residential condominiums, with haul route approval for the removal of approximately 125,400 cubic yards of dirt and pursuant to LAMC Section 17.03, an Adjustment to allow a 1.7% increase in the maximum allowable Floor Area Ratio from 6:1 to 6.10:1, which includes the existing floor area for the commercial office building to remain.
4. Any additional actions as may be deemed necessary or desirable, including but not limited to, grading, excavation, and building permits.

2 Environmental Setting

2.1 Project Location

¹ Tree Report, Harmony Gardens, October 24, 2018.

The Project Site is located on the south side of Wilshire Boulevard, between Harvard Boulevard to the west and Kingsley Drive to the east, and 7th Street to the south, in the City of Los Angeles, 90010.

See **Figure A-1, Regional Map**, for the location of the Project within the context of the City.

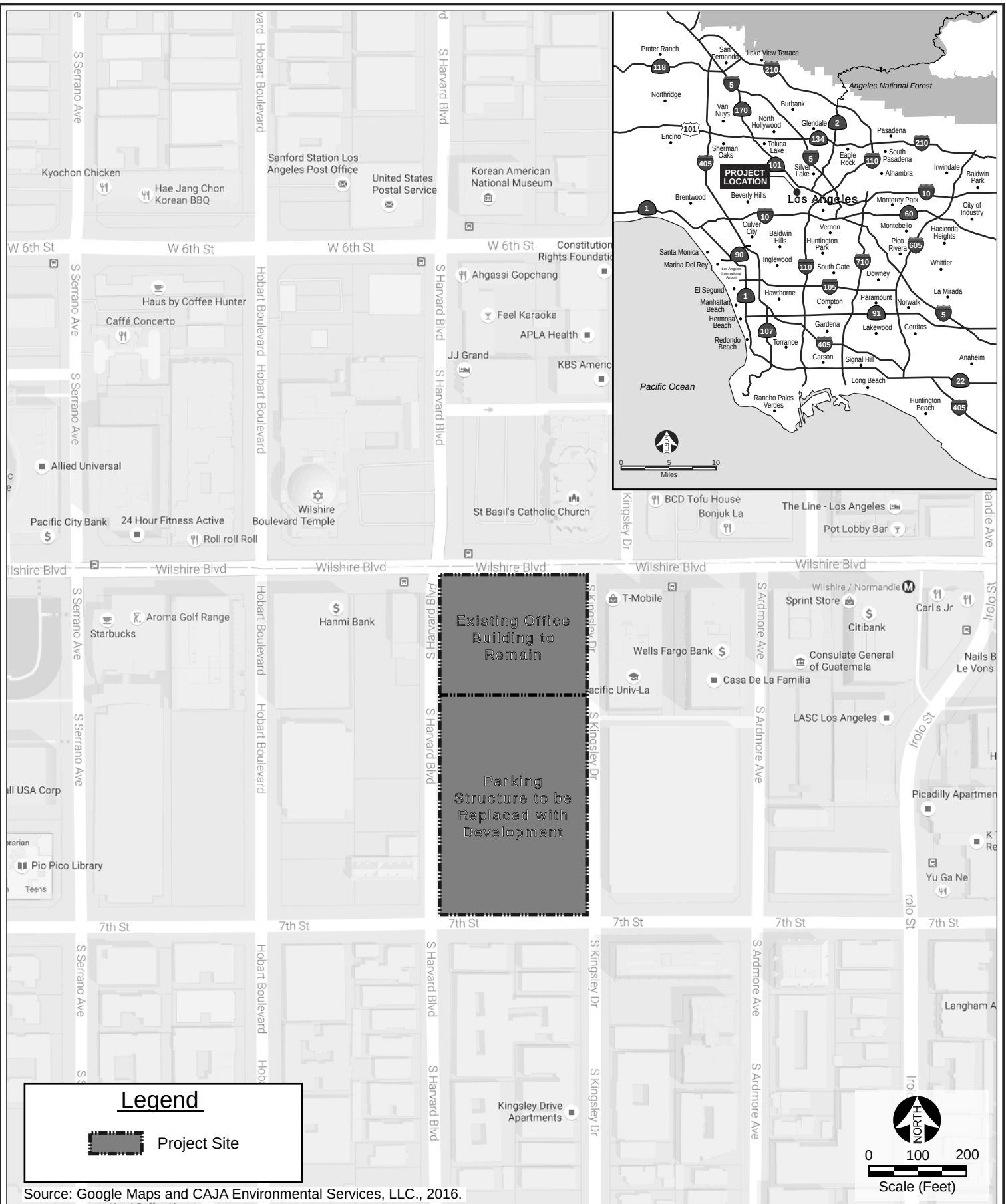
See **Figure A-2, Aerial Map**, for an aerial view of the Site and the immediate surrounding area.

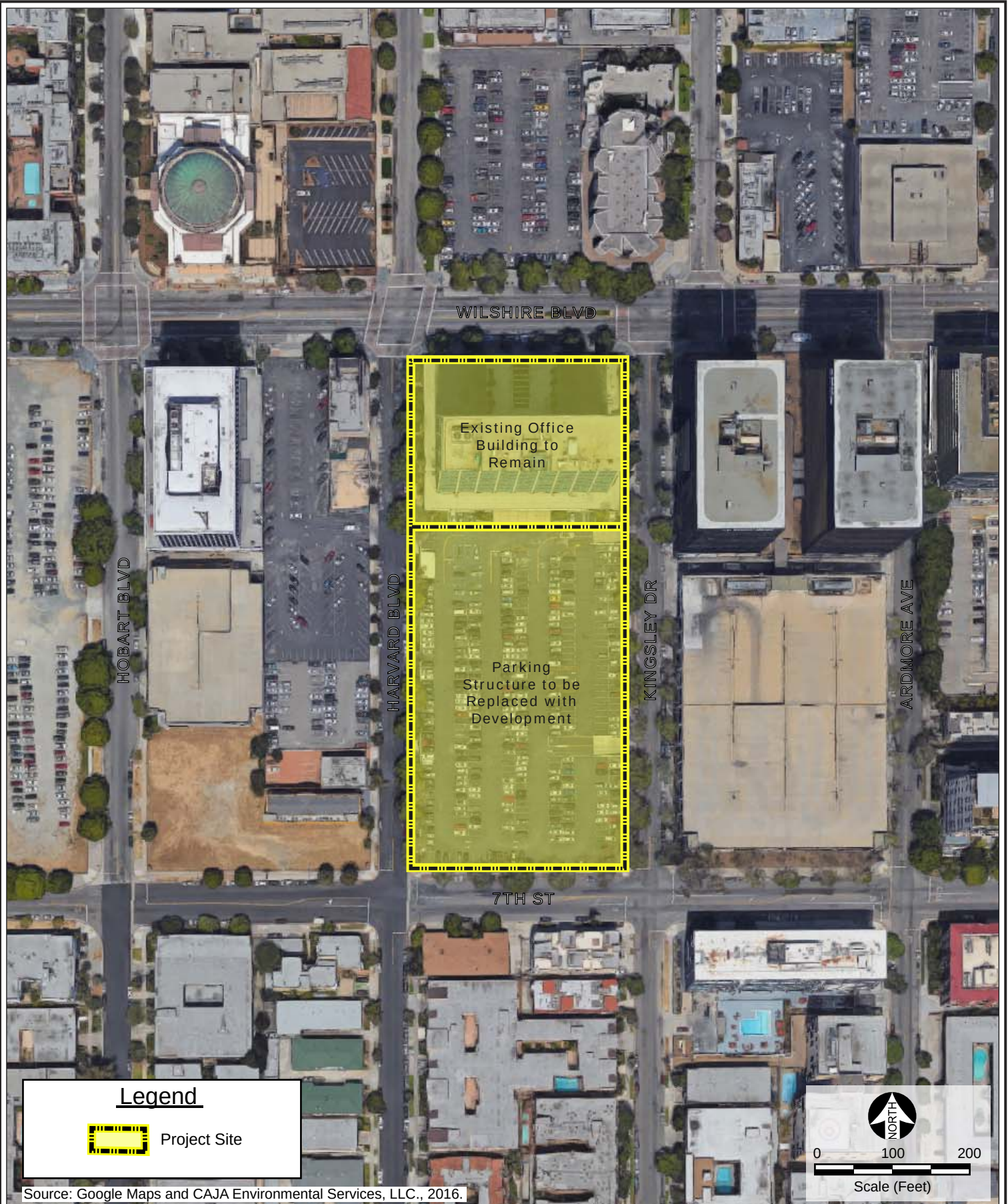
The Site is approximately 3 miles west of the Downtown Los Angeles and approximately 11 miles east of the Pacific Ocean. The Site is located within the Wilshire Community Plan (WCP) and Koreatown area of Los Angeles. The WCP is approximately 2.5-mile wide by 6-mile and often referred to as the Mid-City section of Los Angeles. The plan area is bounded by Melrose Avenue and Rosewood Avenue to the north; 18th Street, Venice Boulevard and Pico Boulevard to the south; Hoover Street to the east; and the Cities of West Hollywood and Beverly Hills to the west.

The Metro Red and Purple subway lines also serves the WCP, running along portions of Wilshire Boulevard and Vermont Avenue. The WCP Area has a pattern of low to medium density residential uses interspersed with areas of higher density residential uses. Long narrow corridors of commercial activity can be found along major boulevards including Wilshire, Pico, La Cienega, Western and Vermont. The plan area east of Western Avenue contains large concentrations of higher-density residential neighborhoods surrounding the regional commercial area known as Wilshire Center. It includes a dense collection of high-rise office buildings, large hotels, regional shopping complexes, churches, entertainment centers, and both high-rise and low-rise apartment buildings.²

The US-101 Freeway is located approximately 1.75 miles north of the Site, the I-10 Freeway is approximately 1.65 miles south of the Site, and the I-110 Freeway is approximately 2.5 miles to the east. Wilshire and Normandie Avenue provide local access.

² Wilshire Community Plan: <http://cityplanning.lacity.org/complan/pdf/wilcptxt.pdf>





2.2 Existing Conditions

The Project Site is currently developed with a 22-story, 385,520 square foot building (containing office, retail, restaurants, and a bank) and a two-story, 224,890 square foot parking structure (807 spaces).³

The existing building on-site was surveyed in 2008 (Wilshire Center Koreatown Recovery Redevelopment Area, Department of Parks and Recreation Primary Record) and given a National Register of Historic Preservation Code of 3S (Appears eligible for National Register as an individual property through survey evaluation).⁴ The Site was also listed in a 2009 survey (CRA Historic Resources Survey) as "Surveyed, Appears Eligible."⁵

The Site contains ornamental vegetation and trees. The Site contains 33 street (sidewalk) trees and 41 private property trees. The trees are Jacaranda, Umbrella, Silk Floss, and Mexican Fan Palm. None of the trees are protected. Any tree removal will comply with the City's Tree Replacement Program (Urban Forestry Division, Bureau of Street Services for the street tree).⁶

See **Figure A-3** and **Figure A-4** for Site and surrounding views, respectively.

2.3 Planning and Zoning

The Project Site's assessor parcel number (APN), zoning, and land use designation are listed on **Table A-1, Project Site**. The lot area is approximately 174,260 square feet⁷ (or 4.00 acres). The WCP designates the Project Site as Regional Center Commercial. Approximately 52,711 square feet of land in the northern portion of the Project Site is zoned C4-2 and contains the existing office building. Approximately 114,797 square feet of land zoned PB-1 and contains the parking structure.

The Project seeks approval of a Vesting Zone and Height District Change from C4-2 and PB-1 to (Q)C4-2.

The Site is within ZI-2410 Metro Westside Subway Extension Project, ZI-1117 MTA Project, ZI-2452 Transit Priority Area in the City of Los Angeles, ZI-2374 Los Angeles State Enterprise Zone, ZI-1940 Wilshire Center/Koreatown Redevelopment Project.

³ Project Applicant, June 2018.

⁴ www.preservation.lacity.org/files/Wilshire_Center_Koreatown_Recovery_Redevelopment_Area_DPR_Forms_June_2009.pdf

⁵ www.preservation.lacity.org/files/Wilshire_Center_Koreatown_Recovery_Redevelopment_Area_Report_June_2009_2_of_2.pdf

⁶ [Tree Report](#), Harmony Gardens, October 24, 2018.

⁷ Perkins + Will, September 2016.

**Table A-1
Project Site**

Address	APN	Zone	General Plan Land Use	Size (sf)
3600 Wilshire Boulevard, 651 Kingsley Drive	5093-020-001	C4-2	Regional Center Commercial	8,700.0
3606 Wilshire Boulevard				7,250.0
3612 Wilshire Boulevard				7,250.0
3618, 3620 Wilshire Boulevard				7,250.0
3624 Wilshire Boulevard				8,715.7
661 Kingsley Drive				6,786.8
660 Kingsley Drive				6,758.8
667 Kingsley Drive				6,755.3
671 Kingsley Drive		6,755.3		
675 Kingsley Drive		6,755.3		
679 Kingsley Drive		6,755.3		
683 Kingsley Drive		6,755.3		
687 Kingsley Drive		6,755.3		
None		675.5		
691 Kingsley Drive		6,079.8		
697 Kingsley Drive		2,026.6		
None		4,728.6		
699 Kingsley Drive		6,755.3		
666 Harvard Boulevard		6,750.0		
670 Harvard Boulevard		6,750.0		
672 Harvard Boulevard		3,375.1		
None		3,374.9		
678 Harvard Boulevard		6,750.0		
682 Harvard Boulevard		6,750.0		
686 Harvard Boulevard		6,750.0		
690 Harvard Boulevard		6,750.0		
694, 696 Harvard Boulevard		6,750.0		
698 Harvard Boulevard, 3519 7th Street		6,750.0		
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org , April 2018.				

2.4 Public Transit

The Metro Line 20 and Foothill Transit (FT) Line 481 stop at Wilshire and Harvard. The Metro Line 720 and Metro Purple Line subway have station stops at Wilshire and Normandie, approximately 560 feet from the Site.

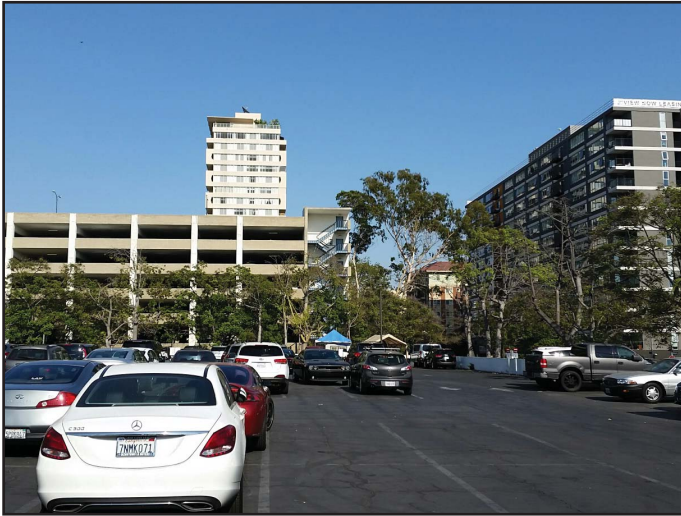
2.5 Surrounding Land Uses

North: across Wilshire is a surface parking lot and St. Basel's Catholic Church (3611 Wilshire). Northwest across Wilshire/Harvard is the Wilshire Boulevard Temple (3663 Wilshire). Northeast across Wilshire/Kingsley is a commercial building (3563 Wilshire). The area is zoned C4-2.

South: across 7th Street are multi-family buildings. The area is zoned R3-2 and R4-2.

West: across Harvard Boulevard (from north to south) is a 2-story commercial and office building (3630 Wilshire), an under-construction residential building with 209 units and 3,100 square feet of retail (3640 Wilshire, surface parking lot, Korean Evangelical Church (691 Harvard), and Shepard Technology training which the County Assessor classifies as an office use (695 Harvard). The area is zoned (T)(Q)C4-2 and R3P-2.

East: across Kingsley Drive (from north to south) is a 22-story office building (3580 Wilshire) and a 7-level parking structure (675 Ardmore). The area is zoned PB-1 and C4-2.



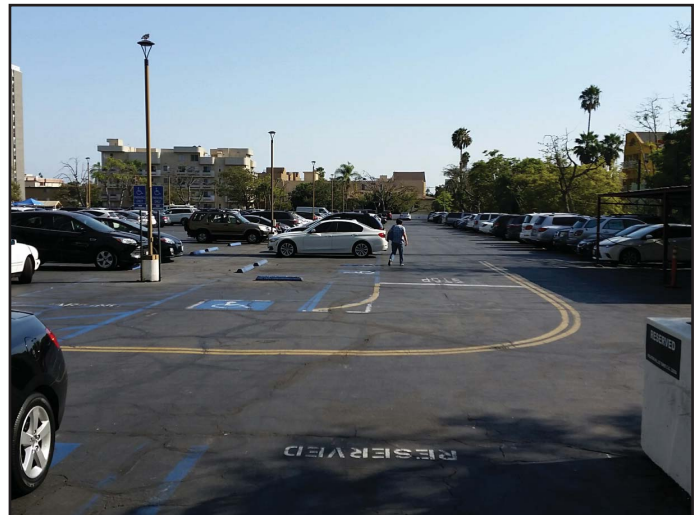
View 1: Looking east across Project Site's parking structure that will be removed.



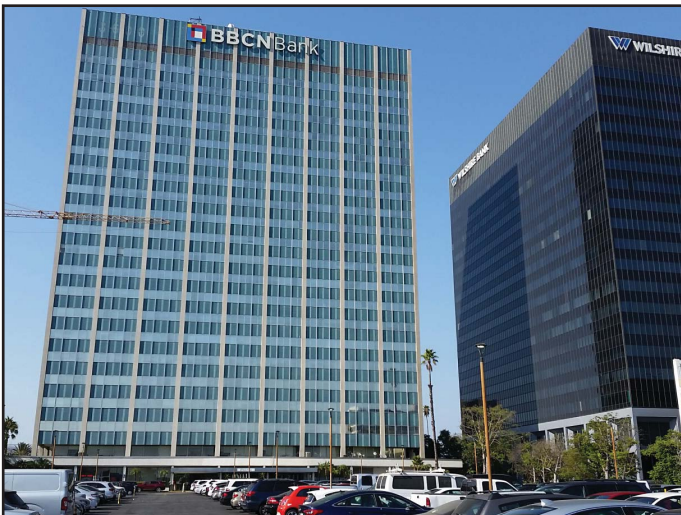
View 2: Looking southeast across Wilshire toward the Site's existing office building that will remain.



View 3: Looking southeast across Harvard toward the Site's parking structure that will be removed.

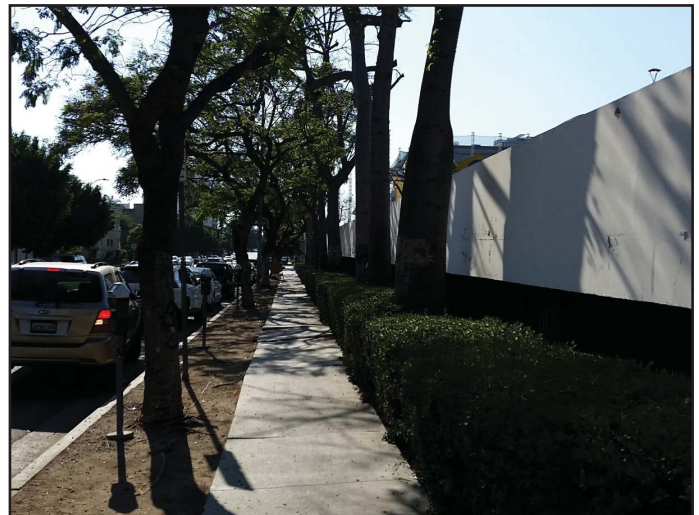


View 4: Looking south across Site's parking structure that will be removed.

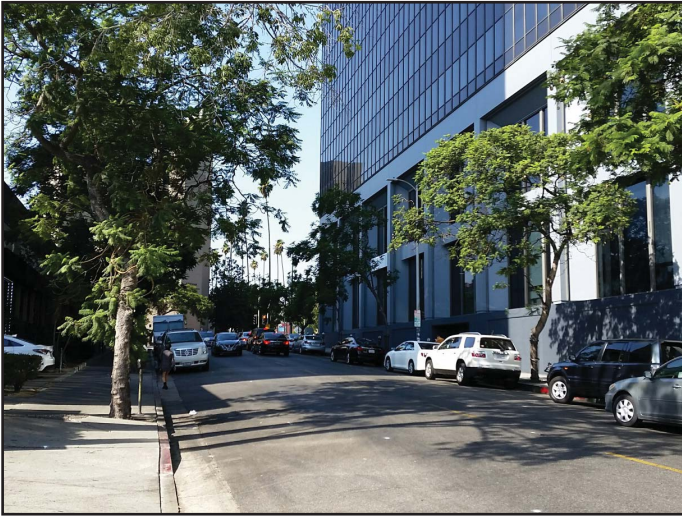


View 5: Looking north across Site's parking structure that will be removed.

Source: CAJA Environmental Services LLC, 2016.



View 6: Looking west on Kingsley at 7th Street. The Site's southern boundary is on the right.



View 1: Looking southeast across Kingsley Drive toward adjacent parking structure use.



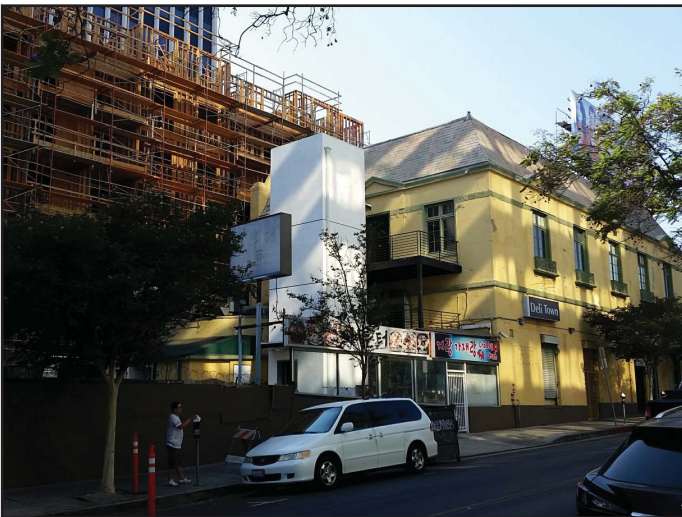
View 2: Looking northeast on Kingsley Drive at Wilshire toward surrounding commercial uses.



View 3: Looking southwest on Wilshire at Harvard toward surrounding commercial uses.



View 4: Looking north along Harvard at Wilshire toward surrounding religious uses (Wilshire Boulevard Temple parking to the left and St. Basil Church to the right)



View 5: Looking northwest on Harvard toward under construction residential development and commercial uses.



View 6: Looking east on Harvard at 7th Street toward surrounding residential uses. The Site's southern boundary is on the left.

Source: CAJA Environmental Services LLC, 2016.

3 Project Description

3.1 Project Overview

The existing office building would remain and the parking structure would be demolished and developed with two 23-story buildings with a total of 760 residential units (133 studios, 475 one-bedroom, and 152 two-bedroom units) and 6,359 square feet of retail. There are no new restaurant uses planned for this Project. The new buildings would include 19 stories of residential uses built over a six level (2 subterranean and four above ground levels) parking structure that will replace parking for the existing building and provide new parking for the new Project uses. The Project would include two below grade parking levels (B2, B1). Level 1 would include retail space on Harvard and 7th Street, amenity space, parking, and service areas (lobby, leasing). Level 2 would include parking and a gym. Levels 3 and 4 would include parking. Levels 5 through 23 would include residential uses. The roof level would include amenity space and service areas.

A site plan is shown in **Figure A-5**. Building plans for each level, elevations, and a viewpoint rendering from the street are shown in **Appendix A** to this SCEA.

3.1.1 Floor Area and Density

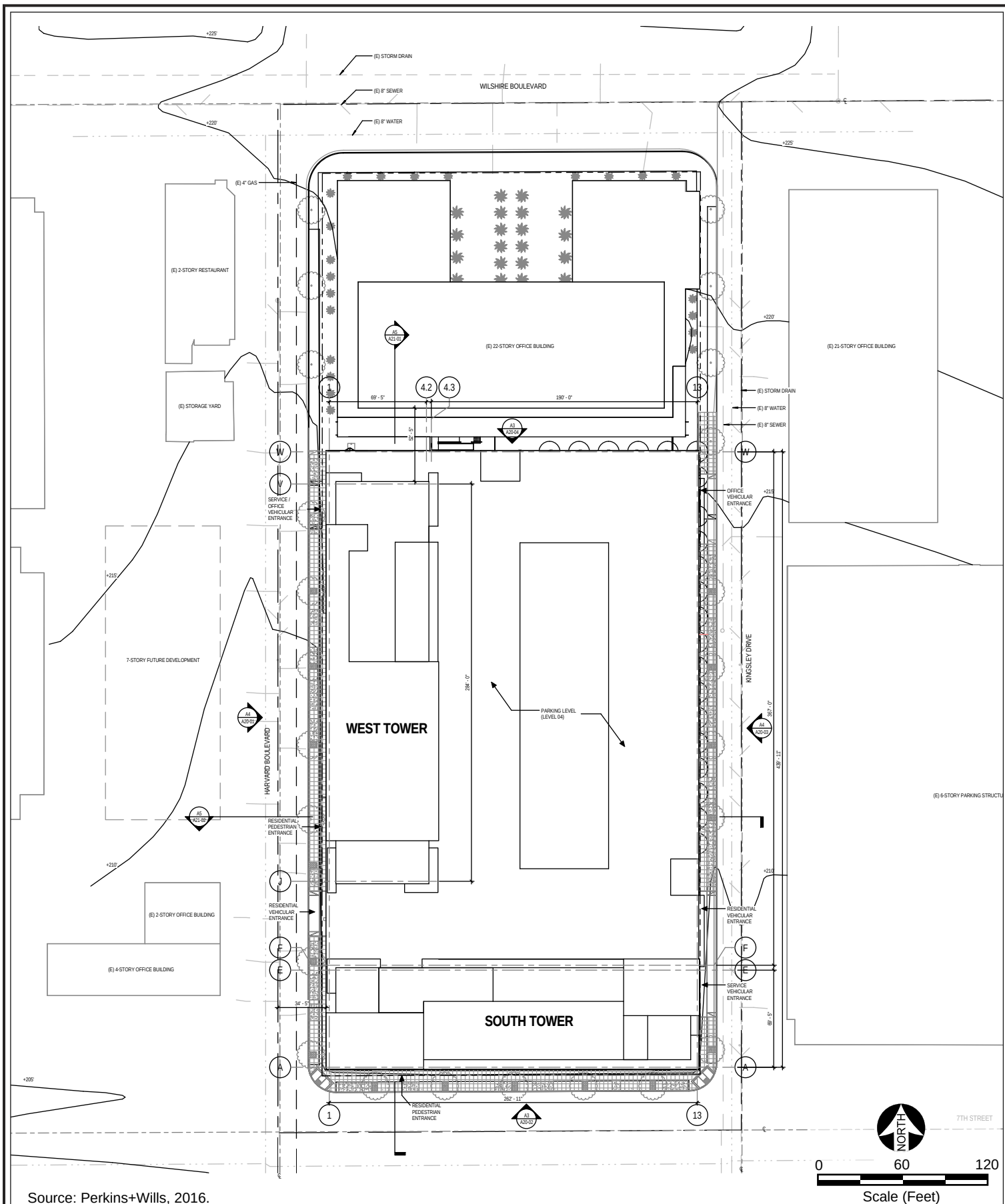
The Project requests a Zone and Height District Change to C4-2 across the Site. Height District 2 permits a floor area ratio (FAR) of six times the lot area (FAR 6:1), which would permit a total 1,027,680 square feet of Floor Area⁸ based on the lot area of 171,280 square feet after street dedications.

The Project Site has a gross lot area of 174,260 square feet. After required dedications along Harvard and 7th Street, the net lot area will be 171,280 square feet. Typically, a Project is permitted to use the gross lot area for the purposes of determining Buildable Area and floor area. However, since the Project includes a related vesting tentative tract map, the lot area for the purposes of determining buildable area and floor area is based on post-dedicated lot area. As part of the vesting tentative tract map, the Project requests 1.7% floor area increase which would permit the Project's proposed 1,045,560 square feet of floor area which includes the existing floor area for the commercial office building to remain.

Upon completion, the Project's new buildings would contain 660,040 square feet of floor area. The residential floor area of the South Tower would be 293,446 square feet and the West Tower would be 337,081 square feet for a total of 630,527 square feet.⁹ With the addition of the retail space, residential gym and other amenity spaces, the total new floor area is 660,040 square feet. Combined with the commercial office building to remain that contains 385,000 square feet of floor area, the Site would contain 1,045,560 square feet of floor area.

⁸ Floor Area is defined as "The area in square feet confined within the exterior walls of a Building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing Building-operating equipment or machinery, parking areas with associated driveways and ramps, space dedicated to bicycle parking, space for the landing and storage of helicopters, and Basement storage areas." Los Angeles Municipal Code Section 12.03.

⁹ Source: Perkins + Will, January 2019.



3.1.2 Height

Height District 2 regulates permitted FAR but does not prescribe a height limit. The proposed maximum height would be approximately 268.5 feet (23 stories).

3.2 Design and Architecture

The Project would appear as an integrated structure (common podium and deck) with two towers, with articulation and variation created by the massing of individual components. Parking spaces within the building, ground level commercial uses and residential units located within the building have been integrated into the overall architectural theme of the Project to create a modern appearance. Overall variation in building appearance is created with the use of various materials and massing of the ground level uses, the placement of residential units along the perimeter of the Podium, the landscaped ground floor, and the transition of the first floor commercial to upper level residential. The Project is similar in size and scale to multi-story structures in the vicinity of the Property. The Project will be lower than the existing 22-story building on the north boundary of the Site (due to the existing building's higher floor plates, as shown in Sheet A21-01 of Appendix A).

3.3 Open Space and Landscaping

Table A-2, Open Space, provides the amount of required and provided open space.

**Table A-2
Open Space**

Use	Amount (units)	Rate	Total (sf)
Amount Required			
Units < 3 habitable rooms	608	100 sf / unit	60,800
Units = 3 habitable rooms	152	125 sf / unit	19,000
Units > 3 habitable rooms	-	175 sf / unit	0
Total Required			79,800
Amount Provided			
Balcony	722 units	50 sf / unit	36,100
Rooftop Amenity (outdoor)	-		21,292
Top of parking amenity (outdoor)	-		2,791
Recreation Room	Rooftop amenity (indoor): 6,607 Ground floor amenity: 6,479 Gymnasium: 6,531		19,617
Total Provided			79,800
in square feet. Per LAMC Section 12.21 G.2. Source: Perkins + Will, January 2019.			

3.4 Access, Circulation, and Parking

3.4.1 Access and Circulation

Inbound and outbound vehicular access will be provided by two 2-way driveways on Harvard Boulevard and two 2-way driveways on Kingsley Drive. Residents will utilize the southern driveways on both Harvard and Kingsley and commercial users will utilize the northern driveways. The loading areas for the commercial uses will be located off Harvard and the residential loading area will be located off Kingsley.

3.4.2 Vehicle Parking

Table A-3, Vehicle Parking, provides the amount of required and provided parking. The Project would provide 1,527 parking spaces in 6 parking levels (2 subterranean and 4 above grade).

**Table A-3
Vehicle Parking**

Use	Amount (size)	Rate	Total spaces
Amount Required			
Residential < 3 habitable rooms	133 units	1 per unit	133
Residential = 3 habitable rooms	475 units	1.5 per unit	713
Residential > 3 habitable rooms	152 units	2 per unit	304
Subtotal			1,150
Bicycle Reduction (15% Residential)			-172
Total Residential Required			978
Existing Office to remain	385,520 sf	Certificate of Occupancy April 16, 1962	770
Commercial	6,359	2 per 1,000	13
Subtotal			783
Bicycle Reduction (30% Commercial)			-234
Total Commercial Required			549
Total Adjusted Required			1,527
Amount Provided			
Parking provided on levels B2, B1, 1, 2, 3, and 4			1,527
Per LAMC Section 21.21 A.4.P.1. and LA Bicycle Parking Ordinance. Source: Perkins + Will, January 2019.			

3.4.3 Bicycle Parking

LAMC Section 12.21 A.16(a)(2) requires new projects to provide bicycle parking spaces. Short term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather.

Table A-4, Bicycle Parking provides the amount of required and provided bicycle parking.

The Project is required to provide 29 short term and 268 long term bicycle spaces for both the residential and commercial uses, prior to accounting for bicycle replacement. As permitted by the LAMC, the Project would reduce the required vehicular parking by providing the requisite amount of bike parking at a ratio of 4:1.

The Project would replace 172 required residential parking by providing 688 residential bicycle parking spaces.

The Project would replace 234 required commercial spaces, including reducing the parking required for the existing office building to remain, by providing 936 bicycle spaces for the commercial uses.

Therefore, the Project is required to provide 1,624 bicycle spaces.

Therefore, the Project would provide the 1,624 spaces with the following:

- residential bike parking: 662 long-term and 26 short-term
- commercial bike parking: 933 long-term and 3 short-term.

**Table A-4
Bicycle Parking**

Units	Short-Term		Long-Term	
	Rate	Required	Rate	Required
Required				
Residential				
1-25	1 space / 10 units	2.5	1 space / unit	25
26-100	1 space / 15 units	5	1 space / 1.5 units	50
101-200	1 space / 20 units	5	1 space / 2 units	50
201+	1 space / 40 units	14	1 space / 4 units	140
Subtotal		26		265
Replacement of 172 automobile spaces			4 spaces / 1 automobile space	688
Total Required (long + short)				688
	Rate	Required	Provided	
Commercial				
6,359 sf	1 per 2,000 sf	3	1 per 2,000 sf	3
Replacement of 234 automobile spaces			4 spaces / automobile space	936
Total Required (long + short)				936
Total		29		268
Provided				
Residential		26		662
Commercial		3		933
Total		29		1,595
Per LAMC Section 21.21 A.4.P.1 and LAMC Section 12.21.A16(a)(1)(i). Source: Perkins + Will, January 2019.				

3.5 Landscaping

The Project would remove 4 street trees and 39 private property trees and replace them per the City's Tree Replacement Program¹⁰ The Project is required to provide 198 trees onsite (190 trees per 0.25 trees per dwelling unit and 8 trees for the replacement of the 4 street trees removed). The Project would meet this requirement by providing 81 trees on the ground level, 61 trees on level 4, and 56 trees on the roof level.

The Project would provide 10,925 square feet, which meets the requirement to provide 25% of common open space to be landscaped.

See **Table A-5, Landscaping**, for the calculation of existing and proposed areas. There is approximately 13,410 square feet of existing landscaped area on the Site. The Project will remove approximately 7,950 square feet of the existing landscaped area, and will provide 12,325 square feet of new landscaped area, including trees and landscaping around the entire Site, including the existing office building (as shown in Sheets L10-00, L10-04, and L10-24 of Appendix A). The existing office building would be landscaped with trees along its sidewalk perimeter and a central landscaped pathway from Wilshire to the interior entrance of the building. Landscaping would include ornamental and screening landscaping (agave, aloe, yucca) and trees (acacia, syagrus, jacaranda, gingko).

**Table A-5
Landscaping**

Location	Size (sf)	Notes
Existing Landscaping		
Shrub planters adjacent to garage	6,300	To be removed
Raised planters between existing building and proposed building	1,650	To be removed
Planter area in front of the existing building	5,460	To be maintained
Total Existing	13,410	Removing 7,950 sf
Proposed Landscaping		
Roof Deck	9,209	
Level 4	1,716	
South tower at ground	740	
Between the two buildings	660	
Total new	12,325	+ 5,460 sf from existing
Table by CAJA Environmental Services, April 2018.		

3.6 Lighting and Signage

Project Site signage would include building identification, wayfinding, and security markings. Commercial and residential signage would be similar to other signage in the Project vicinity and no off-site signage is proposed.

Exterior lighting would be shielded to reduce glare and eliminate light being cast into the night

¹⁰ [Tree Report](#), Harmony Gardens, September 6, 2016.

sky. Security lighting would be integrated into the overall architectural and landscape themes for the Project.

The Project would also comply with LAMC lighting regulations that would potentially require the installation of new street lights and include approval of street lighting plans by the Bureau of Street Lighting; limited light intensity from signage to no more than three foot-candles above ambient lighting; and limited exterior lighting to no more than two foot-candles of lighting intensity or direct glare onto specified sensitive uses.

3.7 Site Security

The Project would provide an extensive security program to ensure the safety of its residents, commercial operations and visitors. Security features to assist in crime prevention efforts and to reduce the demand for police protection services would include secured building access/design to residential areas; lighting of building entryways and plaza areas; staff training in safety and sound security policies; and possible video surveillance. The security program would include controlling access; monitoring entrances and exits of buildings; monitoring fire/life/safety systems.

3.8 Sustainability Features

The Project will comply with the 2017 Los Angeles Green Building Code (LAGBC),¹¹ which builds upon and sets higher standards than those in the 2016 California Green Building Standards Code (CalGreen, effective January 1, 2017).¹²

The Project will comply with the requirements for renewable energy and solar-ready buildings per LAMC section 99.04.211, which require all buildings to comply with the California Energy Code (CCR), Title 24, Part 6, sections 110.10(b) through 110.10(d). The 2019 Building Energy Efficiency Standards for solar panels will go into effect on January 1, 2020 (for building permit applications submitted on or after that date).

Further considerations regarding energy efficiency and sustainability include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and provisions for at least 5 percent of the total code-required parking spaces will be equipped with EV charging stations.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation would reduce vehicle miles traveled for residents and visitors. The Project would also promote bicycle transportation by replacing 15 percent of the required residential and 30% of the required commercial vehicle parking with bicycle parking spaces pursuant to LAMC section 12.21 A.4.

The Developer has committed to implement the following water conservation measures that are

¹¹ LA Department of Building and Safety: <http://ladbs.org/forms-publications/forms/green-building>

¹² California Building Codes: <http://www.bsc.ca.gov/Codes.aspx>

in addition to those required by codes and ordinances for the entire Project:¹³

- High Efficiency Toilets with a flush volume of 1.06 gallons per flush, or less
- Showerheads with a flow rate of 1.75 gallons per minute, or less
- Drip/ Subsurface Irrigation (Micro-Irrigation)
- Proper Hydro-zoning/Zoned Irrigation - (groups plants with similar water requirements together)
- Drought Tolerant Plants - 70% of total landscaping

The Project would comply with the City of Los Angeles Low Impact Development Ordinances (City Ordinance No. 181899 and No. 183833) and would implement Best Management Practices that have stormwater recharge or reuse benefits for the entire Project, as applicable:

- Catch Basin Insert - a device that can be inserted into an existing catch basin design to provide some level of runoff contaminant removal
- Catch Basin Screens
- Cistern - captures storm water runoff as it comes down through the roof gutter system, if infiltration is not feasible

3.9 CEQA Guidelines Appendix F

In accordance with CEQA Guidelines Appendix F, the SCEA will provide further information as to energy conservation, energy implications, and the energy-consuming equipment and processes that would be used during Project construction and operation. Design features of the Project, energy supplies that would serve the Project, and total estimated daily vehicle trips that would be generated by the Project will also be analyzed. In addition, while development of the Project would not be anticipated to cause the wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F of the CEQA Guidelines, further analysis of the Project's consistency with Appendix F will also be provided in the SCEA.

3.10 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table A-6, Construction Schedule**. Construction of the Project is anticipated to begin in December 2021 and will conclude in December 2023. The construction will entail main parking structure demolition, south tower construction with parking under tower, west tower construction with parking under tower all occurring simultaneously.

Operation is expected in 2023.¹⁴ Demolition will remove approximately an existing parking

¹³ Water Supply Assessment, March 21, 2017.

¹⁴ Page 4, Transportation Impact Analysis, Fehr & Peers, January 2017.

garage (224,844 square feet)

The amount of soils removed or exported would be approximately 125,400 cubic yards (cy).¹⁵
The Project will contain two subterranean levels.

It is anticipated that the demolition and construction debris will be transported to the Sunshine Canyon Landfill in Sylmar. The estimated route one-way is approximately 25 miles and will generally include: Wilshire Boulevard to Normandie, to the US-101 North. The exported soil will go to Scholl Canyon Landfill in Glendale. The estimated route one-way is approximately 21 miles and will generally include: westbound on 7th Street, to northbound on Western Avenue, to the US-101 Freeway to the US-101 South. The routes avoids residential neighborhoods, and uses the largest capacity roads and nearest direct route to the freeway.

Table A-6
Construction Schedule

Project Component	Phase	Duration (estimate)
1. Parking Garage	Demolition	33 days
	Grading	42 days
	Garage Construction	77 days
	Architectural Coatings	106 days
2. South Tower and West Tower	Building Construction	391 days
	Architectural Coatings	109 days (overlap 5 months with building construction)
Construction schedule, including start, end, and duration dates are estimates only. Client provided information, December 2018.		

3.11 Requested Permits and Approvals

The Project will require approval of the following discretionary actions:¹⁶

1. Vesting Zone and Height District Change from C4-2, PB-1 to (Q)C4-2.
2. Site Plan Review for the construction of 760 residential dwelling units.
3. Vesting Tentative Tract Map for the merger and resubdivision to create five lots (one master ground lot and four airspace lots) and for residential condominiums, with haul route approval for the export of approximately 125,400 cubic yards of dirt and pursuant to LAMC Section 17.03, an Adjustment to allow a 1.7% increase in the maximum allowable Floor Area Ratio from 6:1 to 6.10:1, which includes the existing floor area for the commercial office building to remain.
4. Any additional actions as may be deemed necessary or desirable, including but not limited to, grading, excavation, and building permits.

Pursuant to various sections of the LAMC, the Applicant would request approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction

¹⁵ Client provided information, December 2018.

¹⁶ Project representative, July 2016.

activities including, but not limited to the following: demolition, excavation, shoring, grading, foundation, haul route, building and tenant improvements. This SCEA is intended to be the primary reference document in the formulation and implementation of a mitigation monitoring program for the Project. This SCEA is also intended to cover all federal, State, regional and/or local government discretionary approvals that may be required to develop the Project, whether or not they are explicitly listed above.