



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### City Planning Commission

**Date:** October 10, 2019  
Continued from November 8, 2018  
**Time:** After 8:30 A.M.\*  
**Place:** Los Angeles City Hall  
Council Chambers, Room 340  
200 North Spring Street  
Los Angeles, CA 90012

**Public Hearing:** August 8, 2018 and November 8, 2018

**Appeal Status:** Transfer of Floor Area Rights (TFAR) appealable to City Council by applicant if disapproved in whole or in part. Conditional Use Permit and Site Plan Review appealable to City Council.

**Expiration Date:** October 15, 2019

**Multiple Approval:** Yes

**Case No.:** CPC-2016-4710-TDR-MCUP-SPR  
**CEQA No.:** ENV-2019-1792-SCEA  
**Incidental Case:** VTT-74760-2A  
**Related Case:** N/A  
**Council No.:** 14 - Huizar  
**Plan Area:** Central City  
**Specific Plan:** N/A  
**Certified NC:** Downtown Los Angeles  
**Existing Zone:** [Q]R5-4D-O

**Applicant:** Onni Capital, LLC  
**Representative:** Matt Dzurec,  
Armbruster Goldsmith &  
Delvac LLP

#### PROJECT

**LOCATION:** 1000 South Hill Street (1000-1034 S. Hill Street, 220-226 W. Olympic Boulevard)

#### PROPOSED PROJECT:

The demolition of an existing surface parking lot and the construction, use, and maintenance of a 60-story mixed-use, high-rise building (760 feet in height) with 700 residential dwelling units and 15,000 square feet of ground floor commercial/retail space. The Project includes 657,943 square feet of floor area on the 50,611 square-foot site, resulting in a Floor Area Ratio (FAR) of 13:1. The Project proposes a total of 1,075 vehicle parking spaces within seven subterranean levels and four above grade. A total of 708 long-term and 78 short-term bicycle parking spaces are proposed, along with approximately 86,976 square feet of open space and amenity areas for residents on the site. Seven street trees would be removed from the public right-of-way; 189 new trees are proposed.

#### REQUESTED ACTION:

- 1) Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project, including the approval of the TFAR, Master Conditional Use Permit, and Site Plan Review requests, was assessed in Sustainable Communities Environmental Assessment, No. ENV-2019-1792-SCEA, as adopted on June 11, 2019, and no subsequent EIR, negative declaration, or addendum is required for approval of the project; and
- 2) Pursuant to Los Angeles Municipal Code (LAMC) Section 14.5.6, approval of a Transfer of Floor Area Rights (TFAR) from the Los Angeles Convention Center (Donor Site) at 1201 South Figueroa Street for the approximate amount of 354,277 square feet to the Project Site (Receiver Site) permitting a maximum 13:1 FAR in lieu of the maximum permitted 6:1 FAR.

On November 8, 2018, the City Planning Commission took the following actions:

- 3) **Found**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in Mitigated Negative Declaration, No. ENV-2016-4711-MND, adopted on November 8, 2018; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project;
- 4) **Approved a Master Conditional Use Permit** to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption, in conjunction with up to four establishments;
- 5) **Approved a Site Plan Review** for a project with 700 residential dwelling units;
- 6) **Adopted** the Conditions of Approval, as modified by the Commission, related to **Site Plan Review** and **Master Conditional Use Permit**; and
- 7) **Adopted** the Findings related to **Site Plan Review** and **Master Conditional Use Permit**.

**RECOMMENDED ACTIONS:**

- 1) **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project, including the approval of the TFAR, Master Conditional Use Permit, and Site Plan Review requests, was assessed in Sustainable Communities Environmental Assessment, No. ENV-2019-1792-SCEA, adopted on June 11, 2019 (Council File No. 18-1206); and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project;
- 2) **Recommend** that the City Council **adopt** a Transfer of Floor Area Rights (TFAR) from the Los Angeles Convention Center (Donor Site) at 1201 South Figueroa Street for the approximate amount of 354,277 square feet to the Project Site (Receiver Site) permitting a maximum 13:1 FAR in lieu of the maximum permitted 6:1 FAR;
- 3) **Adopt** the attached Conditions of Approval; and
- 4) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP  
Director of Planning

  
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Jane J. Choi, AICP  
Senior City Planner  
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City Planner  
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Michael Sin  
City Planning Associate



**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1295.

# TABLE OF CONTENTS

<b>Project Analysis .....</b>	<b>A-1</b>
Project Summary	
Project Approvals Timeline	
Updates Regarding Project Plans and Transfer Plan Allocation Recommendations	
Conclusion	
<b>Conditions of Approval .....</b>	<b>C-1</b>
<b>Findings.....</b>	<b>F-1</b>
Entitlement Findings	
CEQA Findings	
 <b>Exhibits:</b>	
Exhibit A – Revised Architectural and Landscape Plans (Submitted September 16, 2019)	
Exhibit B – Maps (Vicinity and Radius Map)	
Exhibit C – Ordinance No. 164,307: Existing Q Conditions and D Limitations	
Exhibit D – Sustainable Communities Environmental Assessment (ENV-2019-1792-SCEA)	
Exhibit E – CRA/LA Agency Board Approval	

## PROJECT ANALYSIS

### **Project Summary**

The Project is the demolition of an existing surface parking lot and the construction, use, and maintenance of a 60-story, mixed-use, high-rise building (760 feet in height) with 700 residential dwelling units and 15,000 square feet of ground floor commercial/retail space. The Project proposes a total of 1,075 vehicle parking spaces within seven subterranean levels and levels one through four above grade. A total of 708 long-term and 78 short-term bicycle parking spaces are proposed, along with approximately 86,976 square feet of open space and amenity areas for residents on the site. Seven street trees would be removed from the public right-of-way; 189 new trees are proposed.

### **Project Approval Timeline**

At its meeting on November 8, 2018, the City Planning Commission (CPC) considered the Project and the requested entitlements.<sup>1</sup> The CPC took two actions. First, it adopted the Mitigated Negative Declaration (MND) (Case No. ENV-2016-4711-MND) for the Project, denied the appeals of the Vesting Tentative Tract Map (Case No. VTT-74760-1A), and sustained the decision of the Advisory Agency. Second, the CPC found that the Project was assessed in the MND adopted through the action on the tract map appeal, approved a Master Conditional Use Permit to allow the sale of alcoholic beverages, approved a Site Plan Review, and tabled the action related to the transfer of floor area rights until the CRA/LA Agency Board reviews and acts upon the requested TFAR Transfer Plan and Public Benefits Payment as modified by the CPC on the record.<sup>2</sup>

The CPC's determination on Case No. VTT-74760-1A was subsequently appealed to the City Council. As part of the City Council's consideration of the second-level tract appeal, the City, acting as the lead agency, found that the Project is a Transit Priority Project (TPP), as defined in Public Resource Code (PRC Section 21155(a) and (b)), and that a Sustainable Communities Environmental Assessment (SCEA) (Case No. ENV-2019-1792-SCEA) could be prepared and considered, in lieu of the MND that was prepared and recommended for adoption by the CPC.

By proceeding with a SCEA, the City is not concluding that the MND is inadequate. On the contrary, the SCEA is substantially the same as the underlying MND that was prepared, but offers the benefit of streamlined review and the substantial evidence standard of review. The SCEA is one form of CEQA review that was adopted as part of the enactment of Senate Bill 375 (SB 375) in 2008, which provided for CEQA Streamlining for TPPs that are consistent with the sustainable communities strategies of the applicable Metropolitan Planning Organization. The Project was determined to be consistent with the Southern California Association of Government's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), as well as meeting all the eligibility criteria for a TPP.

As discussed in Section II, A.1 (Project Description, Introduction) of the SCEA, the SCEA contains the same substantive environmental analysis and mitigation measures of the MND, and also includes additional discussion demonstrating that the Project is a TPP that qualifies for CEQA streamlining under SB 375. The SCEA was published on April 4, 2019, with the public comment period ending on May 6, 2019. On June 11, 2019, the Los Angeles City Council adopted the

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<sup>1</sup> A copy of the November 8, 2018 City Planning Commission Staff Recommendation Report and Exhibits can be accessed at the following link: <http://planning.lacity.org/StaffRpt/InitialRpts/CPC-2016-4710.pdf>

<sup>2</sup> Pursuant to LAMC Section 14.5.6 B, Transfer Plans that involve a request of over 50,000 square feet of floor area for Receiver Sites located within the City Center Redevelopment Plan Area must be reviewed and acted on by the CRA/LA Agency Board prior to the CPC taking action on the Transfer Plan.

SCEA and MMP prepared for the Project, together with the denial of the second-level Vesting Tentative Tract Map appeal (Case No. VTT-74760-2A).

On August 1, 2019, the Agency Board considered the proposed Transfer Plan and approved the transfer of up to 354,777 square feet of the City-owned portion of the Los Angeles Convention Center's available floor area pursuant to Sections 512.5 and 520 of the City Center Redevelopment Plan and found that project was assessed in the SCEA adopted by the City Council. Pursuant to LAMC Section 14.5.6 B.4, the CPC may now take action on the Transfer Plan.

As the previously adopted MND has been superseded by the SCEA adopted by the City Council during the second-level tract map appeal, Planning Staff recommends that the CPC find that the project, including the Master Conditional Use Permit and the Site Plan Review as approved by the City Planning Commission on November 8, 2018, and the Transfer Plan presently before the Commission, was assessed in the SCEA adopted by the City Council, and approve the Transfer of Floor Area.

### **Updates Regarding Project Plans and Transfer Plan Allocation Recommendations**

#### *Updates to Project Plans per CPC conditions from November 8, 2018 Meeting*

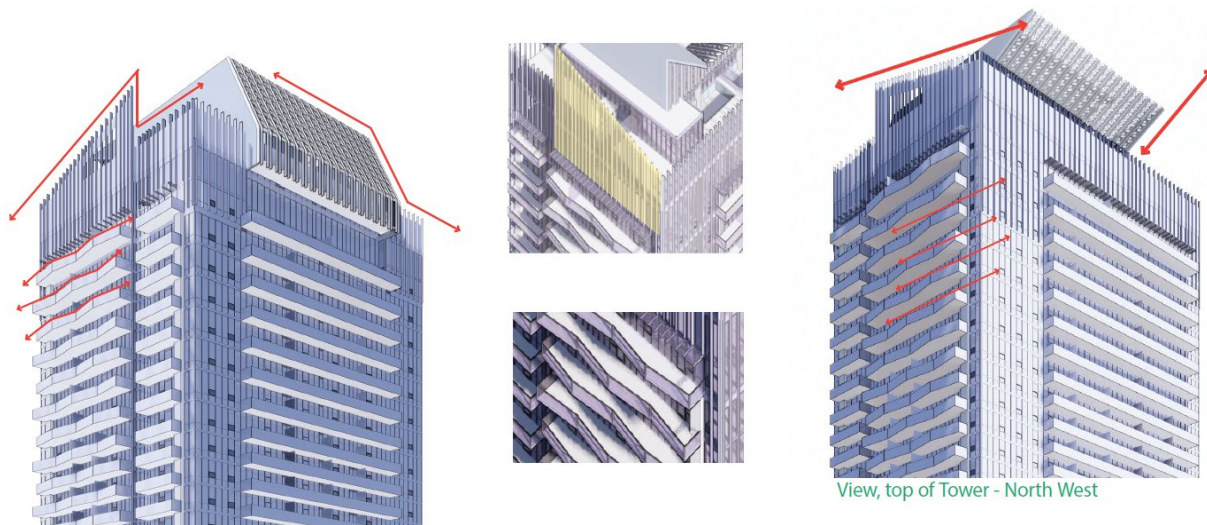
At the November 8, 2018 meeting, the CPC approved the Master Conditional Use Permit and Site Plan Review entitlements with the following changes to the previous Staff Recommendation Report conditions:

- 1) Modification to Condition No. 3 to prohibit hotel uses on the property;
- 2) Addition of Condition No. 4(c) relating to the use of plug-in electric or solar powered on-site generators during construction;
- 3) Addition of Condition No. 6(d) relating to the addition of bioswales within the public right-of-way, as part of the Project's streetscape improvements;
- 4) Modification of Condition No. 7 to require a unique skyline feature on the top of the building; and
- 5) Modification of Condition No. 8 to require a highlighted residential entrance design along Olympic Boulevard.

The changes to the conditions are reflected in the attached Conditions of Approval with strikethroughs indicating deleted language and underlined text indicating added language.

In addition, in response to the Commission's direction on Condition of Approval No. 7, the Applicant has since submitted a revised rooftop design to the record. Revised elevations and renderings of the new skyline feature have been incorporated into the attached Exhibit "A" for reference (see pages 39 to 43).

The illustrations below depict the redesigned rooftop design of the Project, which now features angled glass and metal screening and a trellis with a hexagonal pattern.



### *Updated Recommendations to Transfer Plan Allocations*

Also at its November 8, 2018 meeting, the CPC deliberated on the proposed allocation of funds relative to the TFAR Public Benefit Payment Transfer Plan. After reviewing the Applicant's proposed Transfer Plan, the CPC at its meeting recommended the reallocation of \$1,000,000 from the Council District 14 Public Benefit Trust Fund and \$300,000 from a public art sculpture to the City's Affordable Housing Trust Fund instead, as summarized in the following table:

<b>Public Benefit Payment Transfer Plan</b>		
Total Public Benefit Payment		\$12,740,000
50% Public Benefit Cash Payment		\$6,370,000
50% Public Benefit Direct Provision		\$6,370,000
<b>Allocation of Public Benefit Direct Provision</b>		
Pershing Square Improvements (Department of Recreation and Parks)	56.4%	\$3,594,000
Council District 14 Public Benefit Trust Fund	15.7%	\$1,000,000
Affordable Housing Trust Fund	20.4%	\$1,300,000
Enhanced Streetscape Improvements	7.5%	\$476,000
Total	100%	\$6,370,000

In response to the growing need for affordable housing, the Department of City Planning is recommending further reallocation of funds: specifically, that the \$1,000,000 previously recommended for the Council District 14 Public Benefit Trust Fund be reallocated to the City's Affordable Housing Trust Fund, with the condition that the funds be utilized towards supporting affordable housing projects within Council District 14. The Department of City Planning's revised recommended public benefit direct provision allocation is summarized as follows:

<b>Public Benefit Payment Transfer Plan</b>		
Total Public Benefit Payment		\$12,740,000
50% Public Benefit Cash Payment		\$6,370,000
50% Public Benefit Direct Provision		\$6,370,000
<b>Allocation of Public Benefit Direct Provision</b>		
Pershing Square Improvement Fund	56.4%	\$3,594,000
Affordable Housing Trust Fund	36.1%	\$2,300,000
Enhanced Streetscape Improvements	7.5%	\$476,000
Total	100%	\$6,370,000

**Conclusion**

Based on the public hearing, information submitted to the record, and the surrounding uses and zones, the Project would redevelop the underutilized site with a mixed-use building that would be consistent with the goals, objectives, and policies of the Plan Area. The Project would provide additional housing, as well as neighborhood serving commercial uses in an area which is near transit, employment, schools, and entertainment.

Staff recommends that the City Planning Commission find that the project, including the Master Conditional Use Permit and the Site Plan Review as approved by the City Planning Commission on November 8, 2018, and the Transfer Plan presently before the Commission, was assessed in the SCEA as adopted on June 11, 2019 by the City Council; and approve the Transfer of Floor Area, with the modifications to the Transfer Plan allocations as recommended by Staff.



**Note: Changes to Site Plan Review conditions, as modified by the CPC, and changes to TFAR conditions, as recommended by the Department of City Planning, are shown in strikethrough and underline.**

## **CONDITIONS OF APPROVAL**

Pursuant to Section 14.5.6 B, 12.24 W.1, and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

### **Development Conditions:**

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, renderings, and materials submitted by the Applicant, stamped "Exhibit A," dated August 1, 2019 ~~June 6, 2018~~ as modified, and attached to the subject case file.
2. **Transfer of Floor Area Rights.**
  - a. **Floor Area.** The Development shall not exceed a maximum Floor Area Ratio (FAR) of 13:1 and a total floor area of 657,943 square feet. The Transfer Payment and Public Benefit Payment shall be pro-rated to the amount of TFAR being acquired in the event the maximum amount of TFAR is not required. The base lot area used to calculate the base floor area shall be 303,666 square feet with a 6:1 FAR. Changes to the Project that result in a twenty percent decrease in floor area, or more, shall require new entitlements.
  - b. **TFAR Transfer Payment.** The Project is subject to and shall pay a TFAR Transfer Payment in conformance with Section 14.5.6 through 14.5.12 of the Code. Such payment shall be based on the actual amount of floor area transferred to the Project site.
    - i. The total amount of floor area authorized to be transferred from the Los Angeles Convention Center by this action shall not exceed 354,277 square feet. The total floor area of the Project Site (Receiver Site) shall not exceed 657,943 square feet.
    - ii. The Applicant shall provide a TFAR Transfer Payment consistent with LAMC Section 14.5.10 in the amount of \$5 per square foot, or \$1,771,385, for the transfer of 354,277 square feet from the Los Angeles Convention Center located at 1201 South Figueroa Street (Donor Site) to the Project Site (Receiver Site).
  - c. **Public Benefit Payment.** The Project is subject to and shall pay a Public Benefit Payment in conformance with Section 14.5.6 through 14.5.12 of the Code.
    - i. The Applicant shall provide a Public Benefit Payment consistent with LAMC Section 14.5.9 in the amount of \$12,740,000 provided that at least 50 percent (or \$6,370,000) of the Public Benefit Payment consist of cash payment by the Applicant to the Public Benefit Trust Fund. Consistent with the TFAR Ordinance, the Project shall provide 50 percent (or \$6,370,000) of the Public Benefit Payment by directly providing the following public benefits:

1. Off-Site Improvements. A total payment of \$476,000 (7.5%) to be utilized for off-site improvements as follows:
  - a. The construction of off-site improvements adjacent to the property on Olympic Boulevard, Hill Street, and Blackstone Court (alley) as described in Exhibit A landscape plans in the amount of \$476,000. Improvements shall include scored concrete paving, decorative corten steel band paving, pre-cast paving with inset lighting, porcelain tile paving, custom metal benches, and planting bed spot lighting. The applicant shall demonstrate that the proposed off-site improvements are beyond the standard cost of street improvements required by the Bureau of Engineering. If it is determined that the enhanced improvements have a cost below \$476,000, the Applicant shall provide a revised Public Benefits Cost Summary.
2. A payment to the Pershing Square Improvement Fund ~~Department of Recreation and Parks~~ in the amount of \$3,594,000 (56.4%) ~~\$3,894,000 (61.1%)~~. ~~The funds shall be utilized for improvements to Pershing Square.~~
3. A payment to the Affordable Housing Trust Fund ~~Council District 14 Public Benefit Trust Fund~~ in the amount of \$2,300,000 (36.1%) ~~\$2,000,000 (31.4%)~~. ~~The funds shall be utilized towards street beautification, transportation improvements, and/or affordable housing purposes. The funds shall be utilized towards affordable housing projects within Council District 14.~~
  - ii. At the time of issuance of the Certificate of Occupancy for the project, the Applicant shall provide an update to the file from each recipient of direct provisions detailing how the money has been spent thus far.
  - iii. The Applicant shall pay the required Public Benefit Payment, less the cost of the Direct Provision of Public Benefits, in cash to the Public Benefit Trust Fund, pursuant to the terms of Transfer of Floor Area Rights Ordinance No. 181,574, Article 4.5 of the LAMC. The Public Benefit Payment proof of cash payment and direct provision of public benefits is required upon the earliest occurrence of either:
    1. The issuance of the building permit for the Project; or
    2. Twenty-four months after the final approval of the Transfer and the expiration of any appeals or appeal period; should the Applicant not make the required payments within the specified time, subject approval shall expire, unless extended by the Director in writing.
3. **Uses.** The project shall be limited to a maximum density of 700 residential dwelling units and a maximum of 15,000 square feet of commercial uses. The use and development of the 700 residential dwelling units shall not be permitted as a Transient Occupancy Residential Structure (TORS). Hotel uses are prohibited.
4. **Sustainability.**
  - a. The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

- b. Prior to the issuance of the Certificate of Occupancy, the applicant shall install solar panels with a surface area no less than 10 percent of the rooftop area of the residential tower.
- c. During construction, the power contractor shall use plug-in electric and/or solar powered on-site generators to the extent feasible.

**5. Parking.**

- a. The minimum number of residential and commercial automobile parking spaces shall be provided as required by LAMC Section 12.21 A.4(a), (i), and (p), and no more than 1,075 automobile parking spaces shall be provided.
- b. Electric Vehicle Parking. The project shall include at least twenty percent (20%) of the total provided parking spaces as capable of supporting electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway 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. Five (5) percent of the total provided parking spaces shall be further provided with EVSE installed to immediately accommodate electric vehicles within the parking areas. When the application of either the 20% or 5% results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.
- c. Bicycle Parking. Residential and commercial bicycle parking shall be provided consistent with LAMC 12.21 A.16.
- d. Prior to the issuance of a building permit, the driveway and parking plan shall be submitted for review and approval to the Department of Transportation.
- e. There shall be no more than four (4) levels of above-grade parking. A minimum of three (3) above-grade parking levels shall be lined with residential or commercial uses along Hill Street and Olympic Boulevard, while the remaining above-grade parking level shall be lined with glass on the street-facing facades to resemble the habitable floors of the podium.

**6. Landscaping.**

- a. Landscaping and paving materials shall be in substantial conformance with Exhibit A.
  - i. Landscaping plans shall be substantially revised to provide details on planting location and species.
  - ii. Vegetated screen walls along the alley way shall be designed with a variety of plant materials.
- b. A minimum of 189 trees shall be provided, or as required pursuant to LAMC Section 12.21 G. Additionally, the trees in the fifth floor amenity deck shall be subject to the following requirements:
  - i. The minimum depth of tree wells shall be as follows:

1. Minimum depth for trees shall be 42 inches.
  2. Minimum depth for shrubs shall be 30 inches.
  3. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
- c. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise required by the Urban Forestry Division, Bureau of Public Works.
- d. The developer shall install bioswales in the public right-of-way to the extent feasible as part of the Project's streetscape improvements.
7. **Materials and Glazing.** Materials, surfaces, and glazing shall be in substantial conformance with Exhibit A. The applicant shall submit additional elevation plans exclusively of the ground floor, including material palettes, showing the street-level façade design in detail. The applicant shall submit revised plans showing the addition of a unique skyline feature on the roof of the building.
8. **Ground Floor Transparency.** The ground floor shall allow visibility from sidewalk areas into the interior of all commercial uses. Windows shall be free of signs or other obstructions. Clear and non-reflective glass allowing a minimum of 80 percent light transmission shall be used for ground floor commercial uses, unless considered a safety hazard. The applicant shall submit revised plans showing a highlighted residential entrance design on Olympic Boulevard.
9. **Aesthetics (Light).** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
10. **Aesthetics (Glare).** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high- performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

**Conditional Use for the Sale and Dispensing of On-Site Alcoholic Beverages:**

11. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Zoning Administrator to impose additional corrective Conditions, if, in the Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
12. Each individual establishment shall be subject to a Zoning Administrator's Approval of Plans determination pursuant to Section 12.24 M of the Los Angeles Municipal Code in order to implement and utilize the Conditional Use authorization granted herein as follows:
  - a. The on-site sale and consumption of a full-line of alcoholic beverages in conjunction with up to four (4) establishments;
  - b. The purpose of the Approval of Plans determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent Approval of Plans application to evaluate compliance and effectiveness of

the conditions of approval.

- c. A public hearing for any Approval of Plans request may be waived at the discretion of the Chief Zoning Administrator.
13. Maximum cumulative square footage for all four (4) establishments shall not exceed 15,000 square feet.
14. No conditional use for dancing has been requested or approved.
15. Prior to the utilization of this grant and the filing of an Approval of Plans for the first venue, the applicant shall prepare a security plan which shall be submitted to the Police Department's Central Area's Vice Section for review and approval. A copy of the security plan approved by the Police Department shall be included with the application materials submitted for an Approval of Plans. The security plan shall address security measures applicable to all the venues as well as any measures specific to the individual venue reviewed under each corresponding Approval of Plans.
16. Prior to the utilization of this grant, surveillance cameras shall be installed which cover all common areas of the venues, including all high-risk areas, entrances and exits to each tenant space, including cameras that provide a view of the street.
17. Prior to the utilization of this grant, surveillance cameras shall be installed which cover all common areas of the venues, including all high-risk areas, entrances and exits to each tenant space, including cameras that provide a view of the street.
18. The applicant, tenants and on-site managers shall comply with all applicable laws and conditions of this action and any corresponding Approval of Plans determination and shall properly manage the facility to discourage illegal and criminal activity on the subject property and any accessory parking area over which they exercise control.
19. The applicant shall maintain on the premises and present upon request to the Police or other enforcement agency, a copy of the Business Permit, Insurance Information, and valid emergency contact phone number for any Valet Service utilized and for any Security Company Service employed.
20. The applicant shall be responsible for maintaining the area adjacent to the premises over his/her control free of litter.
21. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Zoning Administrator will have the right to require the petitioner(s) to file for a plan approval application together with the associated fees, to hold a public hearing for review the petitioner's compliance with and the effectiveness of the conditions of the grant. The petitioner(s) shall submit a summary and supporting documentation of how compliance with each condition of the grant has been attained.
22. **MViP – Monitoring Verification and Inspection Program.** Prior to the effectuation of this grant, fees required per LAMC Section 19.01 E.3 for Monitoring of Conditional Use Permits and Inspection and Field Compliance Review of Operations shall be paid to the City. Within 12 to 18 months from the beginning of operations or issuance of a Certificate of Occupancy, a City inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said

inspection will be documented and included in the administrative file. The owner/operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the Zoning Administrator.

23. **Prior to the effectuation of this grant**, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file. Fees required per LAMC Section 19.01 E.3 for Monitoring of Conditional Use Permits and Inspection and Field Compliance Review of Operations shall be paid to the City prior to the final clearance of this condition.

### **Environmental Conditions**

24. **Increased Noise Levels (Parking Structure Ramps)**

Concrete, not metal, shall be used for construction of parking ramps. The interior ramps shall be textured to prevent tire squeal at turning areas.

25. **Public Services (Police)**

The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

26. **Transportation Demand Management Plan and Monitoring Program**

The Applicant shall prepare and submit a Transportation Demand Management (TDM) Plan to the Department of Transportation prior to the issuance of the first building permit for the Project. A final TDM Plan shall be submitted and approved by the Department of Transportation prior to the issuance of the first certificate of occupancy for the Project. The TDM Plan shall include strategies, as determined to be appropriate by the Department of Transportation, that would have a minimum fifteen (15) percent effectiveness in reducing new vehicle trips. TDM program elements should include, but not be limited to, the strategies listed in Mitigation Measure T-1 and the following:

- Site Design – The site will be designed to encourage walking, biking, and transit. Amenities would include:
  - New sidewalks and street trees along the perimeter
  - Improved street and pedestrian lighting.



- Unbundled Parking – Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of the purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making.
- Bicycle Parking – As described in Chapter 7, the Project will provide both long term and short-term bicycle parking. In addition, the Project could provide complementary amenities such as a self-service bike repair area.

A Monitoring Program shall be prepared to provide continued monitoring of the TDM Plan's effectiveness. The Monitoring Program shall be prepared by a licensed Transportation Engineer and be submitted to the Department of Transportation for review. The Monitoring Program shall continue until such time that the Project has shown, for three consecutive years, at a minimum of 85 percent occupancy, a minimum fifteen (15) percent effectiveness in reducing new vehicle trips through implementation of the TDM Plan. Should the review show that the trip reductions have not been met, the Project shall have one year to attain compliance or be subject to a penalty program.

## **27. Habitat Modification (Nesting Native Birds)**

Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:

- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

**28. Soil Management Plan**

Due to the historic UST removed from 1022 S. Hill Street, when mass excavation/grading is to be conducted at this portion of the Project Site, proper soil management protocols would need to be followed in the event that petroleum hydrocarbon impacted soil is encountered and displaced.

Construction and grading activities on-site shall implement a Soil Management Plan to the satisfaction of the Los Angeles Fire Department and the Department of Building and Safety.

**29. Increased Noise Levels (Demolition, Grading, and Construction)**

Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday

**30. Increased Noise Levels (Demolition, Grading, and Construction)**

To the maximum extent practical, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

**31. Increased Noise Levels (Demolition, Grading, and Construction)**

The project contractor shall use power construction equipment with noise shielding and muffling devices.

**32. Increased Noise Levels (Demolition, Grading, and Construction)**

The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include  $\frac{3}{4}$  inch plywood or other sound absorbing material capable of achieving a 5-dBA reduction in sound level.

**33. Increased Noise Levels (Demolition, Grading, and Construction)**

During structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses does not exceed 5 dBA over the ambient noise levels.

**34. Increased Noise Levels (Demolition, Grading, and Construction)**

An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive

information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

**35. Temporary Groundborne Vibration Impacts**

All new construction work shall be performed so as not to adversely affect the structural integrity of the adjacent buildings. Prior to commencement of construction, the applicant shall retain a qualified structural engineer to survey the existing foundations and structures of the adjacent buildings, and provide a plan to protect them from potential damage. The performance standards of the structure monitoring plan shall include the following:

- Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the buildings. A registered structural engineer shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the adjacent structures from construction-related damage.
- The monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction related damage to historic resources.
- In the event damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant and, if warranted, in a manner that meets the Secretary of the Interior's Standards.
- The structure monitoring program and initial survey documentation shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to construction.

**36. Public Services (Police – Demolition/Construction Sites)**

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

**37. Compliance with LADOT**

The Applicant shall implement the project requirements detailed in DOT's communication to the Planning Department (DOT Case No. CEN 17-45630 dated July 12, 2017, attached) and as listed below.

*Construction Impacts*

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

*Transportation Demand Management (TDM) Program*

A final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to the following strategies:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Administrative support for the formation of carpools/vanpools;
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Establish bike and walk to work promotions;
- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- Coupled with the unbundled parking, provide on-site car share amenities for residents;
- Guaranteed ride home program;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Contribute a one-time fixed fee contribution of \$50,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.

**38. Construction Management Plan**

The following will be implemented prior to construction:

- As traffic lane, parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
- Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.
- Consult with public transit service providers, including LADOT and Metro, who have bus stops adjacent to the site to coordinate the temporary relocation of bus stop(s).

**39. Tribal Cultural Resources**

In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, 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 at (213) 978-1454.
- 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 Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
- f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

#### **Administrative Conditions**

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

41. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
42. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
43. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
44. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
45. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
46. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
47. **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 include 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.

**Note: Changes to TFAR and CEQA findings, as recommended by the Department of City Planning, are shown in strikethrough and underline.**

## **FINDINGS**

- 1. Transfer of Floor Area Rights Findings.** Pursuant to LAMC Section 14.5.6 B.2(a) and 4(a), in order to approve a Transfer, the Commission shall find that:
  - a. The increase in Floor Area generated by the proposed Transfer is appropriate with respect to location and access to public transit and other modes of transportation, compatible with other existing and proposed developments and the City's supporting infrastructure, or otherwise determined to be appropriate for the long-term development of the Central City.**

The Receiver Site (Project Site) is located on the southeast corner of Hill Street and Olympic Boulevard, within the South Park District of the Central City Community Plan area. The site has approximately 50,611 square feet of lot area and would ordinarily be permitted a maximum floor area of 303,666 square feet, or a 6:1 Floor Area Ratio (FAR). The Applicant has requested a Transfer of 354,277 square feet of floor area from the Donor Site located at 1201 South Figueroa Street (Los Angeles Convention Center), to permit a maximum 13:1 FAR on the Receiver Site. The properties to the north, south, and west have a land use designation of High Density Residential and are zoned [Q]R5-4D-O and [Q]R5-4D. The properties to the east have a land use designation of Regional Center Commercial and are zoned C2-4D-O-SN. The Project Site is located in an area which is developed with a mixture of low- to high-rise, mixed-use buildings. The adjacent property to the north, across Olympic Boulevard, is developed with a vacant one-story mini-shopping center. The adjoining property to the south is developed with the Mayan Theater. The adjacent properties to the east, across the public alley, are developed with one-story commercial buildings and a 12-story commercial office building. The adjacent properties to the west, across Hill Street, are developed with a one-story commercial building and a surface parking lot.

The Project Site is located 0.4 miles east of the Pico Metro Station which is serviced by the Metro Blue, Expo, and Silver Lines. The Blue Line provides light rail service from 7th Street / Metro Center Station to Downtown Long Beach, as well as connecting services to the Metro Green Line. The Green Line provides services from Norwalk to Redondo Beach, as well as connecting services to LAX via a shuttle bus. The Metro Expo Line provides light rail service from the 7th Street / Metro Center Station to Downtown Santa Monica, while the Metro Silver Line provides bus rapid transit from the El Monte Station to Pacific / 21st Street in San Pedro. In addition to the Pico Metro Station, the site is located 0.6 miles southwest of the Pershing Square Metro Station which is serviced by the Metro Red, Purple, and Silver Lines. The Red Line provides service from Union Station to North Hollywood, where transit riders may transfer to the Metro Orange Line. The Orange Line is a rapid bus line which provides services from North Hollywood to Warner Center and Chatsworth. The Purple Line provides service from Union Station to Koreatown. Union Station allows passengers to connect to other transit opportunities such as the Metro Gold Line, which provides service from Azusa to East Los Angeles, Amtrak passenger rail, Metrolink commuter rail, and bus service for regional and local lines. The site is also located 0.5 miles south of the 7th Street / Metro Center Station, which is serviced by the Red, Purple, Blue, Expo, and Silver Lines.

In addition to the rail and bus rapid transit lines, Metro operates numerous local and limited bus routes within reasonable walking distance (one-quarter mile) of the Project Site. Metro bus lines 2/302, 4, 10/48, 14/37, 28, 45, 70, 71, 76, 78/79/378, 96, 728, 745, 770, 66, 81, 90/91, 94 have stops which are located approximately one-quarter mile from the Project Site. The Project Site is also served by bus lines operated by LADOT Downtown Area Shuttle (DASH), Commuter Express (CE), Foothill Transit, Orange County Transportation Authority (OCTA), Santa Monica Big Blue Bus, Gardena Municipal Bus Lines, and Montebello Bus Lines. The Project Site is also situated within walking distance to retail, restaurants, entertainment, and other commercial businesses located in the Downtown area and in particular along the Broadway corridor.

The increase in floor area generated by the proposed Transfer would allow the development of the Receiver Site with 700 residential dwelling units, of varying unit types, and 15,000 square feet of ground floor commercial area. The Project is considered an infill development within a developed and improved area of the City, which was designated for high density residential development and regional serving commercial uses by the Community Plan. The proposed Transfer would be appropriate for the Receiver Site, which as discussed would be accessible by various modes of public transportation and transit, and would be compatible with existing and proposed developments in the area.

**b. The Project is consistent with the purposes and objectives of the Redevelopment Plan;**

The proposed Project would be located on a Receiver Site (Project Site) that is located within the City Center Redevelopment Plan. The City Center Redevelopment Plan was adopted in May 2002 by the Community Redevelopment Agency of Los Angeles (CRA/LA), which is now a Designated Local Authority. The City Center Redevelopment Plan has the primary objective of eliminating and preventing blight in the Redevelopment Project Area. The project is consistent with the objectives contained in Section 105 of the Redevelopment Plan, the objectives of the Plan are the following:

*Objective 1: To eliminate and prevent the spread of blight and deterioration and to rehabilitate and redevelop the Project Area in accordance with this Plan.*

*Objective 2: To further the development of Downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the General Plan Framework, Concept Plan, City-wide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan.*

*Objective 3: To create an environment that will prepare, and allow, the Central City to accept that share of regional growth and development which is appropriate, and which is economically and functionally attracted to it.*

*Objective 4: To promote the development and rehabilitation of economic enterprises including retail, commercial, service, sports and entertainment, manufacturing, industrial and hospitality uses that are intended to provide employment and improve the Project Area's tax base.*

*Objective 5: To guide growth and development, reinforce viable functions, and facilitate the redevelopment, revitalization or rehabilitation of deteriorated and underutilized areas.*

Objective 6: To create a modern, efficient and balanced urban environment for people, including a full range of around-the-clock activities and uses, such as recreation, sports, entertainment and housing.

Objective 7: To create a symbol of pride and identity which gives the Central City a strong image as the major center of the Los Angeles region.

Objective 8: To facilitate the development of an integrated transportation system which will allow for the efficient movement of people and goods into, through and out of the Central City.

Objective 9: To achieve excellence in design, based on how the Central City is to be used by people, giving emphasis to parks, green spaces, streetscapes, street trees, and places designed for walking and sitting, and to develop an open space infrastructure that will aid in the creation of a cohesive social fabric.

Objective 11: To preserve key landmarks which highlight the history and unique character of the City, blending old and new in an aesthetic realization of change or growth with distinction, and facilitating the adaptive reuse of structures of architectural, historic or cultural merit.

Objective 12: To provide a full range of employment opportunities for persons of all income levels.

Objective 13: To provide high and medium density housing close to employment and available to all ethnic, social and economic groups, and to make an appropriate share of the City's low- and moderate-income housing available to residents of the area.

Objective 14: To provide the public and social services and facilities necessary to address the needs of the various social, medical and economic problems of Central City residents and to minimize the overconcentration or exclusive concentration of such services within the Project Area.

Objective 15: To establish an atmosphere of cooperation among residents, workers, developers, business, special interest groups and public agencies in the implementation of this Plan.

The Project has been reviewed by the Downtown Los Angeles Neighborhood Council (DLANC). DLANC submitted a letter of support for the Project that was dated June 12, 2018, with a recommendation that the applicant provide pedestrian walkways during construction of the project in connection with any planned sidewalk closures. Condition No. 38 requires that access will remain unobstructed for land uses in proximity to the project site during project construction.

The Receiver Site is currently improved with a surface parking lot with four curb cuts along Hill Street and Olympic Boulevard. As such, the site does not have any key landmarks nor any structures on-site of architectural, historic or cultural merit that could be adaptively reused. The Project would redevelop the site with a mixed-use building containing 700 residential dwelling units and 15,000 square feet of ground floor commercial space. Off-site improvements, as part of the Project, would include the removal of two of the four curb cuts along Hill Street, planting additional street trees, and improvement of the alley (Blackstone Court). As discussed in Finding No. 1(a), the site is located in an area that is well serviced by public transit, which provides

regional and local access to a variety of employment centers in and outside of the City. The proposed ground floor commercial space would provide opportunities for local employment, while providing services and amenities to the new and existing residents in the area. The proposed density would add to the housing stock, with a variety of unit types to accommodate individuals and larger households. The Project would create new opportunities for homeownership with the recordation of the associated tract map, Case No. VTT-74760. It is anticipated that the new residents would shop, eat, entertain, and work at local business establishments in the area, thereby enhancing employment opportunities and the area's tax base. As such, the Project is consistent with the purpose and objectives of the Redevelopment Plan.

**c. The Transfer serves the public interest by complying with the requirements of Section 14.5.9 of this Code;**

As part of the Transfer Plan, a Public Benefit Payment is required and must serve a public purpose, such as: providing for affordable housing; public open space; historic preservation; recreational; cultural; community and public facilities; job training and outreach programs; affordable child care; streetscape improvements; public arts programs; homeless services programs; or public transportation improvements. The Transfer serves the public interest by facilitating a project that will contribute to the sustained economic vitality of the Central City area, and by contributing a total Public Benefit Payment of \$12,740,000 (based on a formula that includes the Transfer of 354,277 square feet) and a TFAR Transfer Payment of \$1,771,385 (based on the Transfer of 354,277 square feet from the Convention Center multiplied by \$5.00), in accordance with LAMC Section 14.5.10. The Public Benefit Payment consists of a 50 percent cash payment of \$6,370,000 to the Public Benefit Payment Trust Fund, and 50 percent of the payment for public benefits to be directly provided by the applicant, as indicated in the table below.

<b>Public Benefit Payment Transfer Plan</b>		
Total Public Benefit Payment		\$12,740,000
50% Public Benefit Cash Payment		\$6,370,000
50% Public Benefit Direct Provision		\$6,370,000
<b>Allocation of Public Benefit Direct Provision</b>		
Pershing Square Improvement Fund	56.4%	\$3,594,000
Improvements (Department of Recreation and Parks)	61.1%	\$3,894,000
Affordable Housing Trust Fund	36.1%	\$2,300,000
Council District 14 Public Benefit Trust Fund	31.4%	\$2,000,000
Enhanced Streetscape Improvements	7.5%	\$476,000
Total	100%	\$6,370,000

**d. The Transfer is in conformance with the Community Plan and any other relevant policy documents previously adopted by the Commission or the City Council.**

The Receiver Site (Project Site) of the Transfer is located within the Central City Community Plan, and has a land use designation of High Density Residential and is zoned [Q]R5-4D-O. The Community Plan describes the Transfer of Floor Area Rights (TFAR) as follows (Page III-19):

*"The transfer of floor area between and among sites is an important tool for Downtown to direct growth to areas that can best accommodate increased*

*density and from sites that contain special uses worth preserving or encouraging.”*

The site is subject to Development “D” Limitation, contained in Subarea 2645 of Ordinance No. 164,307, which would limit the FAR to 6:1, unless a transfer of floor area is approved. The Transfer would transfer 354,277 square feet of unused, allowable floor area from the Donor Site (Los Angeles Convention Center) and would permit a maximum FAR of 13:1 on the Receiver Site, which would be consistent with Community Plan and other relevant policy documents which provides for a transfer of floor area up to a 13:1 FAR. As further discussed in Finding No. 3(a), the Transfer would permit the development of the Receiver Site with a Project that is consistent with the objectives and policies of the Community Plan, as well as the applicable design guide.

## **2. Conditional Use Permit Findings.**

### **a. The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

The Project would redevelop a surface parking lot with a mixed-use building containing 700 residential dwelling units and 15,000 square feet of ground floor commercial space. Off-site improvements, as part of the Project, would include the removal of two of the four curb cuts along Hill Street, the planting of additional street trees, and improvement of the alley (Blackstone Court). As discussed in Finding No. 1(a), the site is located in an area that is well serviced by public transit, which provides regional and local access to a variety of employment centers in and outside of the City. The proposed ground floor commercial space would provide opportunities for local employment, while providing services and amenities to the new and existing residents in the area. The proposed density would add to the housing stock, with a variety of unit types to accommodate individuals and larger households. The Project would create new opportunities for homeownership with the recordation of the associated tract map, Case No. VTT-74760. It is anticipated that the new residents would shop, eat, entertain, and work at local business establishments in the area, thereby enhancing employment opportunities and the area’s tax base. As such, the Project both enhances the built environment in the surrounding neighborhood and performs a function that is beneficial to the community, city, or region.

The applicant has requested a Master Conditional Use Permit, pursuant to LAMC Section 12.24 W.1, to permit the sale and dispensing of alcoholic beverages in conjunction with up to four establishments on the ground floor of the Project. Maximum cumulative square footage would not exceed 15,000 square feet. The potential sale and dispensing of alcoholic beverages will provide a service that is beneficial to the region by providing food service and amenities to the public, employees, and nearby residents alongside alcoholic beverage options in a neighborhood that is steadily accommodating residential and commercial uses. The service of alcoholic beverages in food establishments has become accepted as a desirable and expected use that is meant to complement food service. Since alcoholic beverage service is a common and expected amenity with meal service for many patrons, the grant for alcohol sales will be desirable to the public convenience and welfare. The project will provide increased opportunities for quality food and may serve as a central meeting point for the neighborhood. The sale of alcoholic beverages is anticipated to be an ancillary use to the tenant uses. As conditioned herein, the project would enhance the built



environment in the surrounding neighborhood and would provide a service that would be beneficial to the community.

- b. The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

The Project Site is located on the southeastern corner of Hill Street and Olympic Boulevard within the South Park District of the Central City Community Plan area, and is located near the Historic Downtown District to the north. The adjacent property to the north, across Olympic Boulevard, is zoned [Q]R5-4D and developed with a vacant one-story mini-shopping center. The adjoining property to the south is zoned [Q]R5-4D-O and developed with the Mayan Theater. The adjacent properties to the east, across the public alley, are zoned C2-4D-O-SN and developed with one-story commercial buildings and a 12-story commercial office building. The adjacent properties to the west, across Hill Street, are zoned [Q]R5-4D-O and developed with a one-story commercial building and a surface parking lot. The Project proposes to develop the site with a 60-story mixed-use building which would consist of seven subterranean levels of parking; a four-story podium with parking, commercial, and residential uses; and dwelling units on Floors 5 through 60 of the residential tower. As part of the South Park District, the proposed use as a high-density residential tower is compatible with the surrounding neighborhood, and as further discussed in Finding No. 3(b), the Project's size, height, and operations are appropriate given its location and will therefore not adversely affect the public health, welfare, and safety as conditioned.

The applicant seeks the on-site sale of a full line of alcoholic beverages in conjunction with the proposed Project. The inclusion of alcohol uses will allow for added vibrancy within the project, which is appropriate for a mixed-use transit priority project. The establishments serving alcohol will be carefully controlled and monitored, while being compatible with immediately surrounding uses which are mixed-use buildings. The proposed Project will provide a place for visitors to eat, drink, and socialize; as such, the sale of alcoholic beverages is a normal part of restaurant operation and an expected amenity.

Additionally, the conditions recommended herein will ensure that the establishment will not adversely affect or further degrade the surrounding neighborhood, or the public health, welfare, and safety. The project is not located directly adjacent to any properties that could be degraded by the grant of alcohol uses. Approval of the conditional use will contribute to the success and vitality of the commercial development and help to reinvigorate the site and vicinity. Since the alcohol sales will be incidental to food service, permitting alcohol sales on the site will not be detrimental to the development of the community.

Furthermore, it is noted that the property owner or individual operator shall file a Plan Approval pursuant to Section 12.24 M of the Los Angeles Municipal Code in order to implement and utilize the Conditional Use authorization granted herein for each individual venue. The purpose of the Plan Approval determination is to review each proposed establishment in greater detail, to consider more specific floor plans and to tailor site-specific conditions of approval for each of the premises, including, but not limited to: hours of operation; seating capacity; size; operational conditions; security; noise mitigation; and/ or any requirement for a subsequent Plan Approval application to evaluate compliance and effectiveness with the conditions of approval. A public

hearing for a Plan Approval may be waived at the discretion of the Chief Zoning Administrator.

Thus, as conditioned, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

**c. The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

The Central City Community Plan designates the site with a land use designation of High Density Residential with the corresponding zone of R5. The site is zoned [Q]R5-4D-O and is consistent with the land use designation. As further discussed in Finding No. 3(a), the Project substantially conforms with the Central City Community Plan, as well as the Framework Element, Mobility Element, and Housing Element of the General Plan.

With respect to the sale and dispensing of alcoholic beverages, the Central City Community Plan is silent on alcohol sales. In such cases, the City Planning Commission must interpret the intent of the Plan. The Los Angeles Municipal Code authorizes the City Planning Commission to grant the requested conditional use in the zones corresponding to the Plan land use designation. The proposed project is a permitted use by the requested Plan land use category and zone in the Central City Community Plan. The conditional authorization for the sale of alcoholic beverages is allowed through the approval of the City Planning Commission subject to certain findings. The required findings in support of the Central City Community Plan have been made herein. Given the numerous conditions of approval, and the requirement for a subsequent Plan Approval for each establishment seeking to utilize this grant, the proposed use can be deemed to be in harmony with the General Plan.

**d. The proposed use will not adversely affect the welfare of the pertinent community.**

The subject site is located in an area that is characterized by mixed-use developments, including mid- and high-rise office buildings containing a variety of ground floor commercial uses. The Project adds to the range of goods and services that can be accessed in the area by a large office population, as well as a growing residential base in Downtown Los Angeles. Food and beverage uses are an intrinsic part of these service amenities necessary for the conservation, development, and success of a vibrant neighborhood.

As conditioned, the sale of alcoholic beverages for on-site consumption will not adversely affect the welfare of the pertinent community. Negative impacts commonly associated with the sale of alcoholic beverages, such as criminal activity, public drunkenness, and loitering can be mitigated by the imposition of conditions requiring deterrents against loitering and responsible management. The grant herein requires each establishment to file for a Plan Approval through the Zoning Administrator, who may impose additional requirements such as training provided by the Los Angeles Police Department's Standardized Training for Alcohol Retailers (STAR) Program. Therefore, with the imposition of such conditions the sale of alcoholic beverages for on-site consumption will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.

- e. **The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number of proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.**

According to the California State Department of Alcoholic Beverage Control licensing criteria, six licenses (four on-site and two off-site) are allocated to the subject Census Tract No. 2079.00. There are currently 25 on-site and 7 off-site licenses within this census tract. Overconcentration can be undue when the addition of a license will negatively impact a neighborhood. Over concentration is not undue when the approval of a license does not negatively impact an area, but rather such a license benefits the public welfare and convenience. While this may appear as an overconcentration of licenses, ABC does not consider the expectation that restaurants with alcohol service are an expected amenity as part of the commercial developments containing restaurants.

Statistics from the Los Angeles Police Department reveal that in Crime Reporting District No. 185, which has jurisdiction over the subject property, a total of 264 crimes were reported in 2017 compared to the citywide average of approximately 191 crimes. Part 1 Crimes for the reporting district included: Rape (5), Robbery (25), Aggravated Assault (34), Burglary (20), Auto Theft (16), and Larceny (164). Part 2 Arrests for the reporting district include: Other Assaults (24), Forgery/Counterfeit (13), Weapons Violations (4), Narcotics/Drug Violations (14), Liquor Laws (34), Drunkenness (29), Disorderly Conduct (56), DWI Related (12), Traffic Violations (11), and Other Violations (58).

No evidence was submitted for the record by the LAPD or adjacent residents indicating or suggesting any link between the subject site and the neighborhood's crime rate. Further, there is no specifically established link between the above information and the property, since the statistics cover an entire district and do not pertain particularly to the subject site. The incorporation of conditions relative to the specific operation of the establishment was deemed necessary in order to mitigate any possible adverse impact on the welfare of the surrounding area. The public safety measures to mitigate potential nuisance activities have been incorporated into the grant to assure better oversight. Thus, as conditioned, it is not anticipated that the sale of alcoholic beverages for consumption on the premises would adversely affect the community welfare.

- f. **The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The following sensitive uses are located within 1,000 feet of the subject site:

- |   |                      |
|---|----------------------|
| • Fashion Institute of Design & Merchandising | 909 S. Grand Avenue  |
| • Grand Hope Park                             | 919 S. Grand Avenue  |
| • YWCA  | 1020 S. Olive Street |
| • Los Angeles Job Corps Center                | 1031 S. Hill Street  |
| • Residential Dwelling Units                  |                      |

While there are residential dwelling units and a sensitive use located in proximity to the project site, the project will provide adequate security measures to discourage loitering, theft, vandalism and other nuisances. Furthermore, the proposed use will not detrimentally affect nearby residential properties and other sensitive uses because the urban environment mostly contains commercial and residential mixed-use buildings with residents that both expect and desire more commercial developments. While the sale of alcoholic beverages is important to the restaurants that will be located within the proposed project's tenant spaces, their sale and service will be incidental to primary operations and, as such, no detrimental effects should be expected from the proposed project.

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

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

The Los Angeles General Plan Framework Element provides guidance regarding policy issues for the entire City, as well as sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. As identified in the Figure 3-1, Metro Long Range Land Use Diagram of the Framework Element, the project site is located within an area designated as the Downtown Center. The Framework Element generally characterizes the Downtown Center as having up to a 13:1 FAR and high-rise buildings. The Framework Element contains the following relevant goals, and objectives, as it relates to Downtown Centers:

**GOAL 3G:** A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.

**Objective 3.11:** Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.

In addition to the goals, objectives, and policies regarding the Downtown Center, the Framework Element contains the following goals, and objectives as it relates to housing:

**GOAL 3C:** Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

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

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

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

The Project Site is located within the Central City Community Plan area, which is one of 35 Community Plans that the Land Use Element of the General Plan is comprised of. The Community Plan establishes goals, objectives, and policies for future developments at a neighborhood level and is further implemented through the Los Angeles Municipal Code (LAMC). The goals, objectives, and policies of the Community Plan and the applicable regulations contained within the LAMC would permit the development of the site in a manner that is consistent with the above referenced goals and objectives of the Framework Element. The Central City Community Plan contains the following relevant objectives, and policies:

Objective 1-1: To promote development of residential units in South Park.

*Policy 1-1.1:* Maintain zoning standards that clearly promote housing and limit ancillary commercial to that which meets the needs of neighborhood residents or is compatible with residential uses.

Objective 1-2: To increase the range of housing choices available to Downtown employees and residents.

Objective 2-4: To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism

The Project Site is located within the boundaries of the South Park District of the Community Plan area. The Project Site, which is designated by the Community Plan for High Density Residential land uses, is zoned [Q]R5-4D-O. While the R5 Zone would limit the density of the site to one dwelling unit per 200 square feet of lot area, it is not subject to the density provisions of the R5 Zone because the site is located within the boundaries of the Greater Downtown Housing Incentive area. As the intent of the incentive area is to provide additional housing, properties located within the boundaries of the incentive area are not subject to the minimum square foot per lot area regulations of the zone. The Project proposes to develop the site with a 60-story, mixed-use building with 700 residential dwelling units and approximately 15,000 square feet of ground floor commercial uses. As proposed, the Project would be consistent with Objective 1-1, Policy 1-1.1 and Objective 2-4 by providing new housing

opportunities within the South Park District and by providing ancillary commercial uses. The commercial space would serve to provide services and amenities to the new and existing residents, as well as employees in the area. The Project proposes to provide a variety of unit types which include: 140 studio units, 352 one-bedroom units with dens, 177 two-bedroom units, 26 two-bedroom units with dens, four sub-penthouse units, and one penthouse unit. The variety of unit typologies would provide a range of housing choices for existing and future residents of the Downtown area, consistent with Objective 1-2.

The Housing Element contains goals and objectives to encourage the development of “an adequate supply of rental and ownership housing” (Objective 1.1), as well as to “facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households” (Policy 1.1.3). Incidental Case No. VTT-74760 would permit the merger and resubdivision of seven lots into one lot for residential and commercial condominium purposes, for a maximum of 700 residential units and 15,000 square feet of commercial space.

As proposed, the mixed-use development would meet the objectives and policies of the Housing Element of the General Plan by providing a variety of unit types to accommodate individuals and households, and new homeownership opportunities. Additionally, the Housing Element contains the following goals, objectives, and policies:

**GOAL 2:** Safe, Livable, and Sustainable Neighborhoods.

**Objective 2.1:** Promote safety and health within neighborhoods.

**Objective 2.2:** Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services, and transit.

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

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

The Project proposes, and has been conditioned, to install rooftop solar panels equivalent to 10 percent of the rooftop area of the residential tower. The installation of solar panels will facilitate the reduction on energy consumption for residents. Additionally, the Project would provide 51,976 square feet of common open space, which would be located in the lobby lounge, fifth floor landscaped deck, and fifth floor amenity area, for the health and wellness of residents. As such, the project is consistent with Goal 2 of the Housing Element and aforementioned objectives and policies.

Hill Street is dedicated and improved to the Street Standards adopted for a Modified Avenue II, and the Applicant will be required to dedicate and improve Olympic Boulevard and Blackstone Court (alley) consistent with the Mobility Element and Downtown Street Standards. In addition to establishing Street Standards, the Mobility Element encourages “the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure” (Policy 5.4). The Project has been conditioned to require that 20 percent of the proposed parking spaces be wired for the future installation of electric vehicle supply equipment (EVSE), with an additional five percent of parking spaces having EVSE installed. As conditioned, the Project would

be able to provide a service to local residents and employees in the area, while encouraging the use of low and zero emission fuel sources and the infrastructure to support it. Additionally, the project would comply with existing Green Building codes, which were adopted to help facilitate the reduction of energy consumption.

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

The Project Site is located on the southeast corner of Hill Street and Olympic Boulevard within the South Park District of the Central City Community Plan area, and is located near the Historic Downtown District to the north. The adjacent property to the north, across Olympic Boulevard, is zoned [Q]R5-4D and developed with a vacant one-story mini-shopping center. The adjoining property to the south is zoned [Q]R5-4D-O and developed with the Mayan Theater. The adjacent properties to the east, across the public alley, are zoned C2-4D-O-SN and developed with one-story commercial buildings and a 12-story commercial office building. The adjacent properties to the west, across Hill Street, are zoned [Q]R5-4D-O and developed with a one-story commercial building and a surface parking lot. The Project proposes to develop the site with a 60-story, mixed-use building which would consist of seven subterranean levels of parking; a four-story podium with parking, commercial, and residential uses; and dwelling units on Floors 5 through 60 of the residential tower. As the Project Site is located within the Greater Downtown Housing Incentive area, the Project has been designed in accordance with the Downtown Design Guide and as described below, would be compatible with the existing and future development on adjacent and neighboring properties.

#### Building Arrangement (height, bulk and setbacks)

As previously discussed, the Project Site is located within the South Park District and is located adjacent to the boundary of Historic Downtown District to the north. As indicated in Table 3-2 of the Downtown Design Guide, building walls or structural columns shall observe a setback between zero and five feet from the property line, while entryways, or other ground floor street wall elements, may be set back further. The building has been designed to primarily observe a zero-foot setback along Hill Street and Olympic Boulevard, with portions of the ground floor tenant spaces set back further than five feet to accommodate outdoor patio areas. The proposed setback would be consistent with the existing development of the adjacent properties. As proposed, the building would be consistent with Section 3.B of the Guide as it relates to building setbacks.

As the proposed building would have a maximum of 60 stories, the Downtown Design Guide characterizes the Project as a High-Rise building. The Project is consistent with Section 6-A,2 of the Guide by providing step-backs as the building ascends upward. The southern side of the building has a maximum of four stories, while the tower, located on the corner of Hill Street and Olympic Boulevard, would have a maximum of 60 stories. The Project would be consistent with Table 6-1 of the Guide, which provides that buildings located within South Park north of Pico Boulevard should maintain 70 percent of building frontage along the street and a minimum height of 45 feet (four stories).

### Off-Street Parking Facilities and Loading Areas

The Project Site is currently improved as a surface parking lot with 229 vehicle parking spaces available for use to the general public. The Project would replace the existing surface parking lot with a building that includes 1,075 vehicle parking spaces within seven subterranean levels and four above-grade levels.

A total of 855 vehicle parking spaces are required for the Project pursuant to Central City Parking District regulations (840 spaces for 700 dwelling units and 15 spaces for 15,000 square feet of commercial uses). The Project would include an additional 220 spaces, intended for use by occupants of an adjacent 240,678 square-foot building owned by the Applicant. That building, known as the Western Pacific (1023 S. Broadway), is currently being renovated into a creative office complex and does not provide any parking spaces for its occupants, as it was constructed in 1925 prior to LAMC parking requirements. The additional 220 spaces are not required as part of the renovations, as the building will retain its legal nonconforming status; however, the additional spaces will support the expected parking demand generated by the re-occupancy of the building.

As noted, the parking spaces would be located within seven subterranean levels and four levels of above-grade levels of parking. As the project would exceeds three levels of above grade parking, three of the four levels of parking will be lined with residential or commercial uses along Hill Street and Olympic Boulevard, while the remaining level will be lined with glass to resemble the active uses on the other floors. The parking structure would be accessible from a driveway located along Hill Street and the alley. The proposed loading area would be located off the porte cochere accessed from Olympic Boulevard. As proposed, the Project would be consistent with the Section 5 of the Guide as it relates to the Parking and Access.

### Lighting

The proposed plans do not indicate a lighting plan; however, Condition No. 9 of the Conditions of Approval would ensure that the installation of lights would not result in a substantial amount of light that would adversely affect the day or night time views in the project vicinity.

### Landscaping

As proposed, the Project is required to provide 85,550 square feet of open space. The Project will provide 51,976 square feet of common open space and 35,000 square feet of private open space, for a total of 86,976 square feet. As indicated in Exhibit A, the outdoor common open space would be located in the lobby lounge, fifth floor landscaped deck, and fifth floor amenity area. A total of 175 trees are required pursuant to LAMC Section 12.21 G and 189 trees are proposed. The Project has been conditioned to meet the planting standards of the Guide, as found in Section 9-H, unless otherwise prohibited by the Urban Forestry Division, Bureau of Public Works.

### Trash Collection

The Project proposes to provide a trash and recycling area within the building. The common area for the collection would be located adjacent to the parking area on the ground floor towards the rear of the site. Access to the trash and recycling area would be provided from Blackstone Court, the alley.



### Fences and/or Walls

The proposed project does not incorporate fences and/or walls.

**c. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project proposes to provide a variety of unit types which include: 140 studio units, 352 one-bedroom units with dens, 177 two-bedroom units, 26 two-bedroom units with dens, four sub-penthouse units, and one penthouse unit. Pursuant to LAMC Section 12.21 G, the project would be required to provide 85,550 square feet of open space. Pursuant to LAMC Section 12.22 C.3, the project is not required to prescribe a percentage of open space for either common or private open space. The project proposes to provide 35,000 square feet of private open space through private balconies and 51,976 square feet of common open space, for a total of 86,976 square feet of open space. The project would include an outdoor amenity deck located on the fifth floor, as well as an indoor community room and gym. The outdoor open space would include amenities such as a pool, seating areas, as well as a fire pit. Landscaping will be provided through the outdoor areas and would include the planting of 189 trees. Additionally, as conditioned, twenty percent of the project's proposed 1,075 parking spaces would be pre-wired for future electric vehicle supply equipment (EVSE), with an additional five percent of the proposed spaces having EVSE installed. The electric vehicle charging spaces and proposed solar panels will improve habitability for residents and neighboring properties by reducing the level of greenhouse gas emissions and fuel consumption from the project site, through encouraging the use of low or zero emission vehicles. The EV ready parking spaces will also provide residents who use an electric vehicle a direct service amenity. As proposed, the project would provide recreational and service amenities which would improve habitability for its residents and minimize impacts on neighboring properties.

### Environmental Findings

4. **Environmental Finding. FIND**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project, including the approval of the TFAR, Master Conditional Use Permit, and Site Plan Review requests, was assessed in Sustainable Communities Environmental Assessment, No. ENV-2019-1792-SCEA, adopted on June 11, 2019; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

~~A Mitigated Negative Declaration (MND), along with mitigation measures and a Mitigation Monitoring Program (ENV 2016 4711 MND), was prepared for the proposed project in compliance with the California Environmental Quality Act (CEQA). The MND was circulated for public review on April 12, 2018, through May 2, 2018. During the review period, the Department of City Planning received one comment letter from the South Coast Air Quality Management District (SCAQMD). An additional three comment letters were submitted after the close of the public comment period. Responses to those comments, as submitted by Parker Environmental Consultants on May 10, 2018, and October 2, 2018, can be found in Exhibit D. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision~~

~~is based are with the Environmental Review Section of the City Planning Department, located at 221 North Figueroa Street, 13th Floor.~~

5. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, areas of minimal flooding.



ONNI OLYMPIC + HILL

220 & 226 W OLYMPIC BOULEVARD - 1000 - 1034 S HILL STREET

ISSUED FOR ENTITLEMENT RESUBMISSION  
August 1, 2019



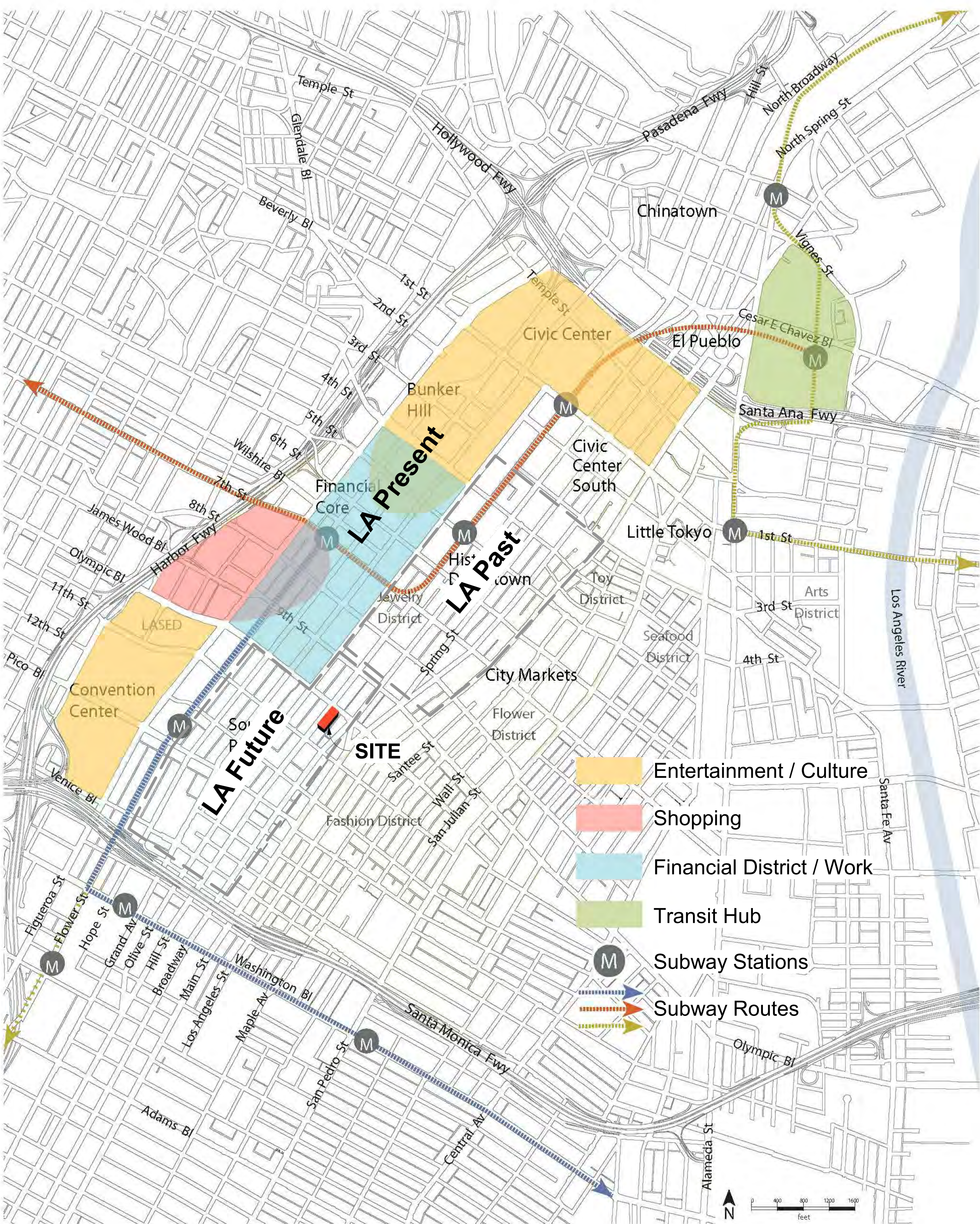
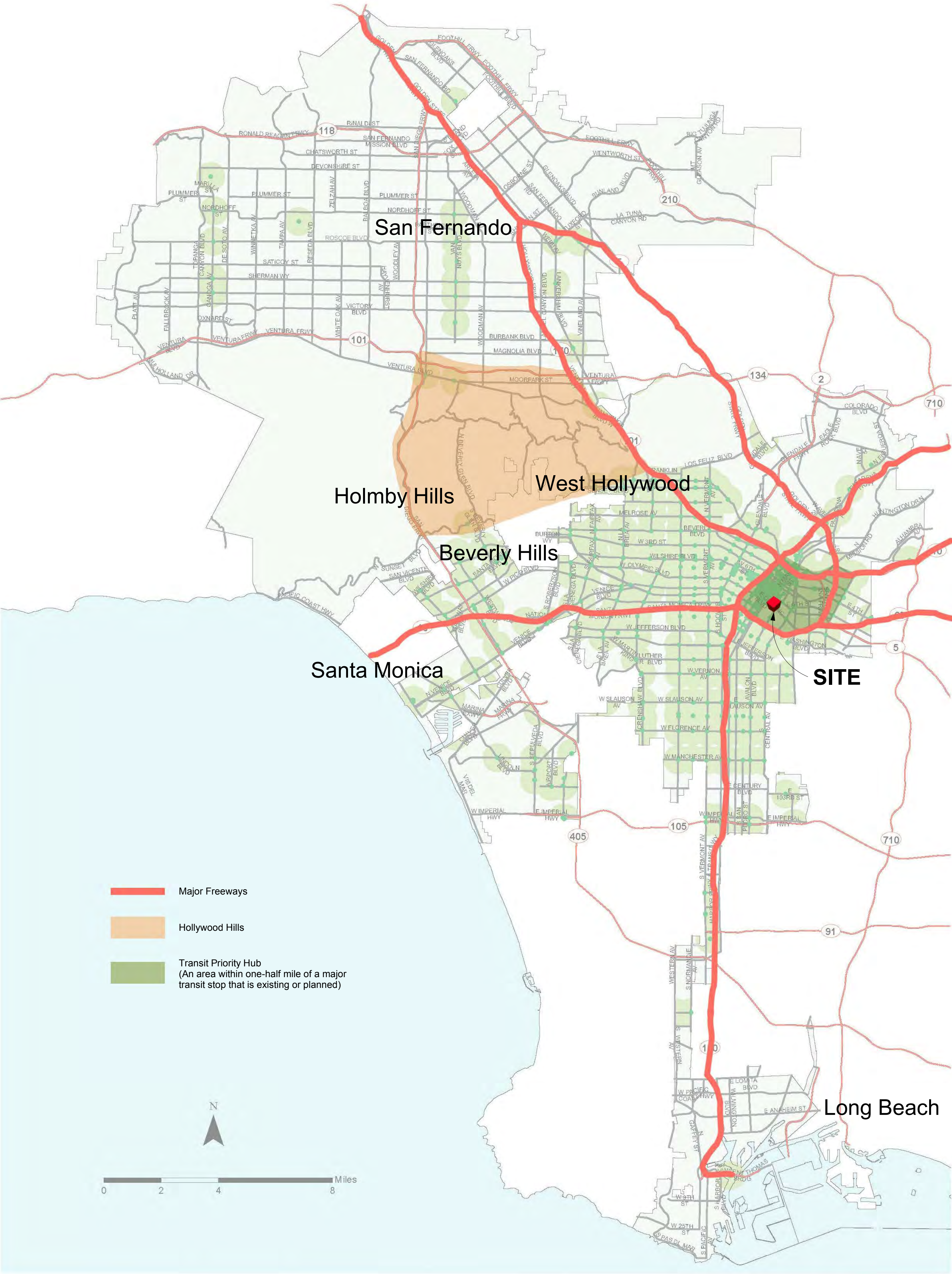


PROJECT SITE

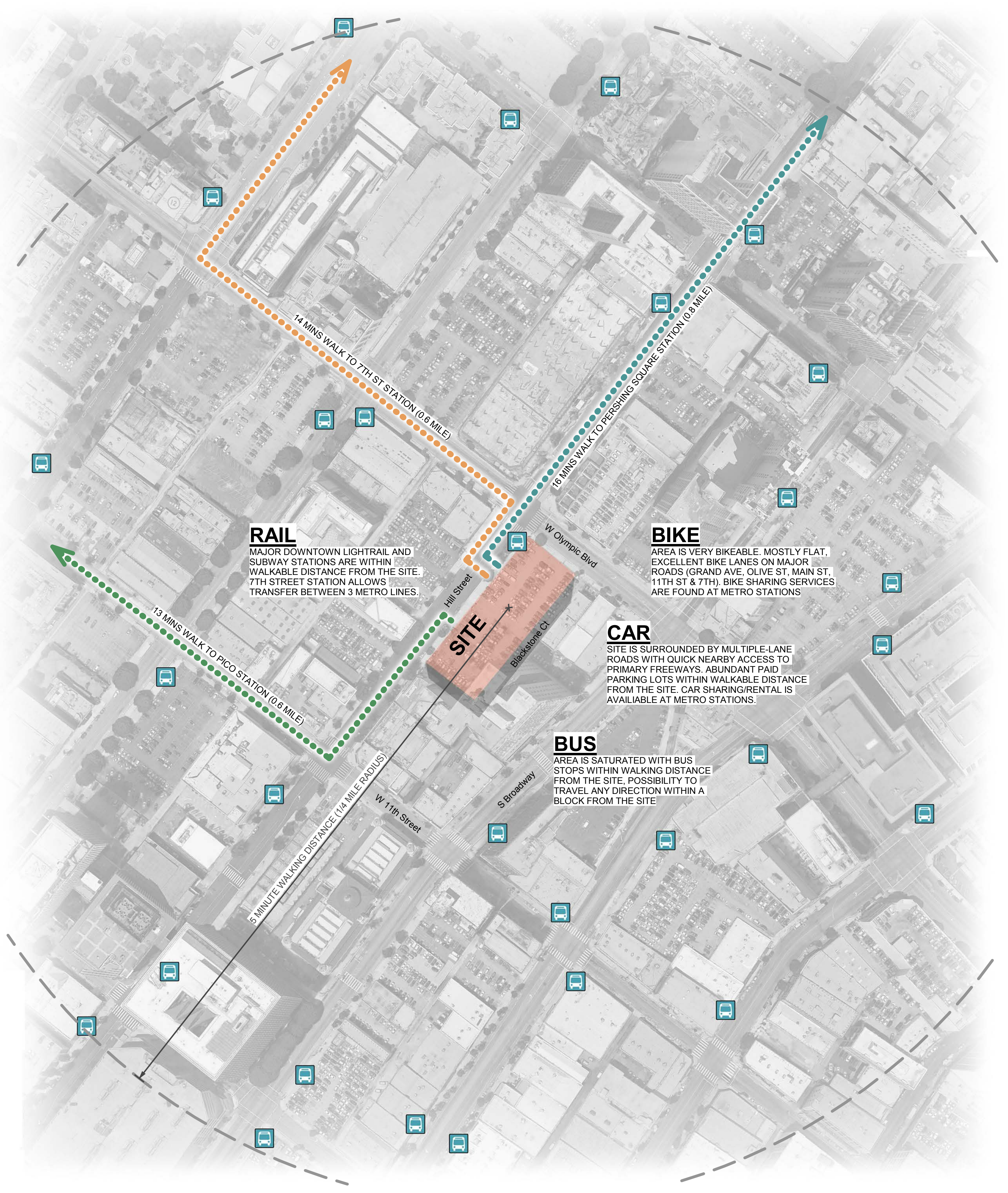
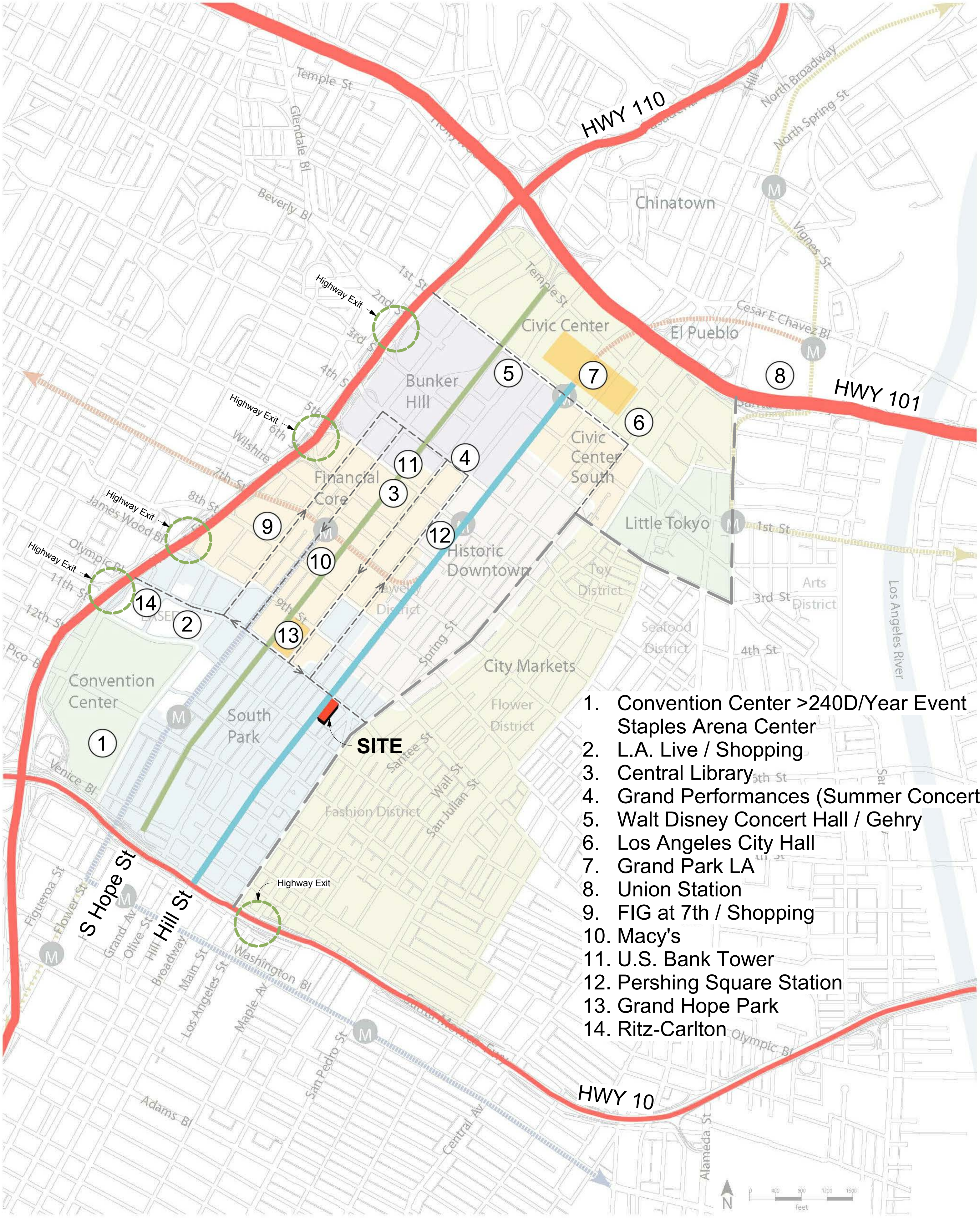


PROJECT SITE











③ Financial District (& Distant View of San Gabriel Mountains)



① L.A. Live & Staples Center



② USC Building (formerly AT&T)









Development Data - Olympic & Hill

Community Plan Area:	Central City
District/Neighborhood:	South Park North of Pico Blvd.
Zoning:	(Q)R5-4D Multiple Dwelling Zone
Zoning Information:	Z1-2374 Los Angeles State Enterprise Zone
Zoning Information:	Z1-2385 Greater Downtown Housing Incentive Area
General Plan Land Use:	High Density Residential
Building Line:	20' Dedication along Olympic Boulevard

Site Information	
Site Area (Lots 9, 10, A, 12, 13)	50,611 sq.ft.
FAR at 13.0	657,943 sq.ft.
Possible Buildable Area	657,943 sq.ft.

Floor	Level		Number of Floors	Residential Units per Floor	Total Residential Units	Floor Area Per Floor	Total Floor Area
L1		Residential Common	0	0	0	7,353 sq.ft.	7,353 sq.ft.
L1		Commercial	0	0	0	15,000 sq.ft.	15,000 sq.ft.
L1M		Parking	1	0	0	819 sq.ft.	819 sq.ft.
L2		Parking	1	0	0	819 sq.ft.	819 sq.ft.
L3 - L4		Parking	2	15	30	12,000 sq.ft.	24,000 sq.ft.
L5		Amenity	1	0	0	6,052 sq.ft.	6,052 sq.ft.
6 - L45		Residential (Typ. Floor - 1)	40	15	600	10,980 sq.ft.	439,200 sq.ft.
L46 - L58		Residential (Typ. Floor - 2)	13	5	65	10,980 sq.ft.	142,740 sq.ft.
L59		Residential (Sub-Penthouse)	1	4	4	10,980 sq.ft.	10,980 sq.ft.
L60		Residential (Penthouse)	1	1.0	1	10,980 sq.ft.	10,980 sq.ft.
TOTAL			60		700		657,943 sq.ft.

Note: FAR Floor area (LAMC Floor Area Definition): Floor area measured within exterior walls of the building but not including the area of the following: exterior walls, stair ways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.

Floor	Level		Number of Floors	Studio	1 Bedroom	1 Bedroom + Den	2 Bedroom	2 Bedroom + Den	3 Bedroom + Den	Sub-Penthouse	Penthouse	Total Per Floor	Total
L3 - L4		Residential / Parking	2	10				3	2			15	30
L5		Amenity											
L6 - L45		Residential (Typ. Floor - 1)	40	3			8	4				15	600
L46 - L58		Residential (Typ. Floor - 2)	13				2	1	2			5	65
L59		Residential (Sub-Penthouse)	1							4			4
L60		Residential (Penthouse)	1								1	1	1
TOTAL				140	0	352	177	26	0	4	1		700
				20.0%	0.0%	50.3%	25.3%	3.7%	0.0%	0.6%	0.1%		

Parking Requirements	Parking / Unit	# of Units or Area	Required Parking
Residential Parking 3 Habitable Rooms or Less	1.00	140.00	140
Residential Parking More than 3 Habitable Rooms	1.25	560.00	700
Subtotal Residential Parking Required			840
Total Residential Parking Required			840
Required Commercial Parking	1/1000 sq.ft.	15,000 sq.ft.	15
Total Commercial Parking Required			15
Parking Requirement for Adjacent Property			220
Total Parking Required			1,075

PARKING PROVIDED		RESIDENTIAL				OFFICE			RETAIL			TOTAL	
Parking per Floor Level	Standard Stalls		Compact	Tandem	Van H/C	Standard Stalls		Compact	Standard Stalls		Compact		
	H/C	Regular				H/C	Regular		H/C	Regular			
P7	2	78		40								120	
P6	2	47		46								95	
P5	2	47		46								95	
P4	2	47		46								95	
P3	2	47		46								84	
P2	1	6		46								84	
P1				46								46	
L1					1		2		1	13	1	18	
L1M												0	
L2	1	28	15	48		3	100	20				215	
L3	1	28		44	1	3	65	27				169	
L4		28		44	2							74	
												0	
TOTAL OVERALL PARKING PROVIDED		13	356	15	452	4	6	167	47	1	13	1	1075
Total Residential Parking Provided													840
Total Office Parking Provided													220
Total Commercial Parking Provided													15

20% Conduit for E.V. Chargers Provided = 215  
8% E.V. Chargers Installed = 54

Short Term Bike Parking Summary		Bike Parking Required	Bike Parking Provided
	Retail	7	7
	Residential	24	24
	Total	31	31

Long Term Bike Parking Summary		Bike Parking Required	Bike Parking Provided
	Retail	7	7
	Residential *	250	250
	P7		20
	P6		43
	P5		43
	P4		20
	P3		20
	P2		20
	P1		30
	L1		0
	L1M		0
	L2		32
	L3		11
	L4		11
	Residential Long Term Bike Parking Total		250
	Long-term Bicycle Parking Total		257
	Short-term Bike Parking Total		31
	Total Bike Parking		288

Residential Bike Parking Required for 700 Units				
Dwelling Units		Short-term Bike Parking		Long-term Bike Parking
1-25	1 Space per 10 units	2	1 Space per unit	25
26-100	1 Space per 15 units	5	1 Space per 1.5 units	50
101-200	1 Space per 20 units	5	1 Space per 2 units	50
201+	1 Space per 40 units	12	1 Space per 4 units	125
Total Residential Bike Parking Required		24		250

Retail Bike Parking Required				
Retail Area		Short-term Bike Parking		Long-term Bike Parking
15,000 sq.ft.	1 Space per 2000 sf	7	1 Space per 2000 sf	7
Total Retail Bike Parking Required		7		7

Open Space Required	Unit Type	Studio	1 Bedroom	1 Bedroom + Den	2 Bedroom	2 Bedroom + Den	3 Bedroom + Den	Sub Penthouse	Penthouse			Total Area
	Number of Habitable Rooms	1	3	3	3	>3	>3	>3	>3			
	Open Space Requirement Per Residential Unit	100.0 sq.ft.	125.0 sq.ft.	125.0 sq.ft.	125.0 sq.ft.	175.0 sq.ft.	175.0 sq.ft.	175.0 sq.ft.	175.0 sq.ft.			
	Number of Units	140	0	352	177	26	0	4	1			700
	Usable Open Space Required	14,000 sq.ft.	0 sq.ft.	44,000 sq.ft.	22,125 sq.ft.	4,550 sq.ft.	0 sq.ft.	700 sq.ft.	175 sq.ft.			
	Total Usable Open Space Required Based on Unit per Space											85,550 sq.ft.

Open Space Provided As Per LAMC Open Space Calculation		Common			Private				Units			Total Area
Common Open Space												
Level 1 - Amenity		3,419.0 sq.ft.										3,419 sq.ft.
Level 1 - Outdoor Open Space		5,783.0 sq.ft.										5,783 sq.ft.
Level 1M - Amenity		3,101.0 sq.ft.										3,101 sq.ft.
Level 5 - Landscaped Roof Deck		28,500.0 sq.ft.										28,500 sq.ft.
Level 5 - Amenity Area		9,747.0 sq.ft.										9,747 sq.ft.
Private Open Space												
Residential Units with Balconies					50 sq.ft.				700			35,000 sq.ft.
Total Open Space Provided												85,550 sq.ft.
Provided vs. Required Difference												0 sq.ft.



## 220 &amp; 226 West Olympic Boulevard and 1000 – 1034 South Hill Street

The proposal for the southeast corner of Hill Street and Olympic Boulevard is a high density mixed-use development. The project includes retail, multi-family residential, and associated support spaces such as parking, resident amenities, bike storage rooms, and service spaces. The site is within the Community Plan area of Central City and within the South Park II Business Improvement District. This corner site has a lot area of 50,611 sq. ft. with a 145 ft. frontage along Olympic Boulevard and 350 ft. frontage along Hill Street. The site is further bound by an alley and surface parking lots along the other two frontages. Beyond the site but within immediate context are 2-storey warehouse and retail buildings, 3 to 6-storey structures housing neighborhood amenities such as the Greater Los Angeles YWCA, the Mayan Club, and the Belasco Theatre. There is also a 12-storey office building across the alley from our site for which 220 parking stalls are being provided as part of this development.

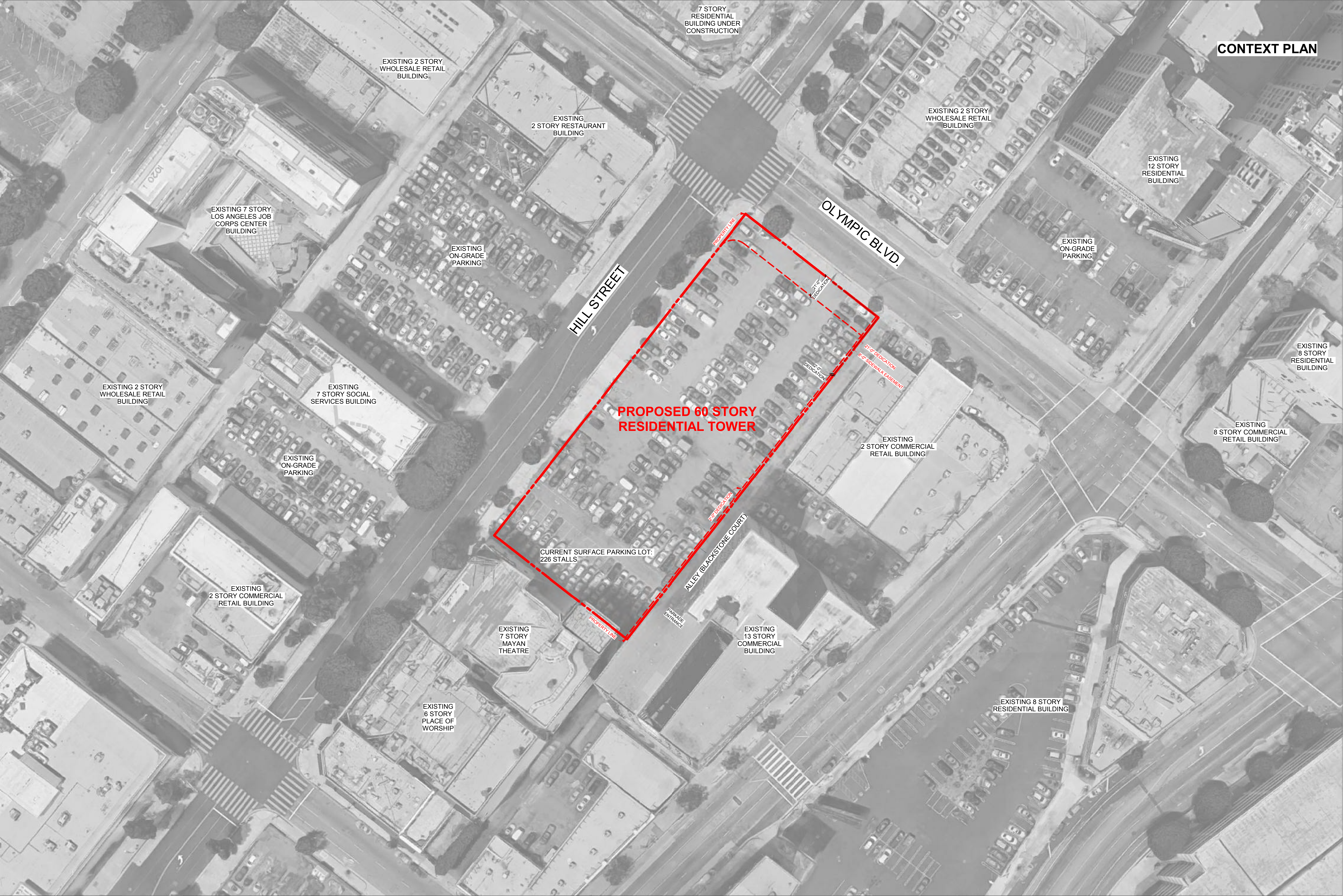


The development proposes a 60-story tower fronting South Hill Street and West Olympic Boulevard. The project will consist of 700 residential units and approximately 15,000 sq. ft. of retail space along the Ground Level of Olympic and Hill frontages. Density for the project is based on the FAR of 13.0, with the potential gross area of 657,943 sq. ft. There are 1,075 parking stalls provided with 220 of those being dedicated to the adjacent office building to the southeast of the site and across the alley. Parking extends 7 levels below grade and 4 levels above. The site has pedestrian access to the retail units along Hill and Olympic with the residential lobby for the tower being off Olympic. Vehicular and service access is off the alley with additional vehicular access off Hill Street. The 4-storey podium has retail on the ground level and residential units along levels 3 through 4 along the two street frontages. This serves to provide a buffer to the above-grade parking.

For the podium elevation along the alley and also along level 2 on the street frontages – strong screening elements have been developed to provide visual interest, but also hiding the parking portions from view. Large blank walls are avoided, even along the property to the Mayan Club where cabanas and stairwells provide a transition and a sculptural element. At the top of the podium sits a majority of the residential amenities, including pool, cabanas, sport court, general seating with fire pits, fitness and lounge spaces, meeting rooms, and green roof planter areas. Exterior building materials include glass, concrete, pre-finished metal panels, stone, and decorative steel elements – all to create a contemporary architectural expression that will set the trend for other developments in the neighborhood.



CONTEXT PLAN



7 STORY  
RESIDENTIAL  
BUILDING UNDER  
CONSTRUCTION

EXISTING 2 STORY  
WHOLESALE RETAIL  
BUILDING

EXISTING  
2 STORY RESTAURANT  
BUILDING

EXISTING 2 STORY  
WHOLESALE RETAIL  
BUILDING

EXISTING  
12 STORY  
RESIDENTIAL  
BUILDING

EXISTING 7 STORY  
LOS ANGELES JOB  
CORPS CENTER  
BUILDING

EXISTING  
ON-GRADE  
PARKING

EXISTING  
ON-GRADE  
PARKING

HILL STREET

OLYMPIC BLVD.

**PROPOSED 60 STORY  
RESIDENTIAL TOWER**

EXISTING 2 STORY  
WHOLESALE RETAIL  
BUILDING

EXISTING  
7 STORY SOCIAL  
SERVICES BUILDING

EXISTING  
ON-GRADE  
PARKING

EXISTING  
2 STORY COMMERCIAL  
RETAIL BUILDING

EXISTING  
8 STORY COMMERCIAL  
RETAIL BUILDING

EXISTING  
2 STORY COMMERCIAL  
RETAIL BUILDING

CURRENT SURFACE PARKING LOT:  
226 STALLS

ALLEY (BLACKSTONE COURT)

EXISTING  
7 STORY  
MAYAN  
THEATRE

EXISTING  
13 STORY  
COMMERCIAL  
BUILDING

EXISTING  
6 STORY  
PLACE OF  
WORSHIP

EXISTING 8 STORY  
RESIDENTIAL BUILDING

PROPERTY LINE

20' DEDICATION

20' DEDICATION

21'0" DEDICATION

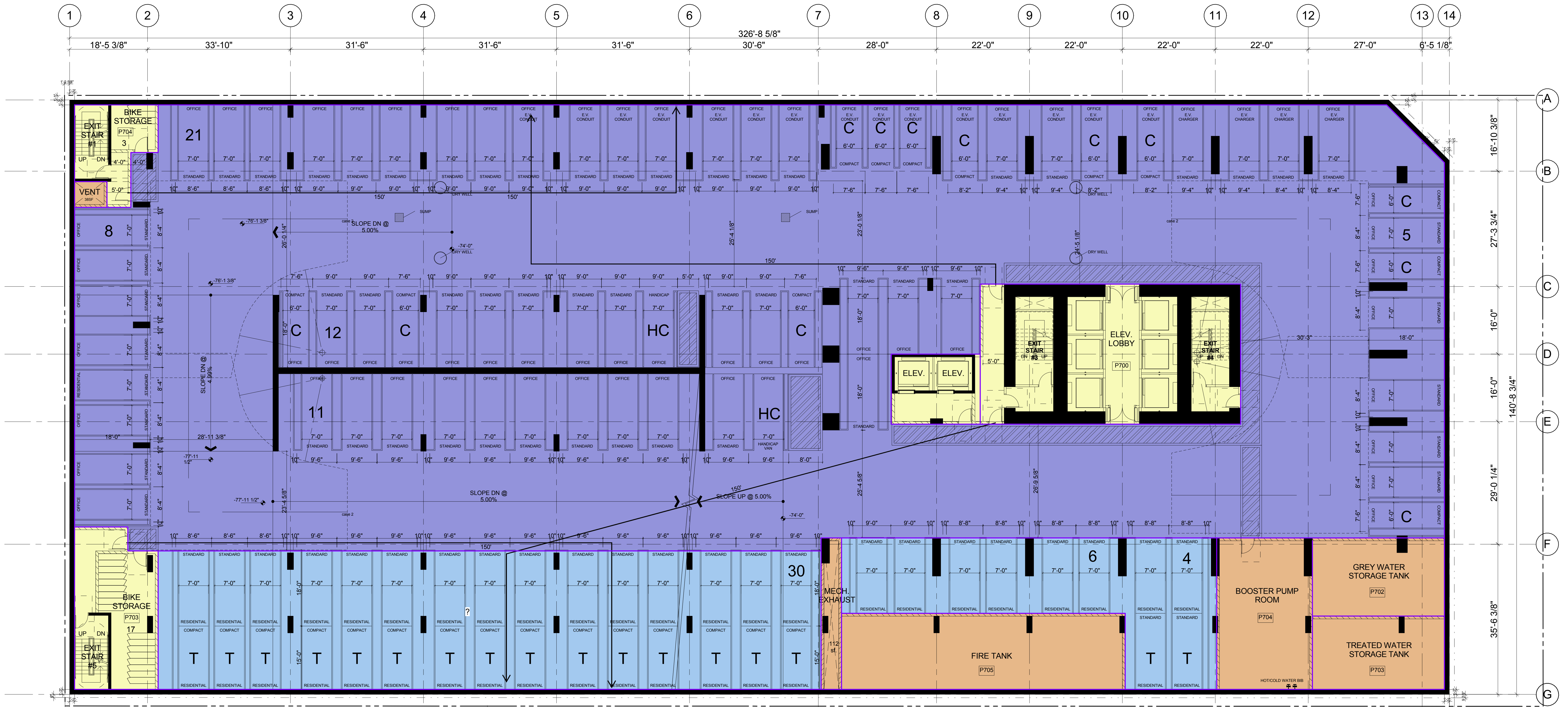
8'0" SIDEWALK EASEMENT

PARADE  
ENTRANCE





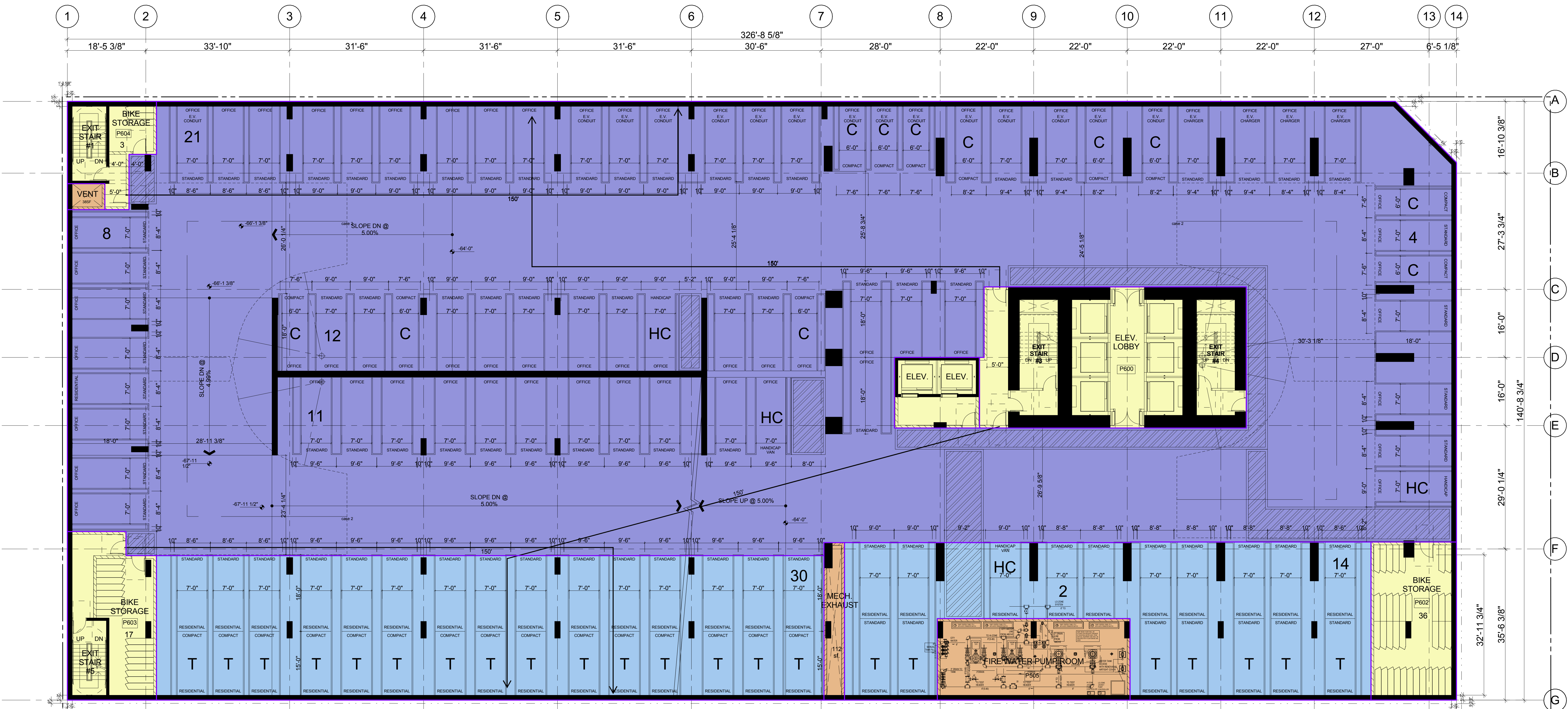




AREAS

- COMMERCIAL PARKING
- RESIDENTIAL COMMON
- RESIDENTIAL PARKING
- SERVICES

NOTE:  
LEVEL P6 (OFFICE PARKING):  
CONDUIT FOR EV CHARGERS PROVIDED = 15 STALLS PROVIDED  
EV CHARGERS PROVIDED = 4 STALLS PROVIDED  
20% CONDUIT FOR EV CHARGERS PROVIDED = 215 IN TOTAL  
5% EV CHARGERS INSTALLED = 54 IN TOTAL

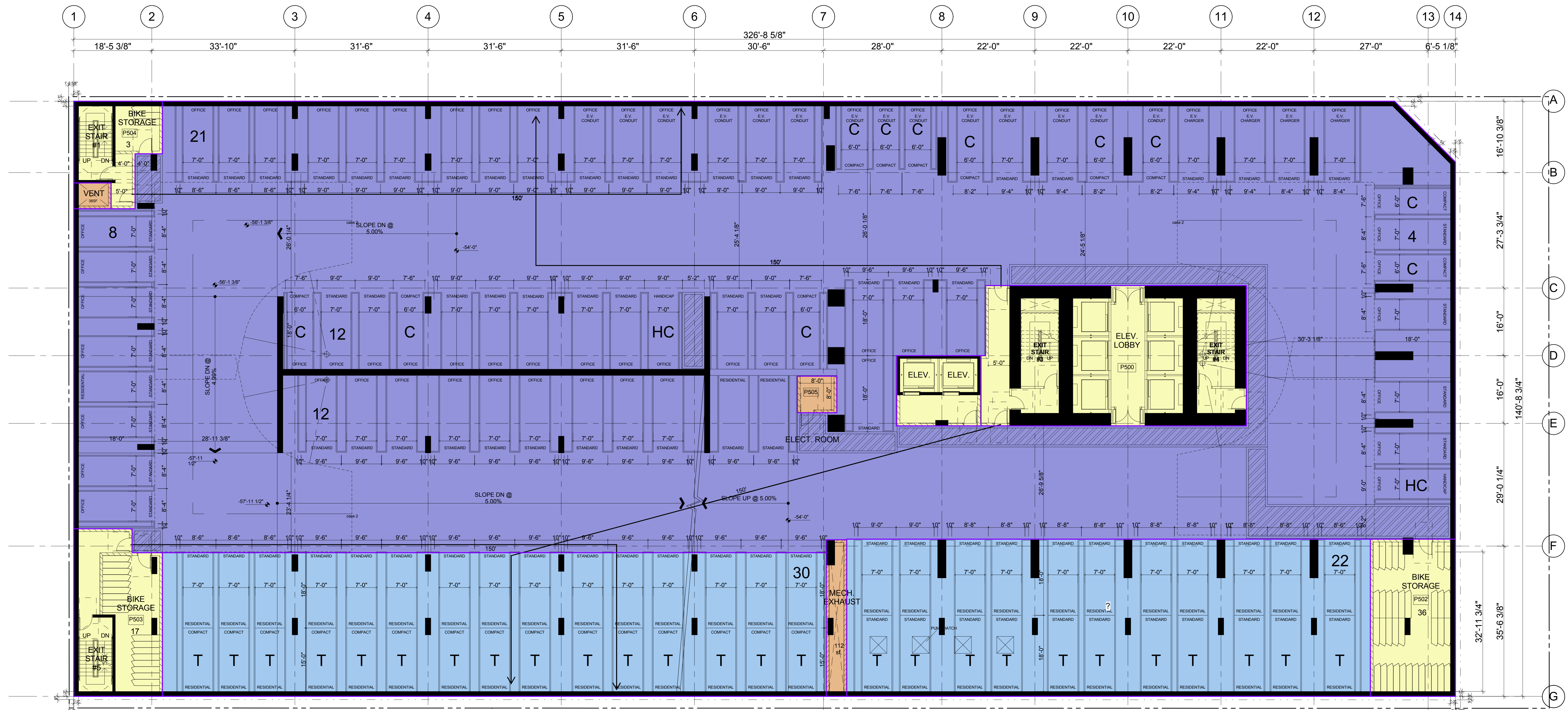


AREAS

- COMMERCIAL PARKING
- RESIDENTIAL COMMON
- RESIDENTIAL PARKING
- SERVICES

NOTE:  
LEVEL P6 (OFFICE PARKING):  
CONDUIT FOR EV CHARGERS PROVIDED = 14 STALLS PROVIDED  
EV CHARGERS PROVIDED = 4 STALLS PROVIDED  
20% CONDUIT FOR EV CHARGERS PROVIDED = 215 IN TOTAL  
5% EV CHARGERS INSTALLED = 54 IN TOTAL





AREAS

- COMMERCIAL PARKING
- RESIDENTIAL COMMON
- RESIDENTIAL PARKING
- SERVICES

NOTE:  
LEVEL P5 (OFFICE PARKING):  
CONDUIT FOR EV CHARGERS PROVIDED = 14 STALLS PROVIDED  
EV CHARGERS PROVIDED = 4 STALLS PROVIDED  
20% CONDUIT FOR EV CHARGERS PROVIDED = 215 IN TOTAL  
5% EV CHARGERS INSTALLED = 54 IN TOTAL



AREAS

- RESIDENTIAL COMMON
- RESIDENTIAL PARKING
- SERVICES

NOTE:  
LEVEL P3 (RESIDENTIAL PARKING):  
CONDUIT FOR EV CHARGERS PROVIDED = 30 STALLS PROVIDED  
EV CHARGERS PROVIDED = 8 STALLS PROVIDED  
20% CONDUIT FOR EV CHARGERS PROVIDED = 215 IN TOTAL  
5% EV CHARGERS INSTALLED = 54 IN TOTAL








## LEVEL P1 PLAN

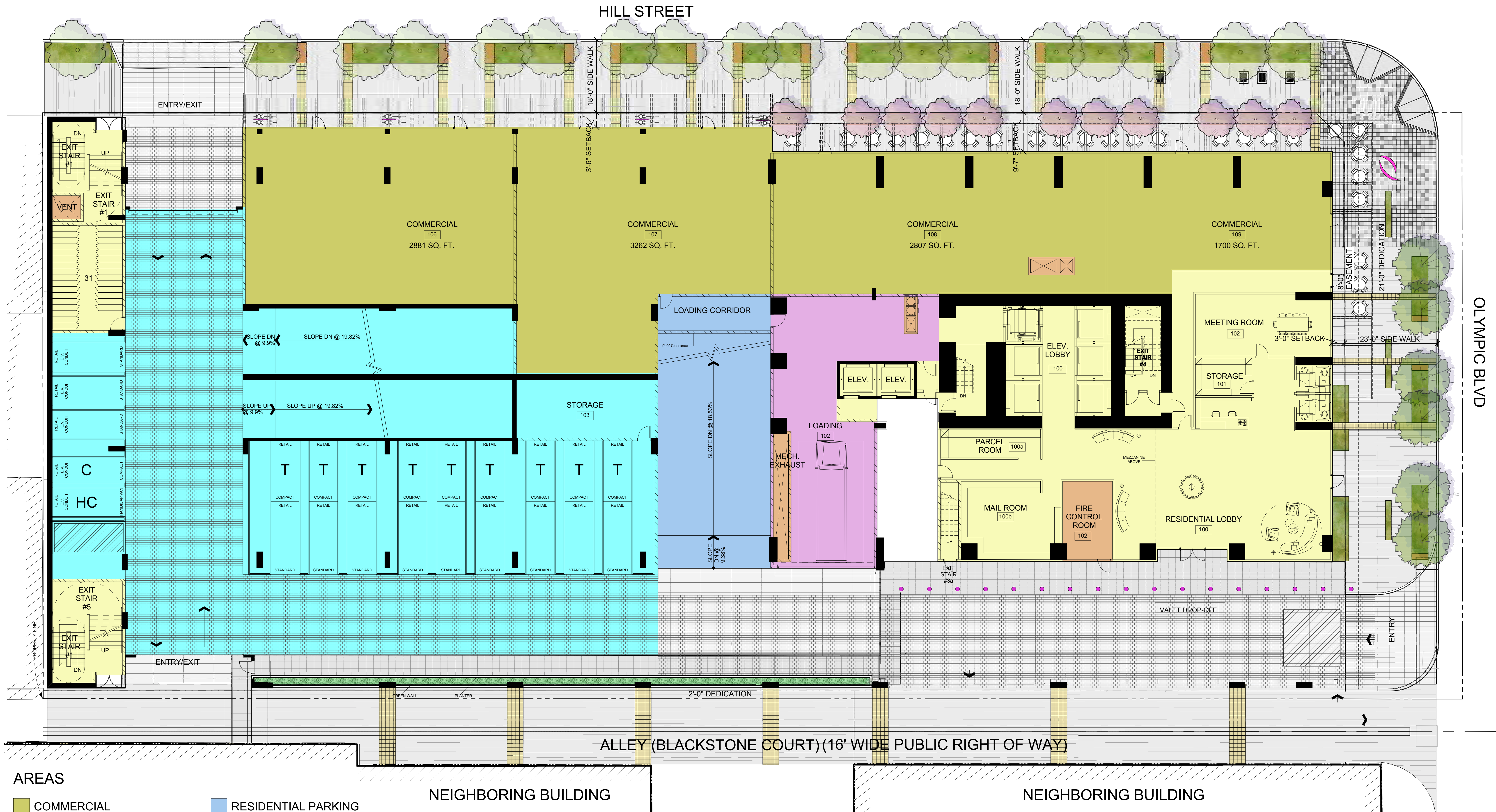


## AREAS

-  RESIDENTIAL COMMON  
 RESIDENTIAL PARKING  
 SERVICES

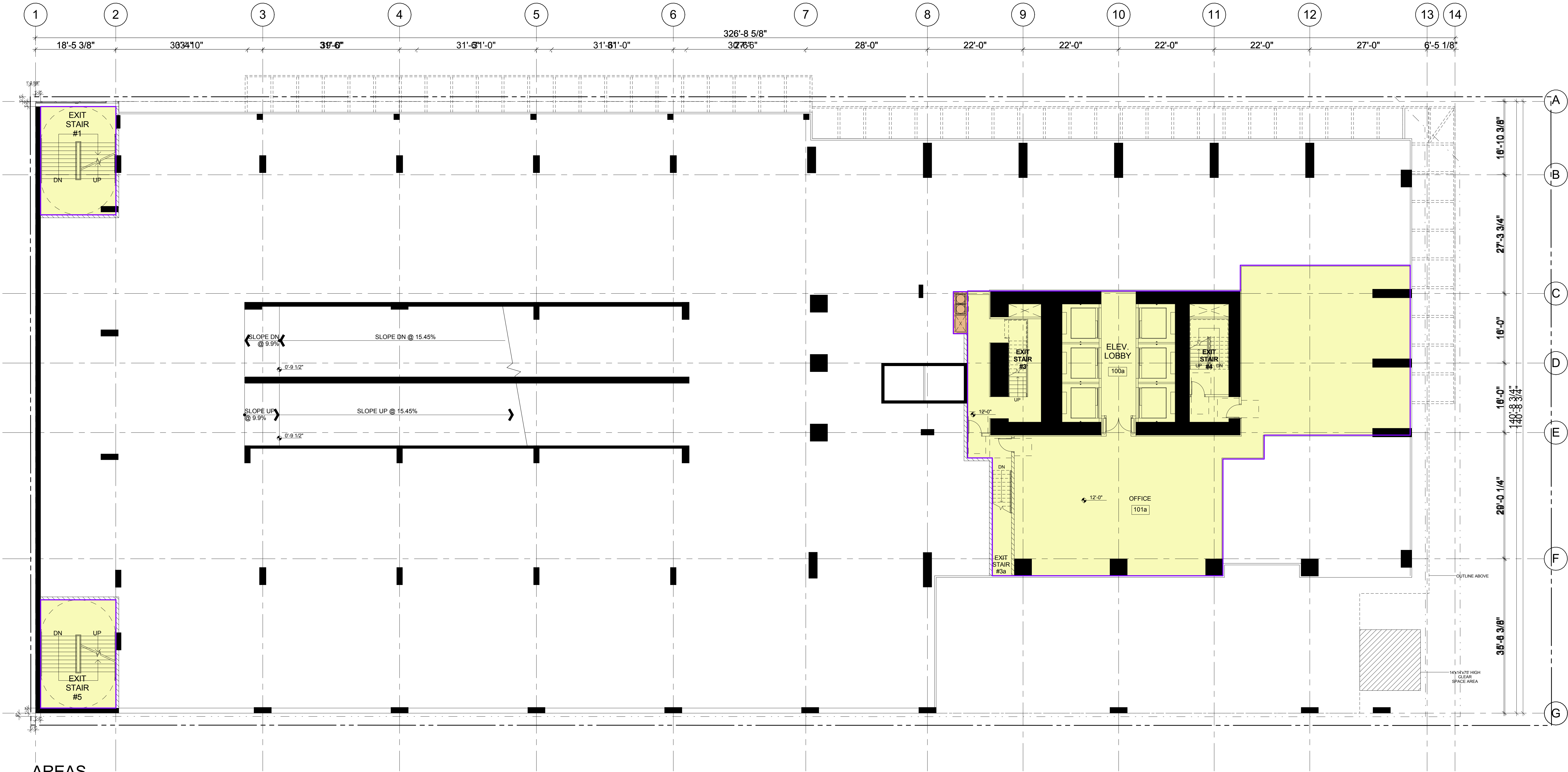
NOTE:  
LEVEL P1 (RESIDENTIAL PARKING):  
CONDUIT FOR EV CHARGERS PROVIDED = 30 STALLS PROVIDED  
EV CHARGERS PROVIDED = 8 STALLS PROVIDED  
20% CONDUIT FOR EV CHARGERS PROVIDED = 215 IN TOTAL  
5% EV CHARGERS INSTALLED = 54 IN TOTAL





- AREAS
- COMMERCIAL
  - LOADING/MOVE-IN
  - RESIDENTIAL COMMON
  - RESIDENTIAL PARKING
  - RETAIL PARKING
  - SERVICES





- AREAS
- RESIDENTIAL COMMON
  - SERVICES



AREAS

- RESIDENTIAL COMMON
- RESIDENTIAL PARKING
- SERVICES

NOTE:  
LEVEL 2 (RESIDENTIAL PARKING):  
CONDUIT FOR EV CHARGERS PROVIDED = 30 STALLS PROVIDED  
EV CHARGERS PROVIDED = 8 STALLS PROVIDED  
20% CONDUIT FOR EV CHARGERS PROVIDED = 215 IN TOTAL  
5% EV CHARGERS INSTALLED = 54 IN TOTAL



- AREAS
- RESIDENTIAL
  - RESIDENTIAL COMMON
  - RESIDENTIAL PARKING
  - SERVICES

NOTE:  
LEVEL 3 (RESIDENTIAL PARKING):  
CONDUIT FOR EV CHARGERS PROVIDED = 23 STALLS PROVIDED  
EV CHARGERS PROVIDED = 5 STALLS PROVIDE  
20% CONDUIT FOR EV CHARGERS PROVIDED = 215 IN TOTAL  
5% EV CHARGERS INSTALLED = 54 IN TOTAL



## LEVEL 4 PLAN



## AREAS

- RESIDENTIAL
- RESIDENTIAL COMMON
- RESIDENTIAL PARKING
- SERVICES

NOTE:  
LEVEL 4 (RESIDENTIAL PARKING):  
CONDUIT FOR EV CHARGERS PROVIDED = 24 STALLS PROVIDED  
EV CHARGERS PROVIDED = 5 STALLS PROVIDED  
20% CONDUIT FOR EV CHARGERS PROVIDED = 215 IN TOTAL  
5% EV CHARGERS INSTALLED = 54 IN TOTAL

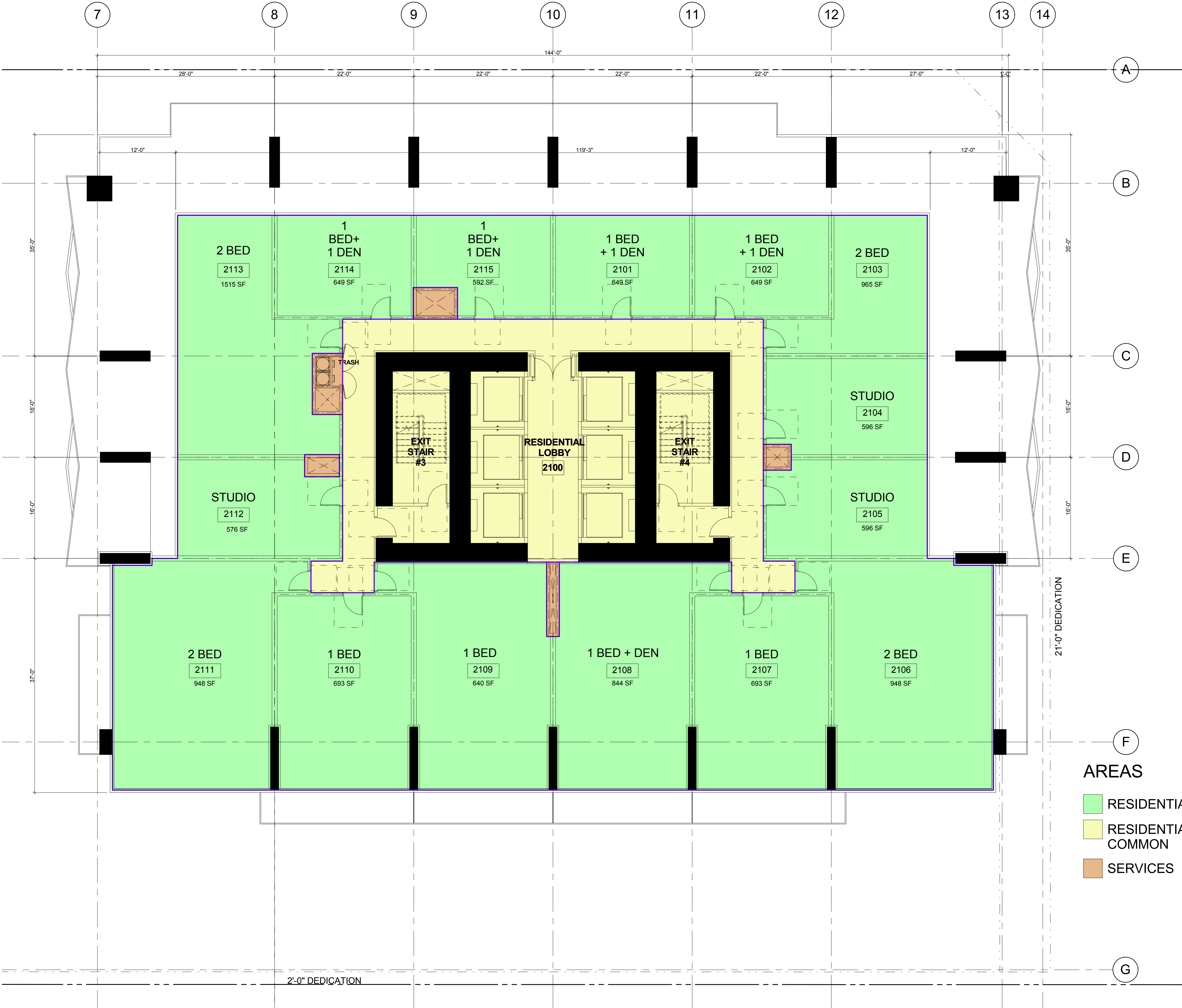


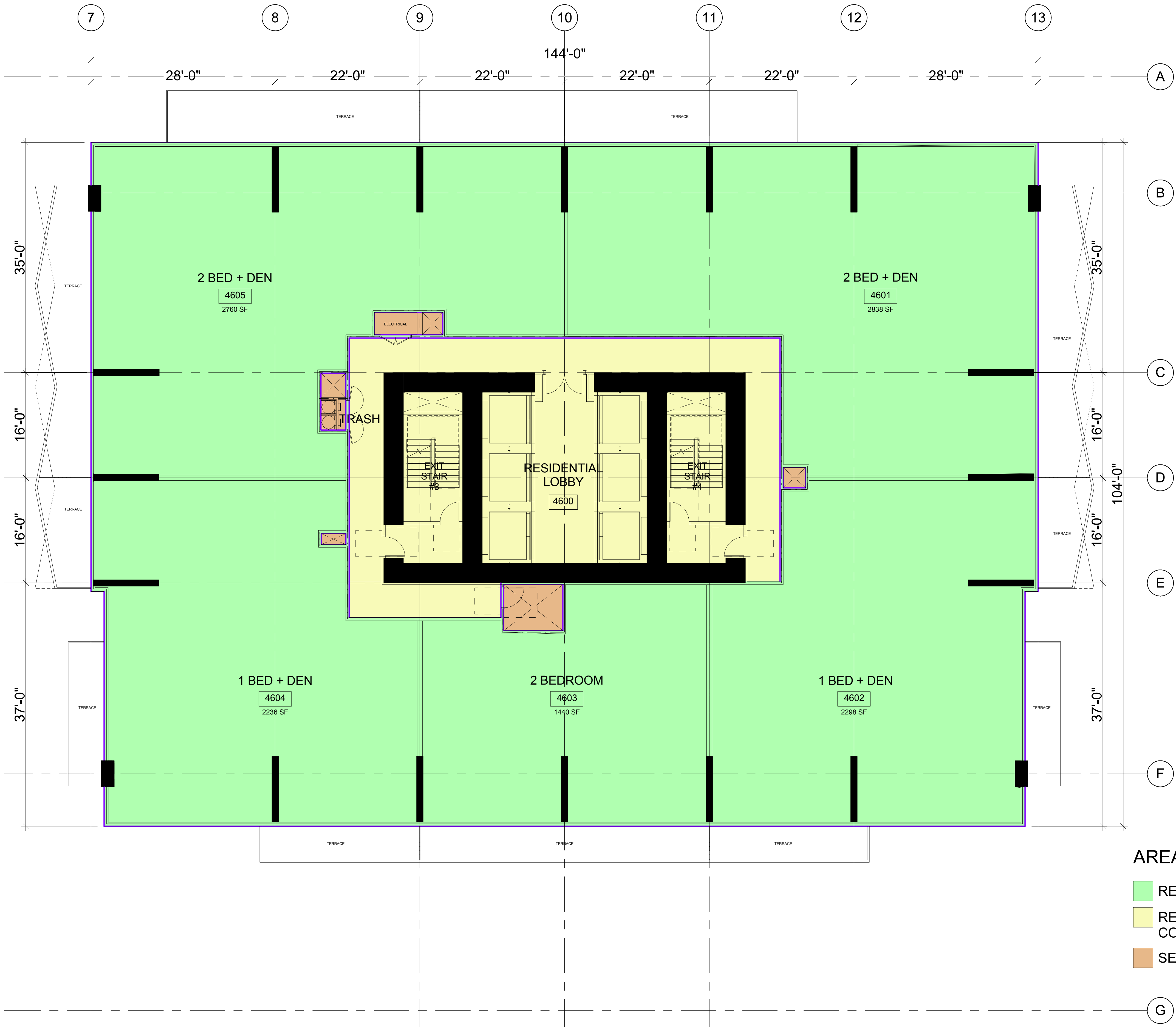




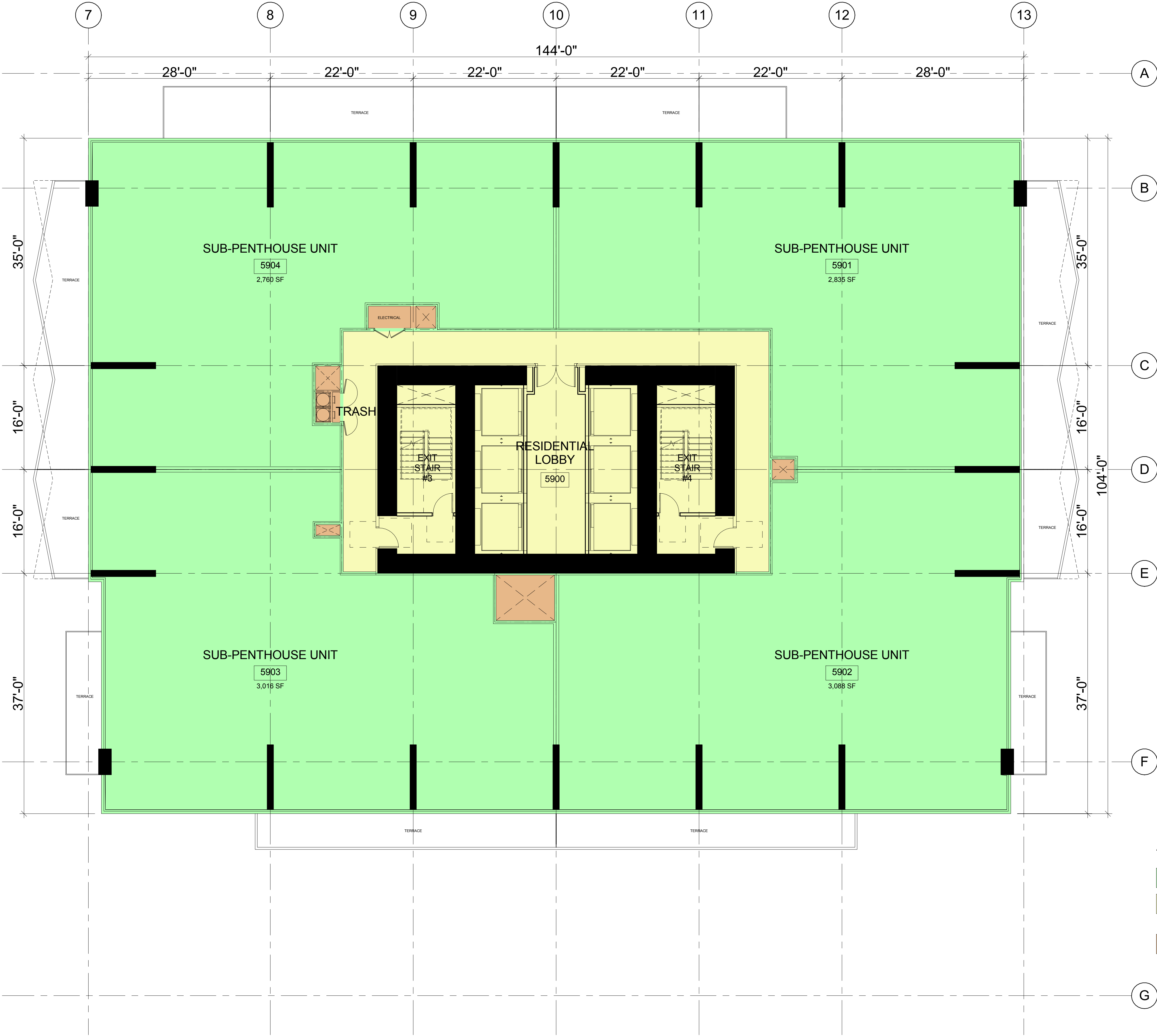
# TYPICAL TOWER FLOOR PLAN - 1 (L6-45)



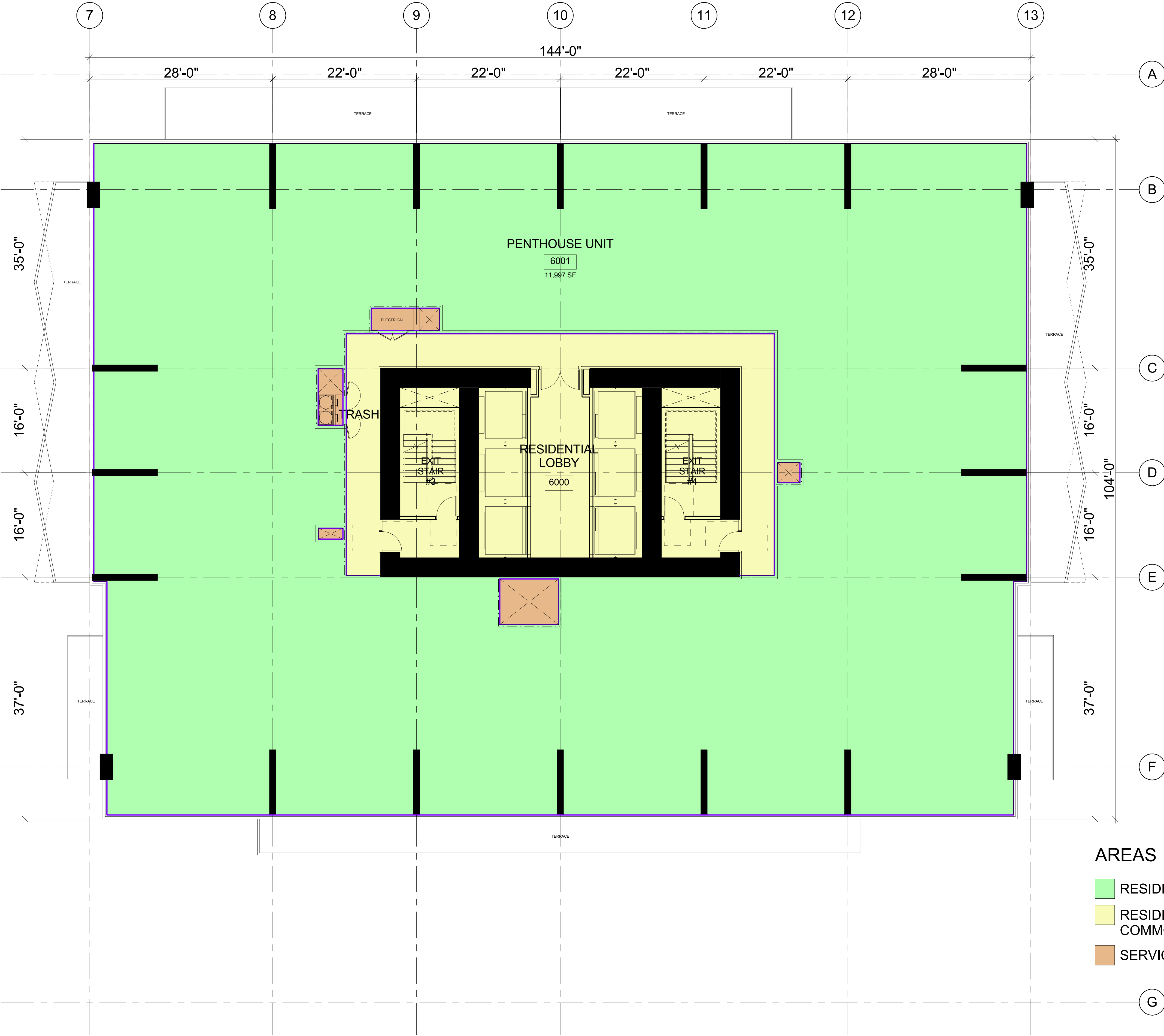




SUB-PENTHOUSE FLOOR PLAN (L59)

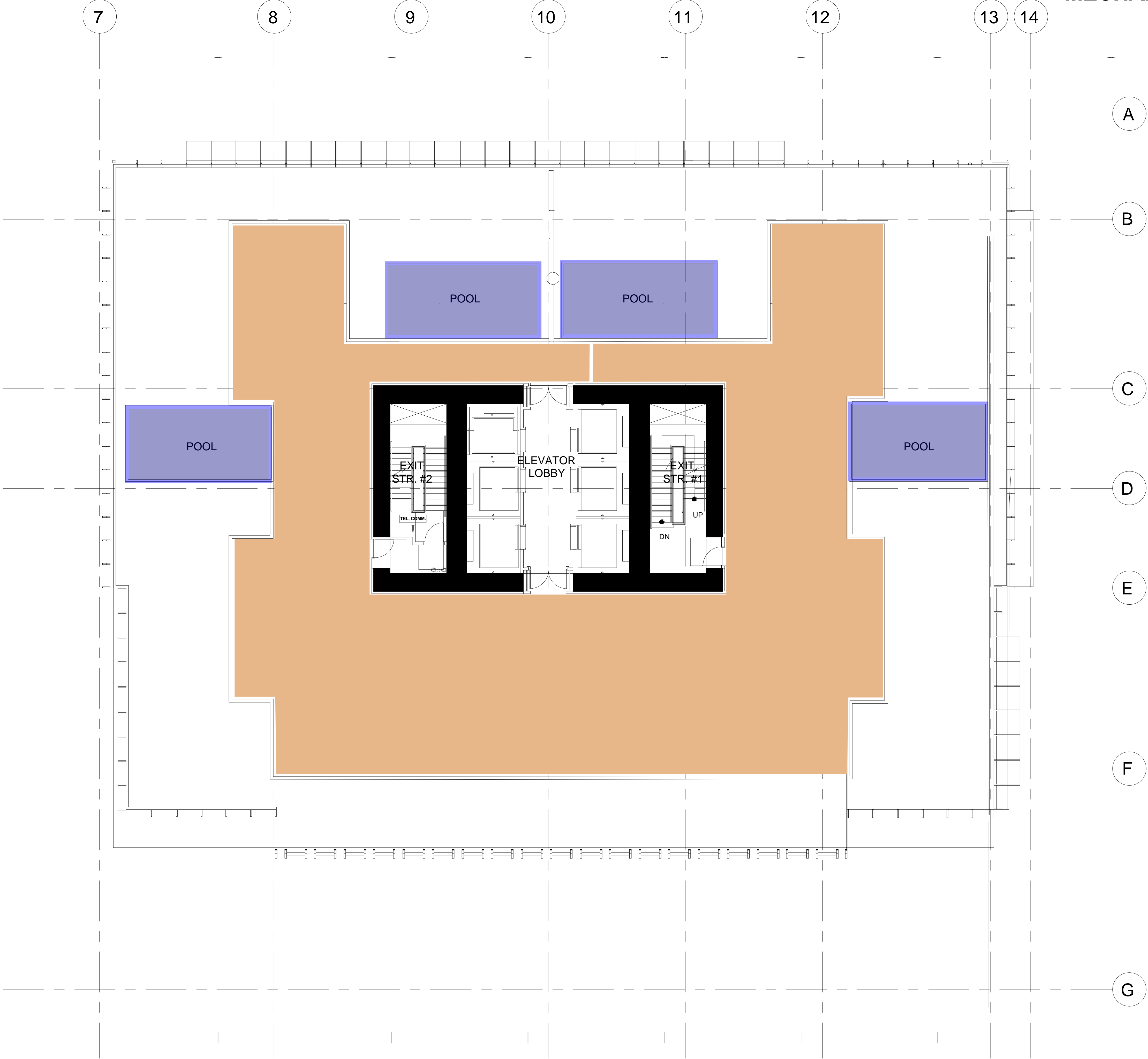


- AREAS
- RESIDENTIAL
  - RESIDENTIAL COMMON
  - SERVICES



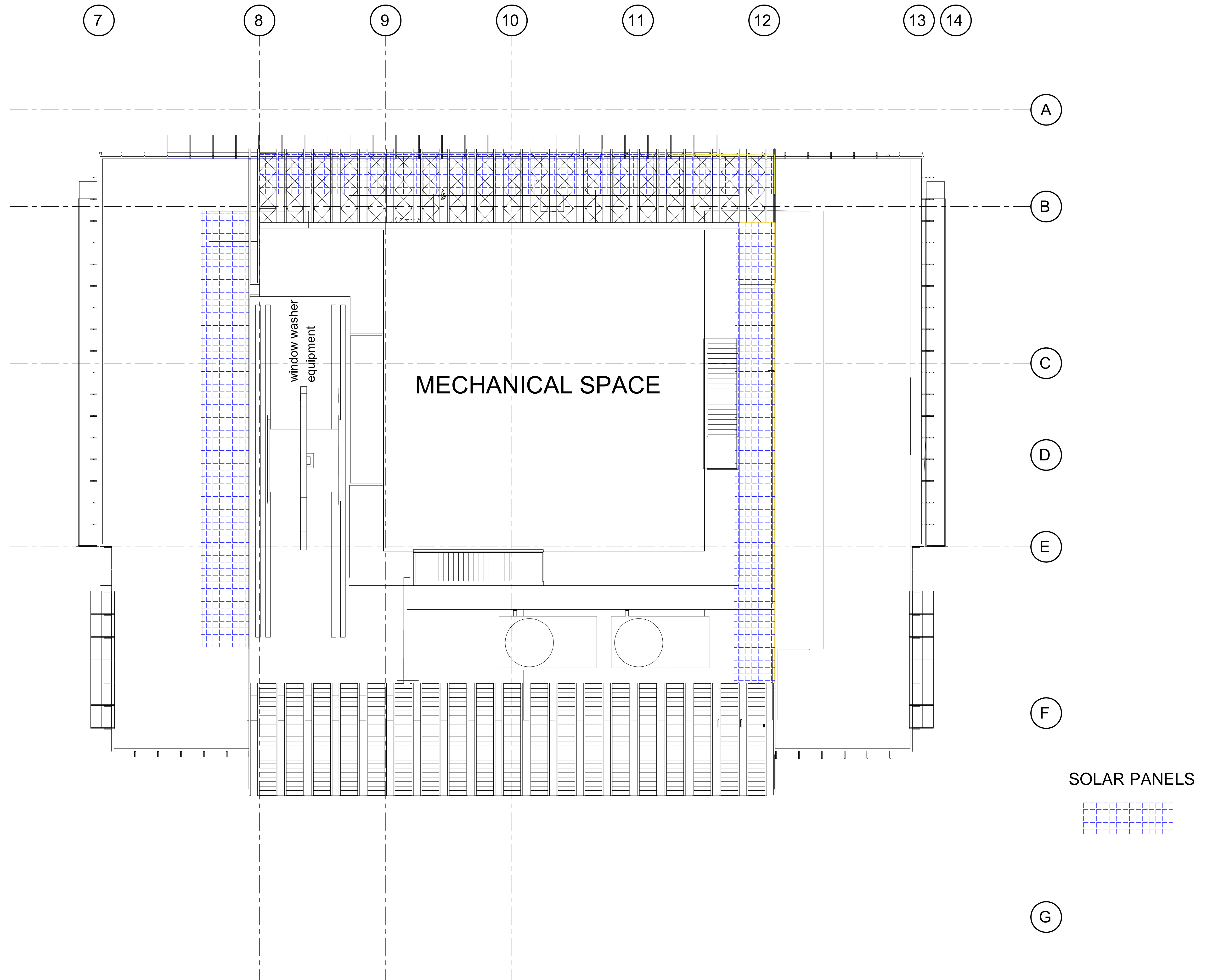
AREAS

- RESIDENTIAL
- RESIDENTIAL COMMON
- SERVICES



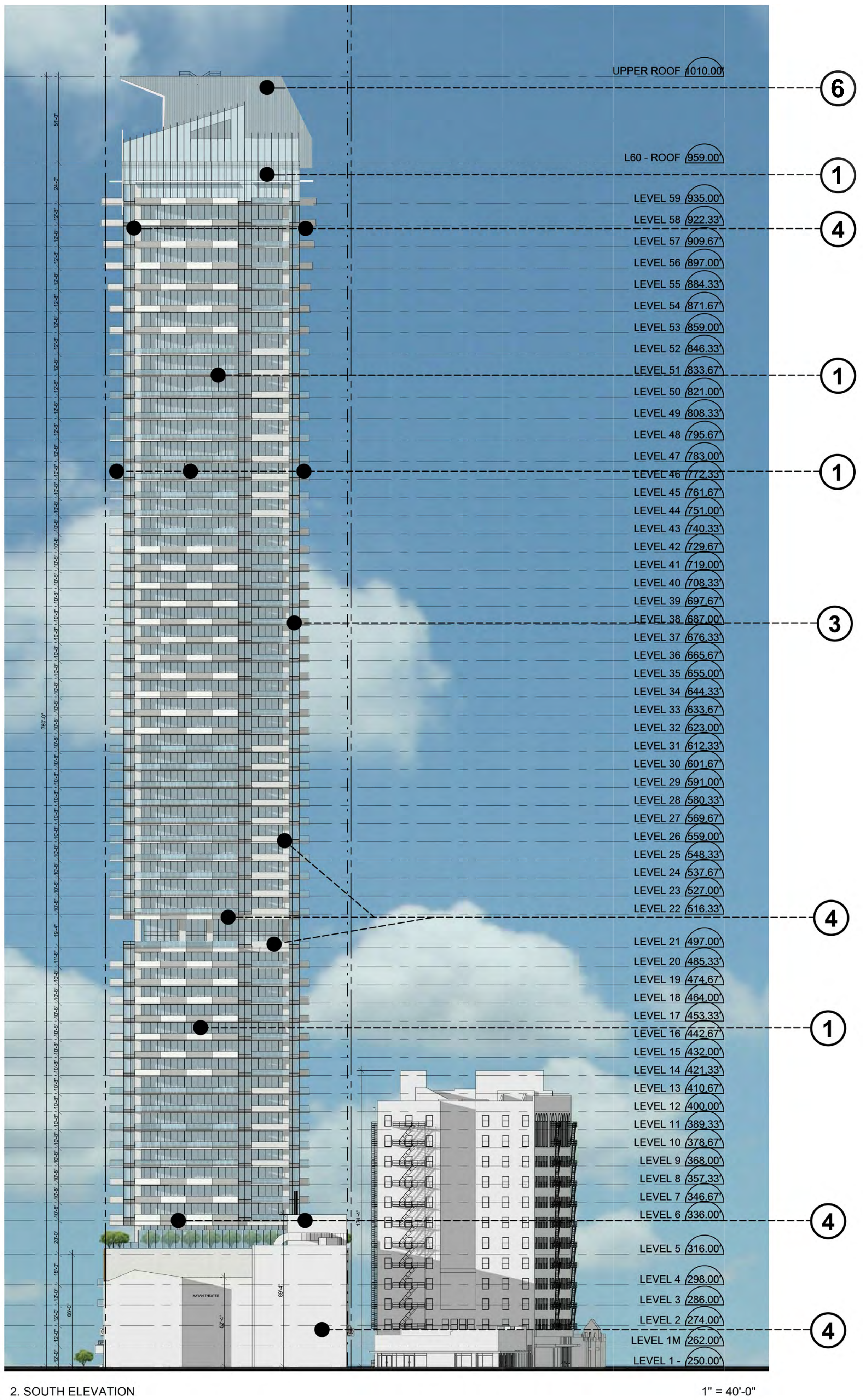
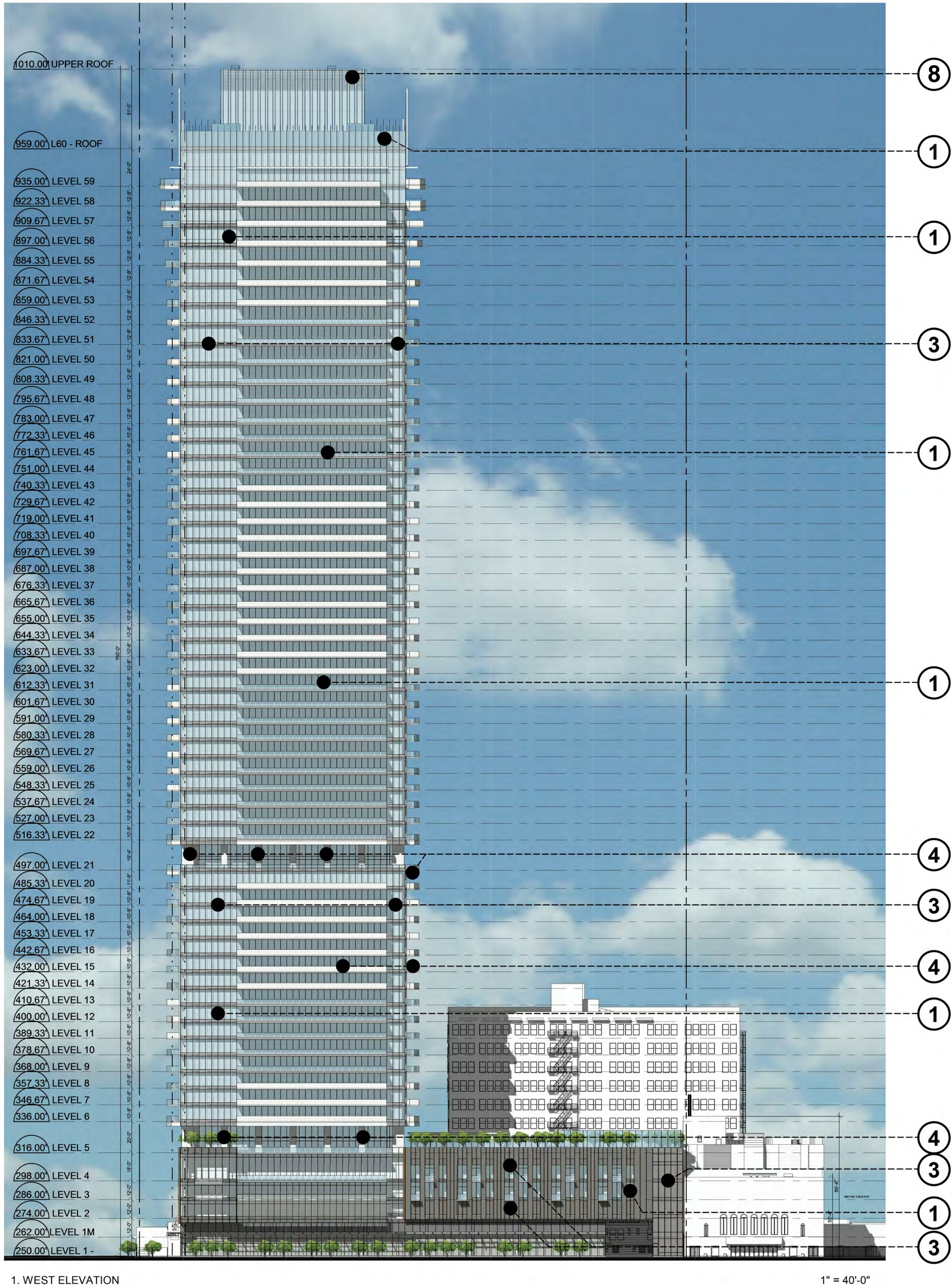
SERVICES







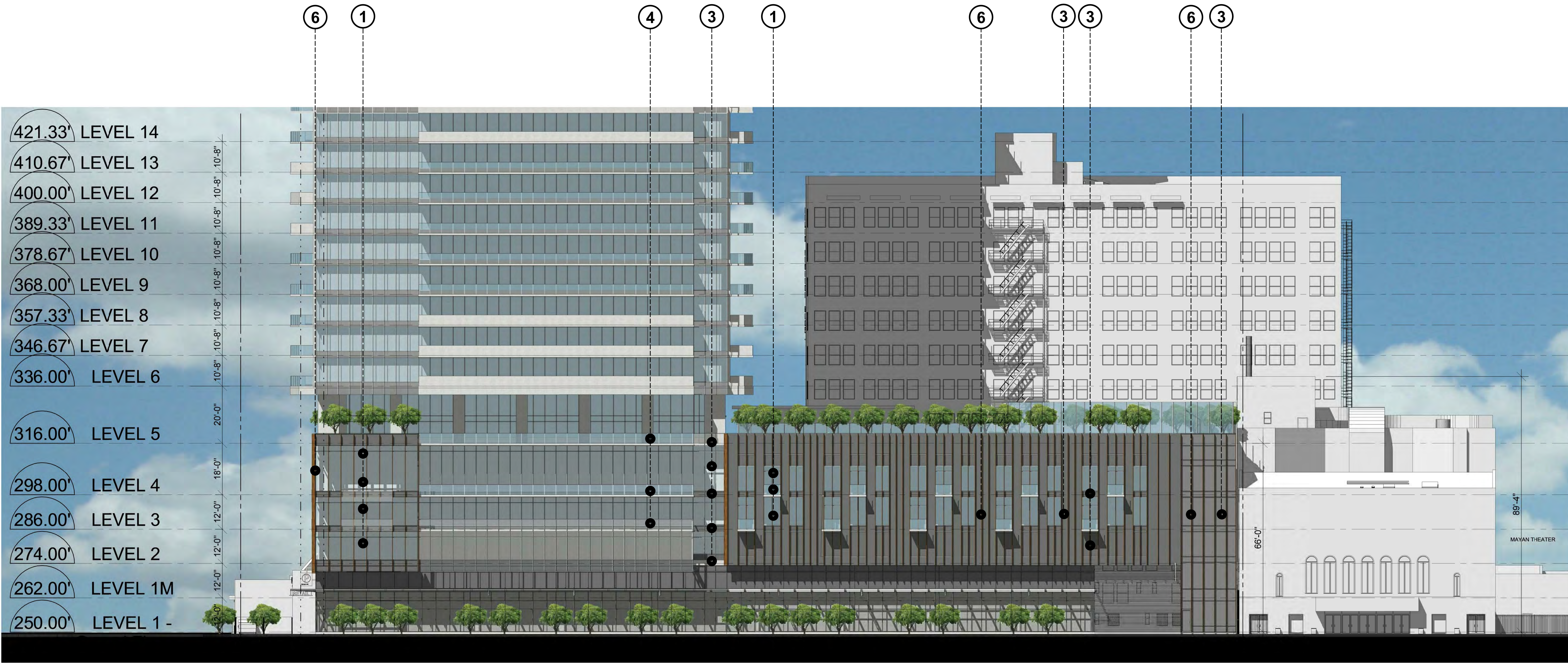
ELEVATIONS



MATERIALS

- 1 GLASS
- 2 WHITE SPANDREL GLASS
- 3 GREY SPANDREL GLASS
- 4 ARCHITECTURAL FINISH CONCRETE
- 5 PAINTED METAL SCREEN
- 6 FLUTED METAL SCREEN
- 7 PAINTED METAL LOUVER
- 8 PAINTED METAL TRELLIS

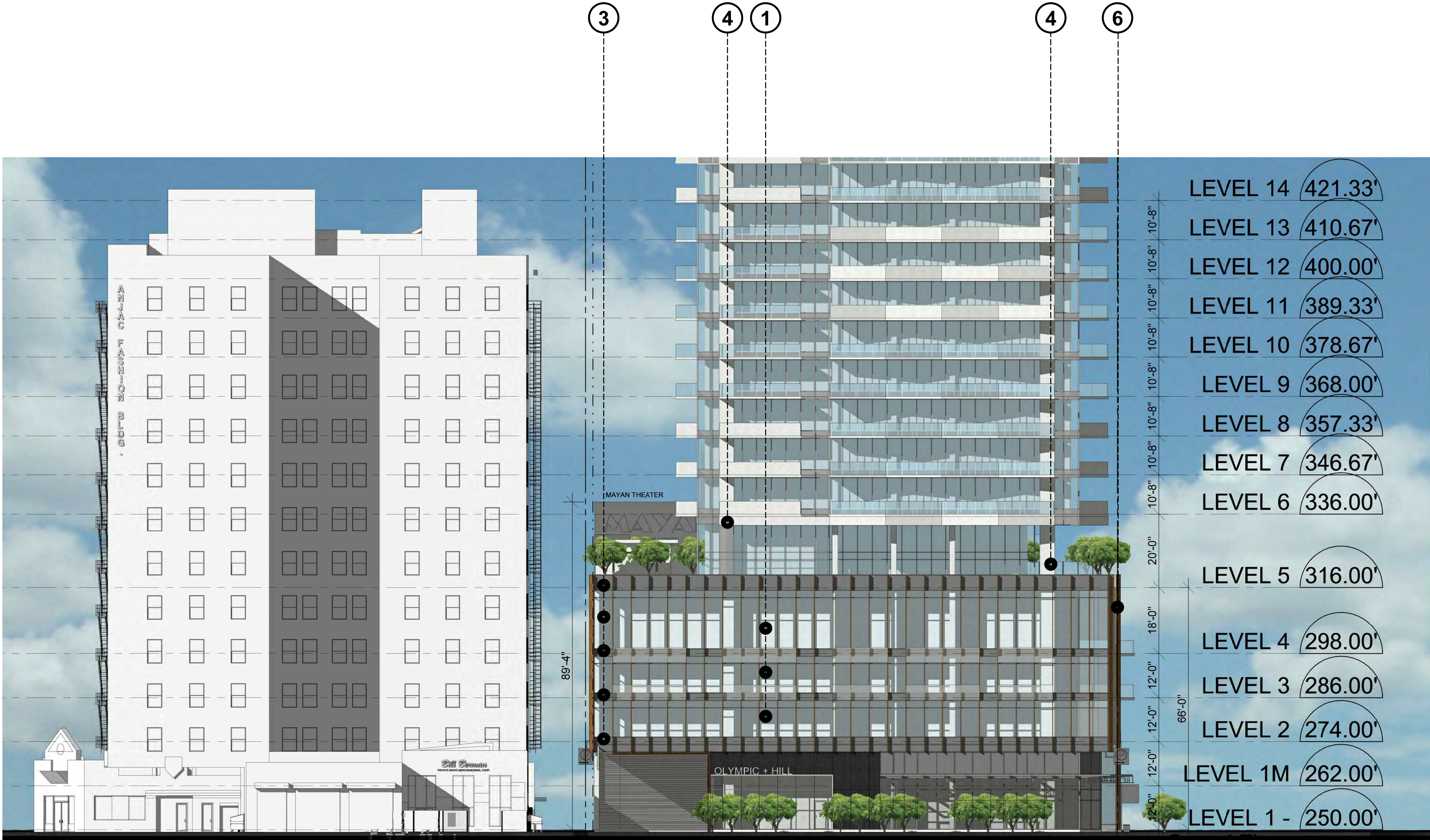




1. WEST PODIUM ELEVATION (HILL STREET)

1/16" = 1'-0"

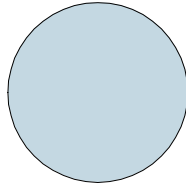
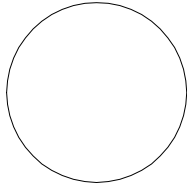
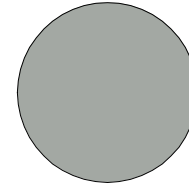
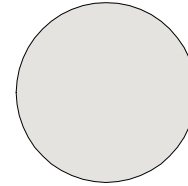
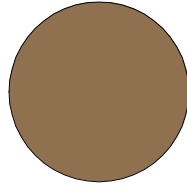
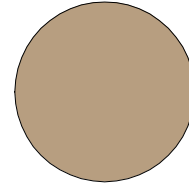




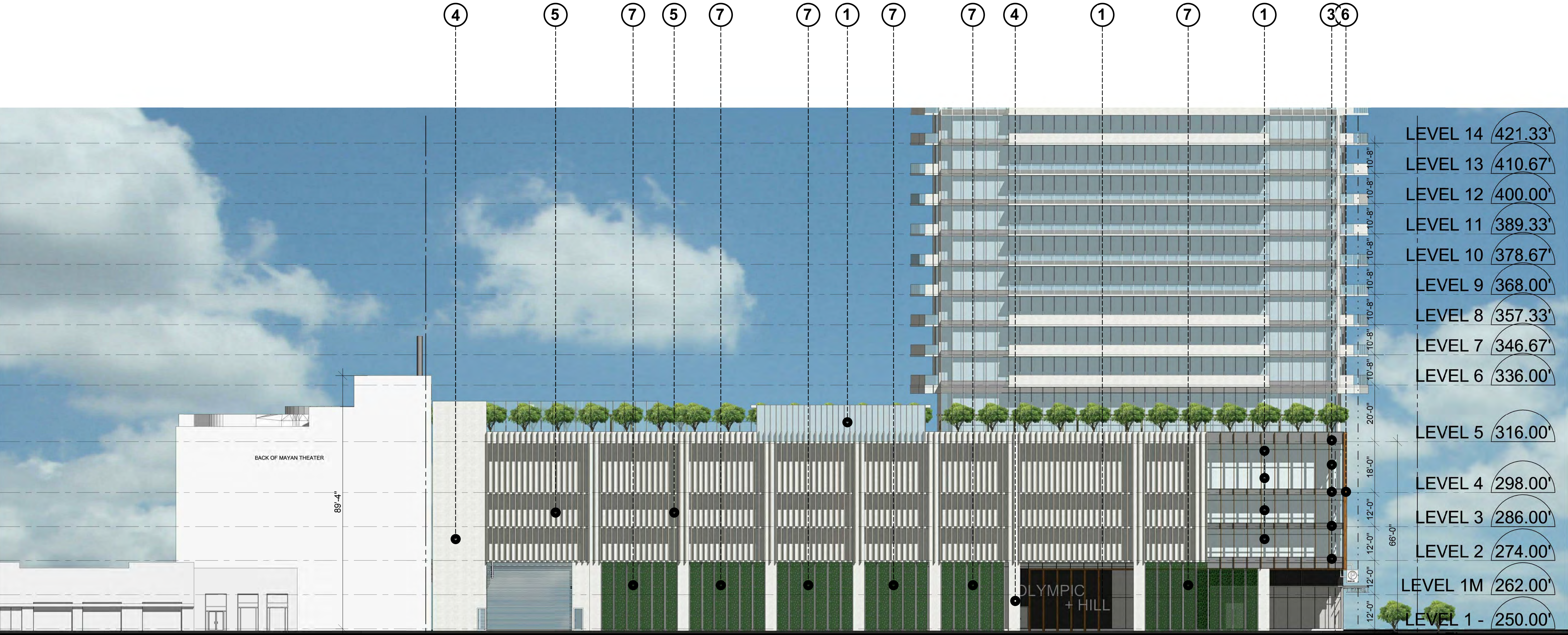
1. NORTH PODIUM ELEVATION (OLYMPIC BOULEVARD)

1/16" = 1'-0"

MATERIALS

					
1 GLASS	2 WHITE SPANDREL GLASS	3 GREY SPANDREL GLASS	4 ARCHITECTURAL FINISH CONCRETE	5 WOOD GRAIN SCREEN	6 BRASS MULLION

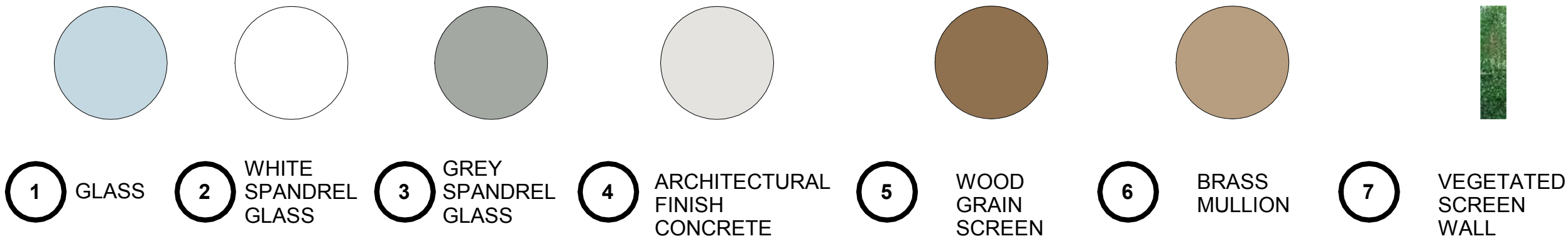




1. EAST PODIUM ELEVATION (ALLEY)

1/16" = 1'-0"

MATERIALS

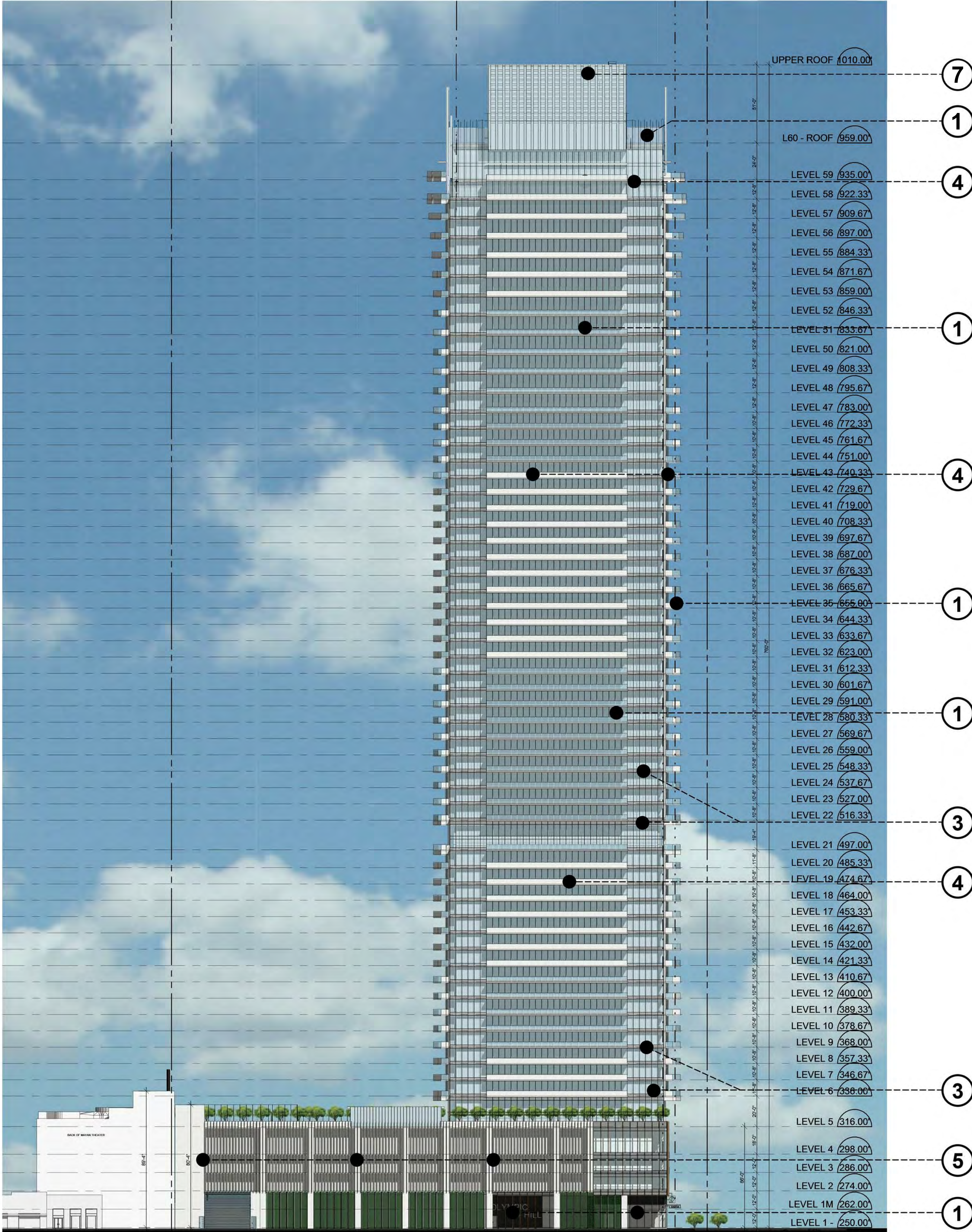




ELEVATIONS

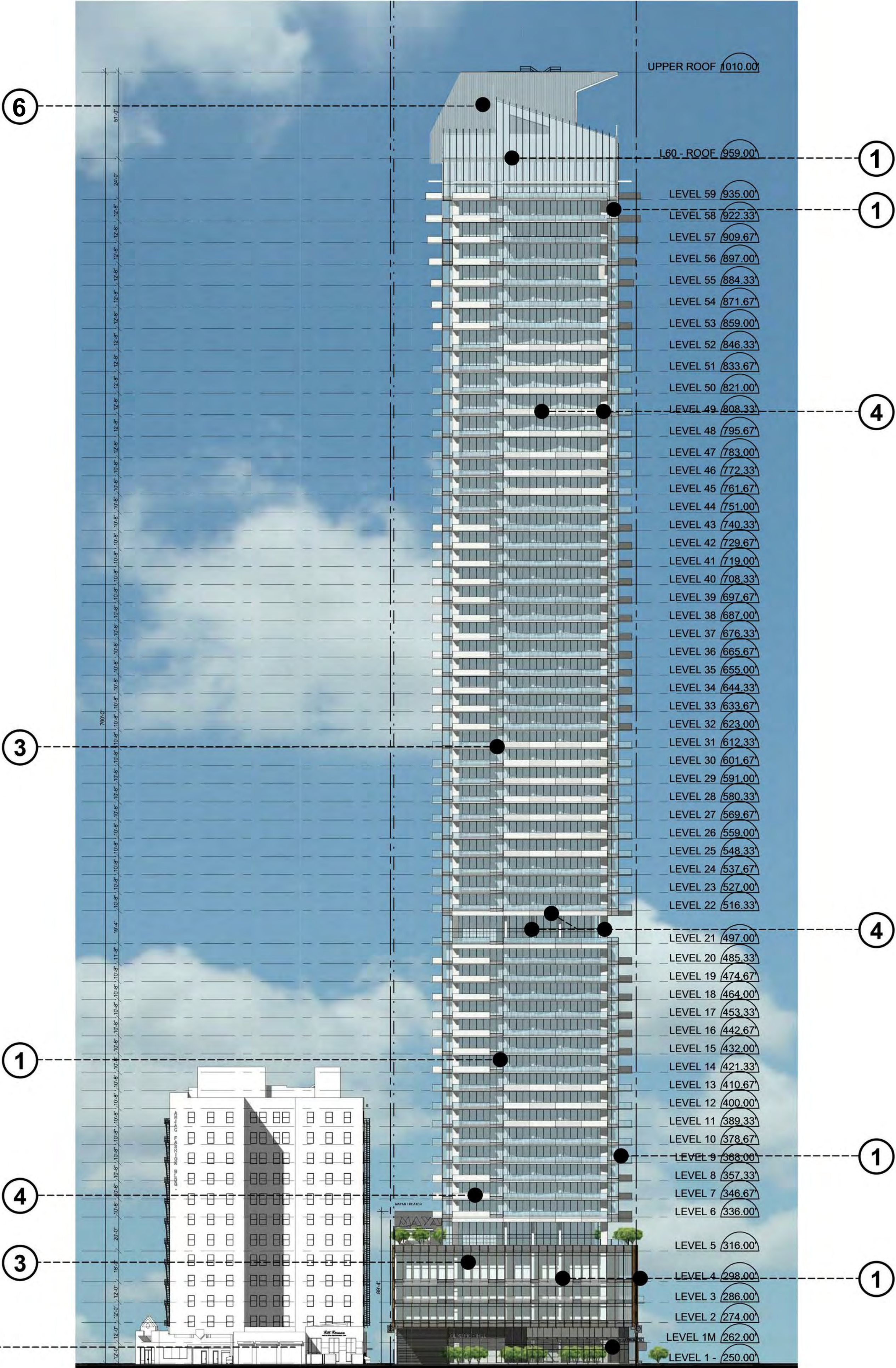
MATERIALS

- 1 GLASS
- 2 WHITE SPANDREL GLASS
- 3 GREY SPANDREL GLASS
- 4 ARCHITECTURAL FINISH CONCRETE
- 5 PAINTED METAL SCREEN
- 6 FLUTED METAL SCREEN
- 7 PAINTED METAL LOUVER
- 8 PAINTED METAL TRELLIS



1. EAST ELEVATION (ALLEY)

1" = 40'-0"

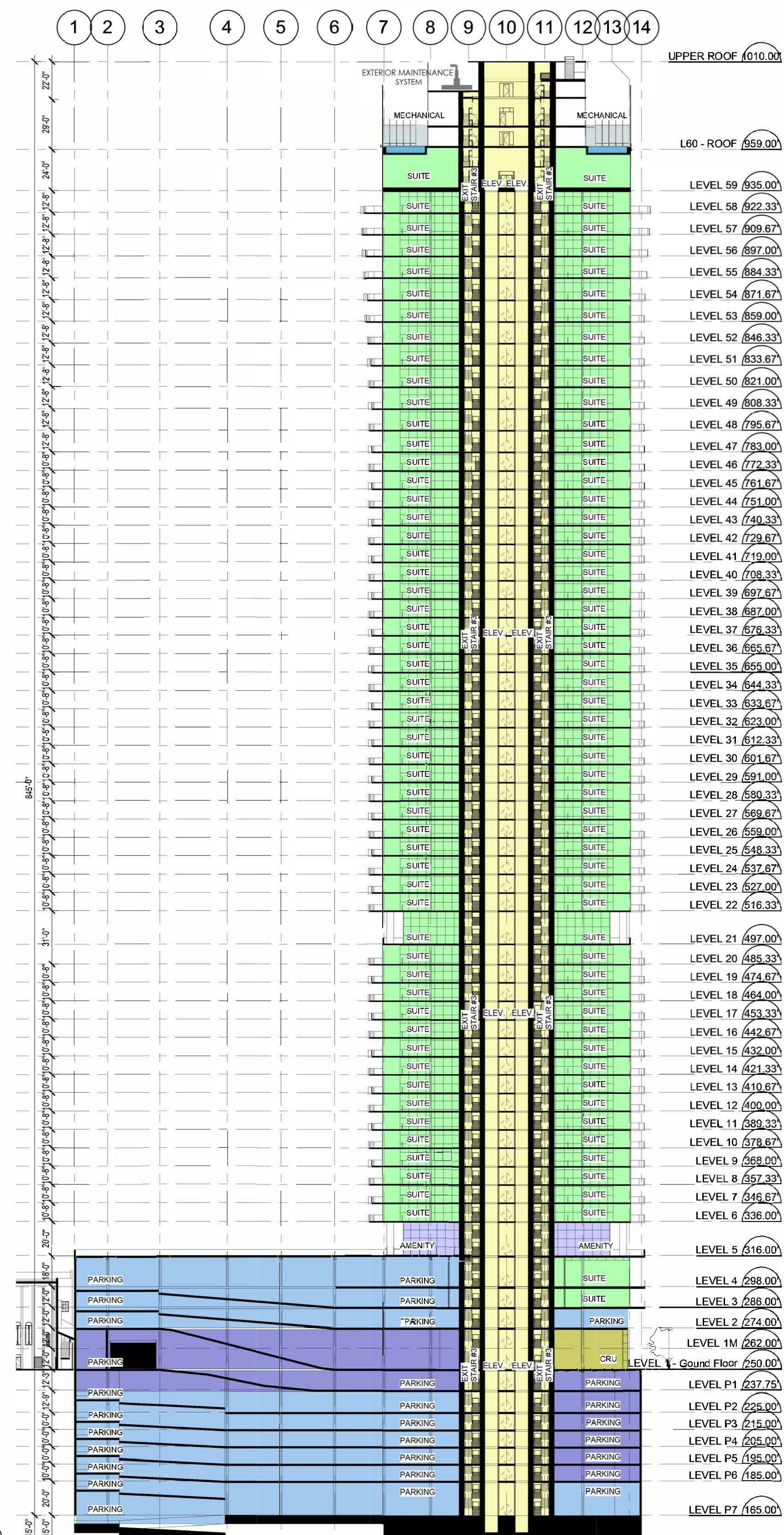
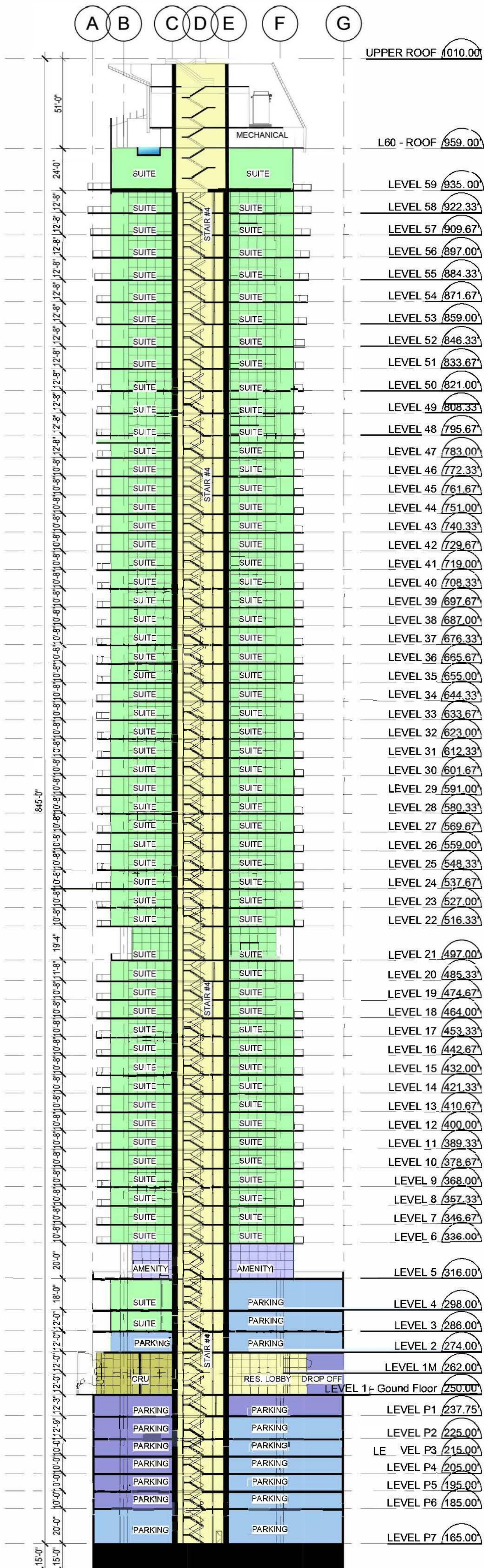


2. NORTH ELEVATION (OLYMPIC BOULEVARD)

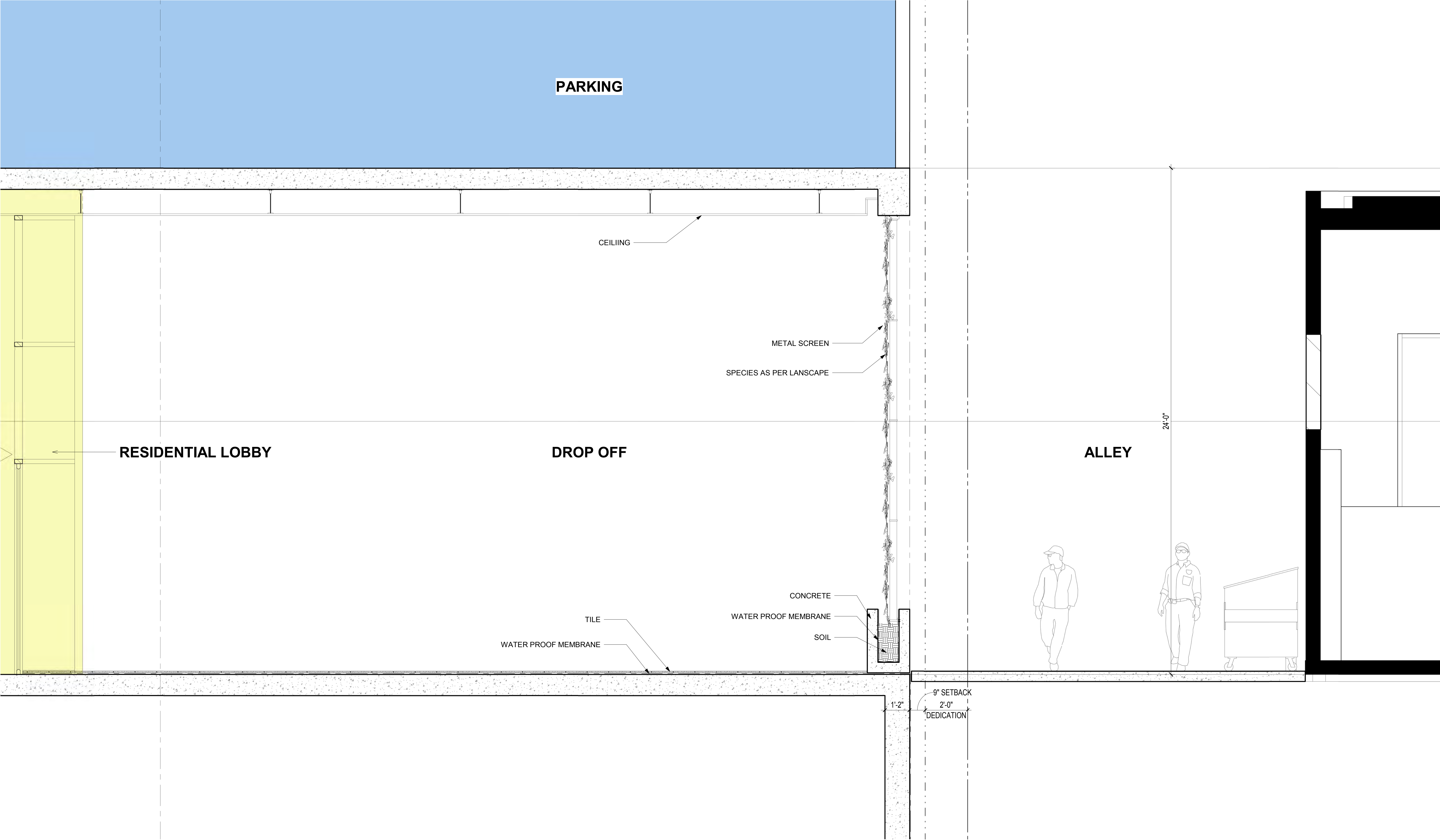
1" = 40'-0"



BUILDING SECTIONS

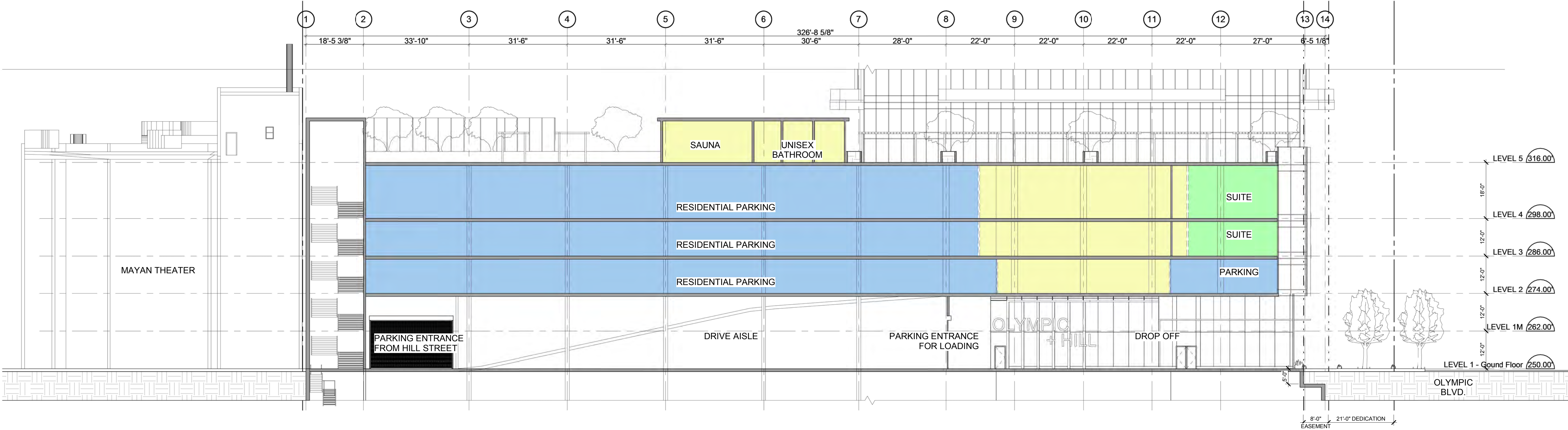






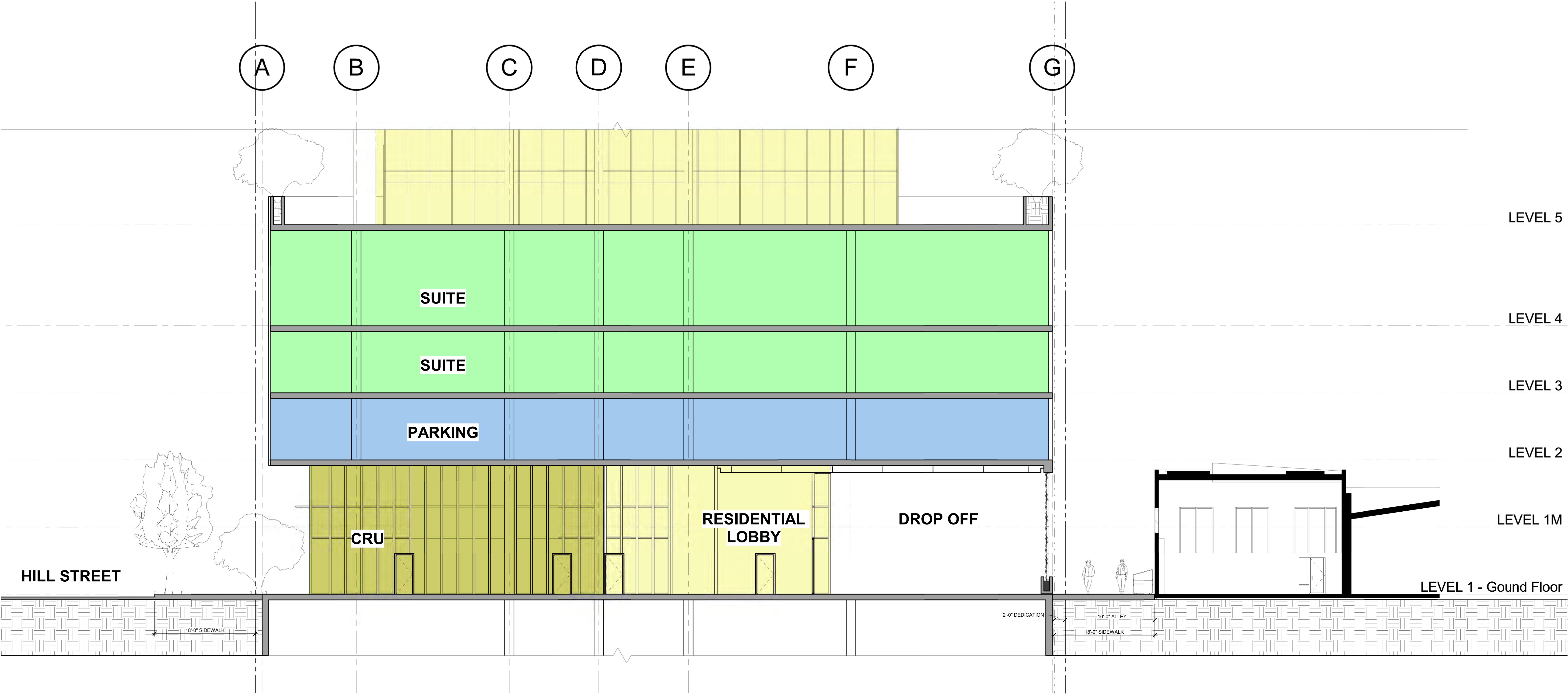
SECTION 4 - DROP OFF AT ALLEY





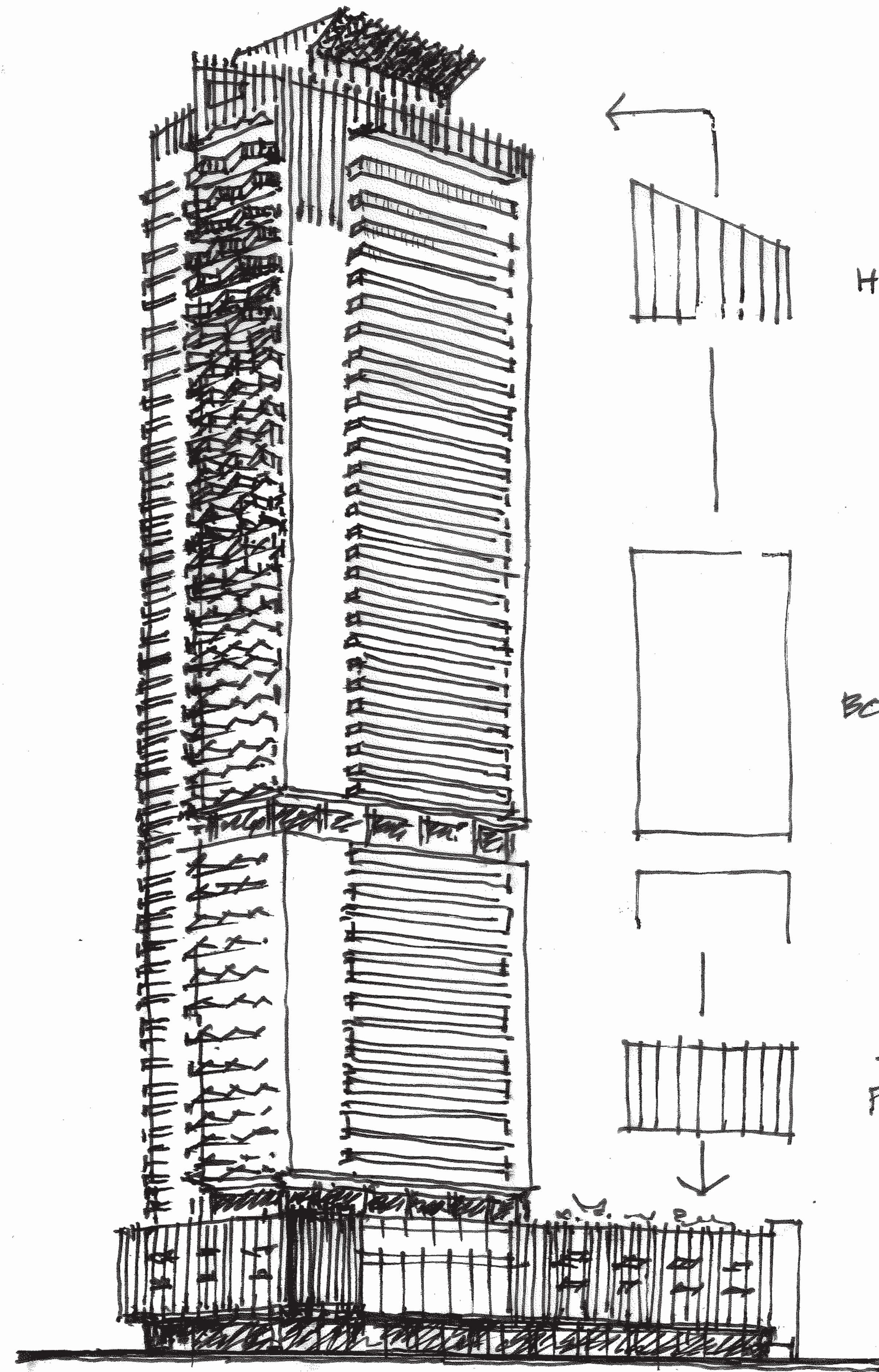
SECTION 5 - FROM BACK ALLEY





SECTION 5 - RESIDENTIAL LOBBY AND RETAIL ENTRANCE



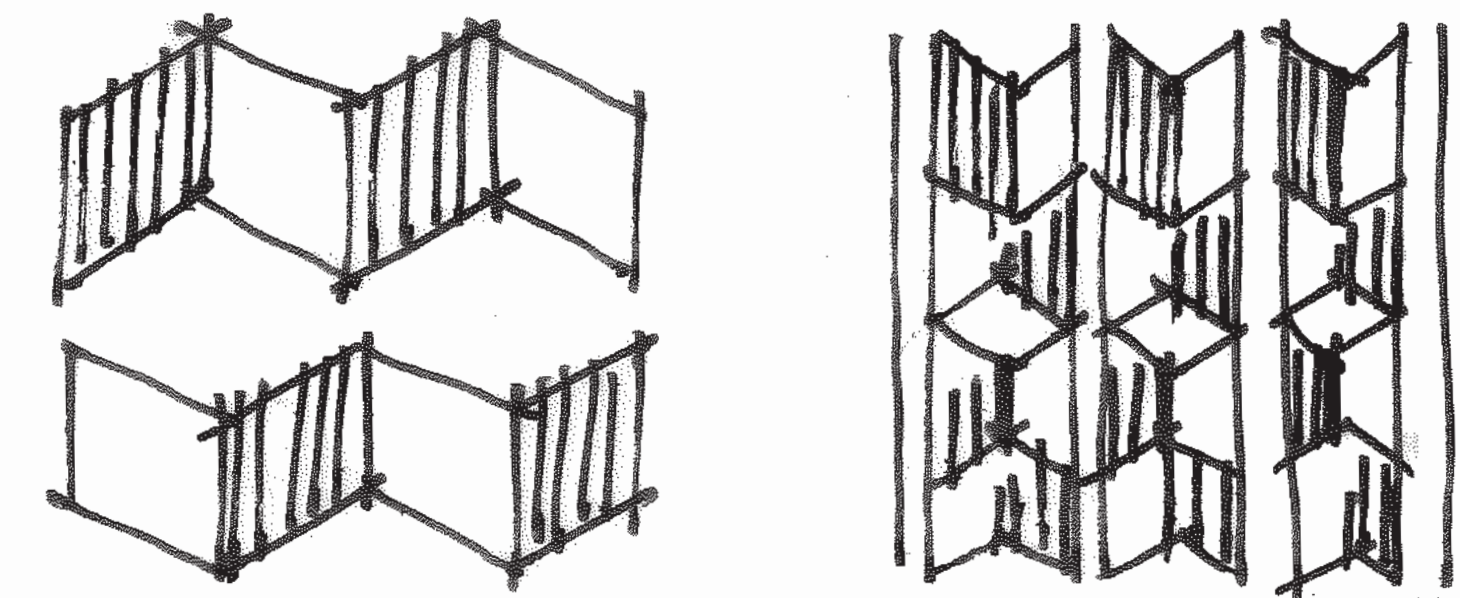
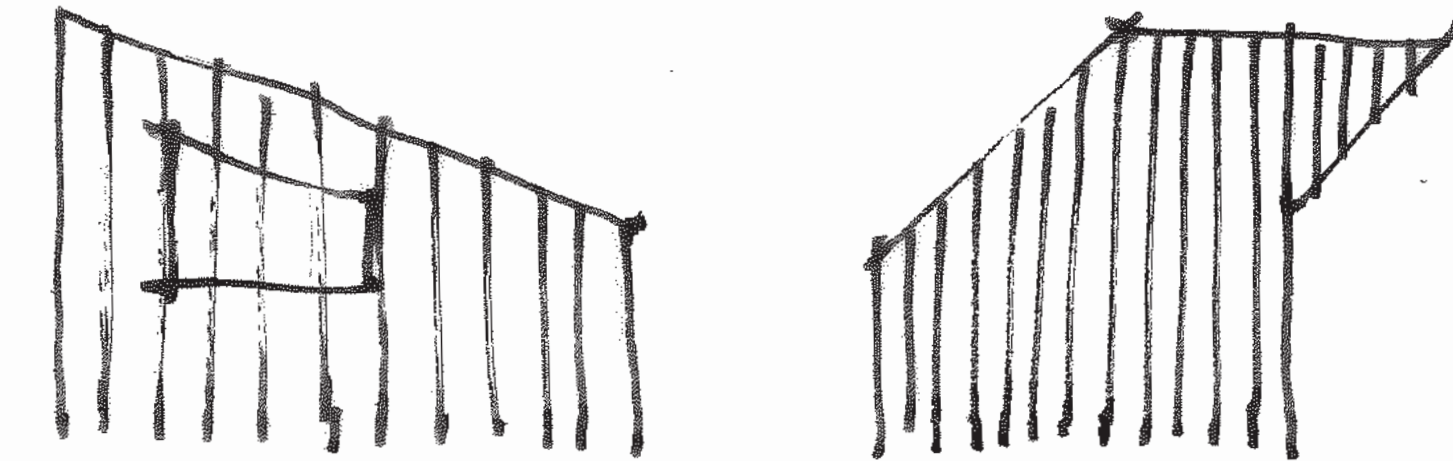
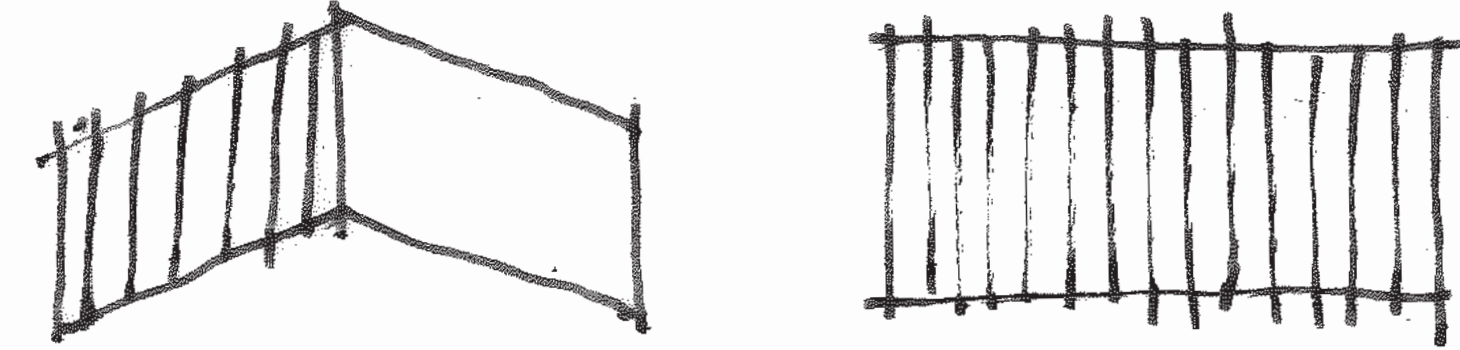


HEAD

BODY

BASE  
PODIUM

## GEOMETRIC LINES



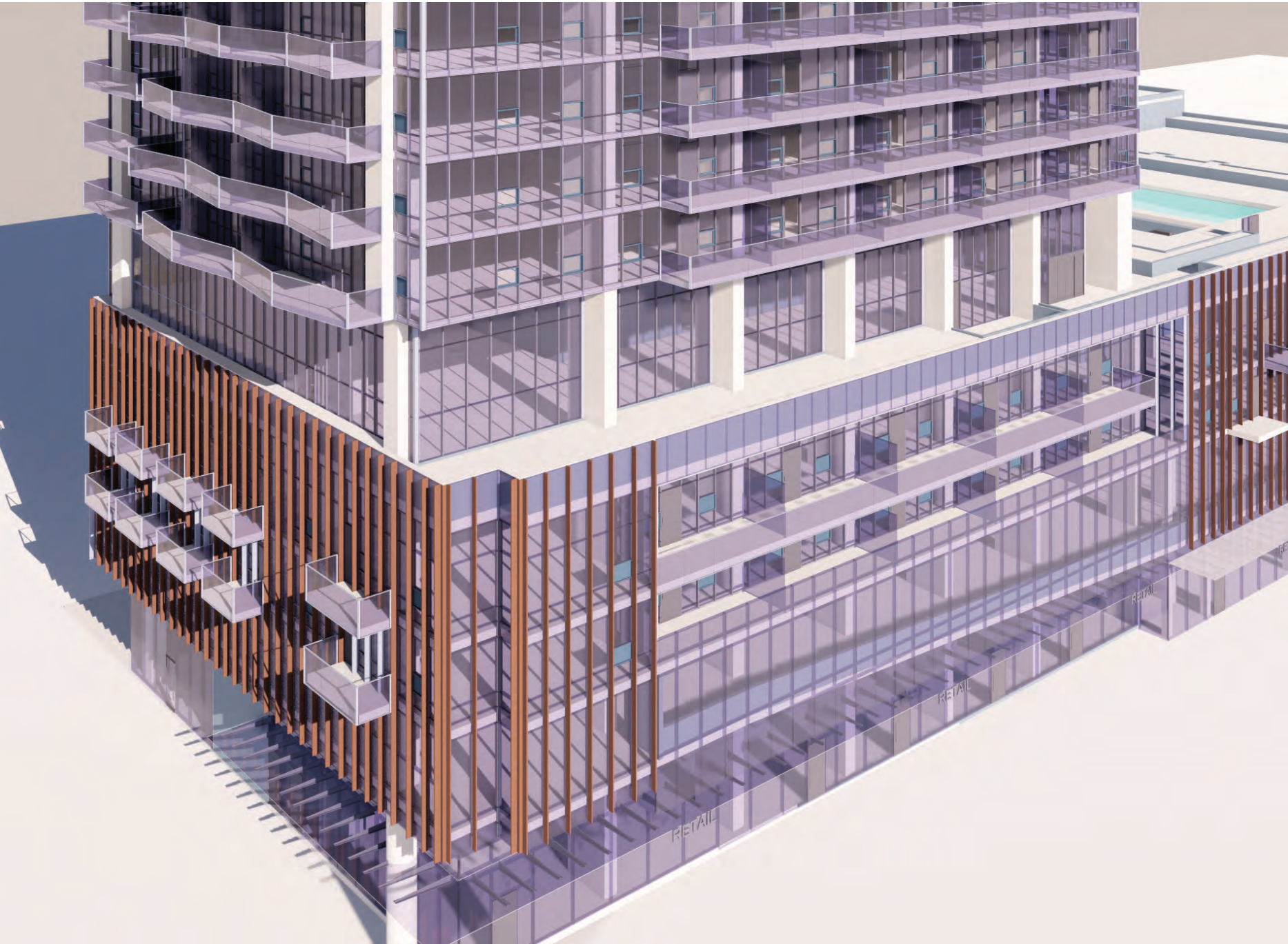
## ANGULAR PATTERNS

COMPOSITION / CONNECTIVITY →  
COMPONENTS & ELEMENTS

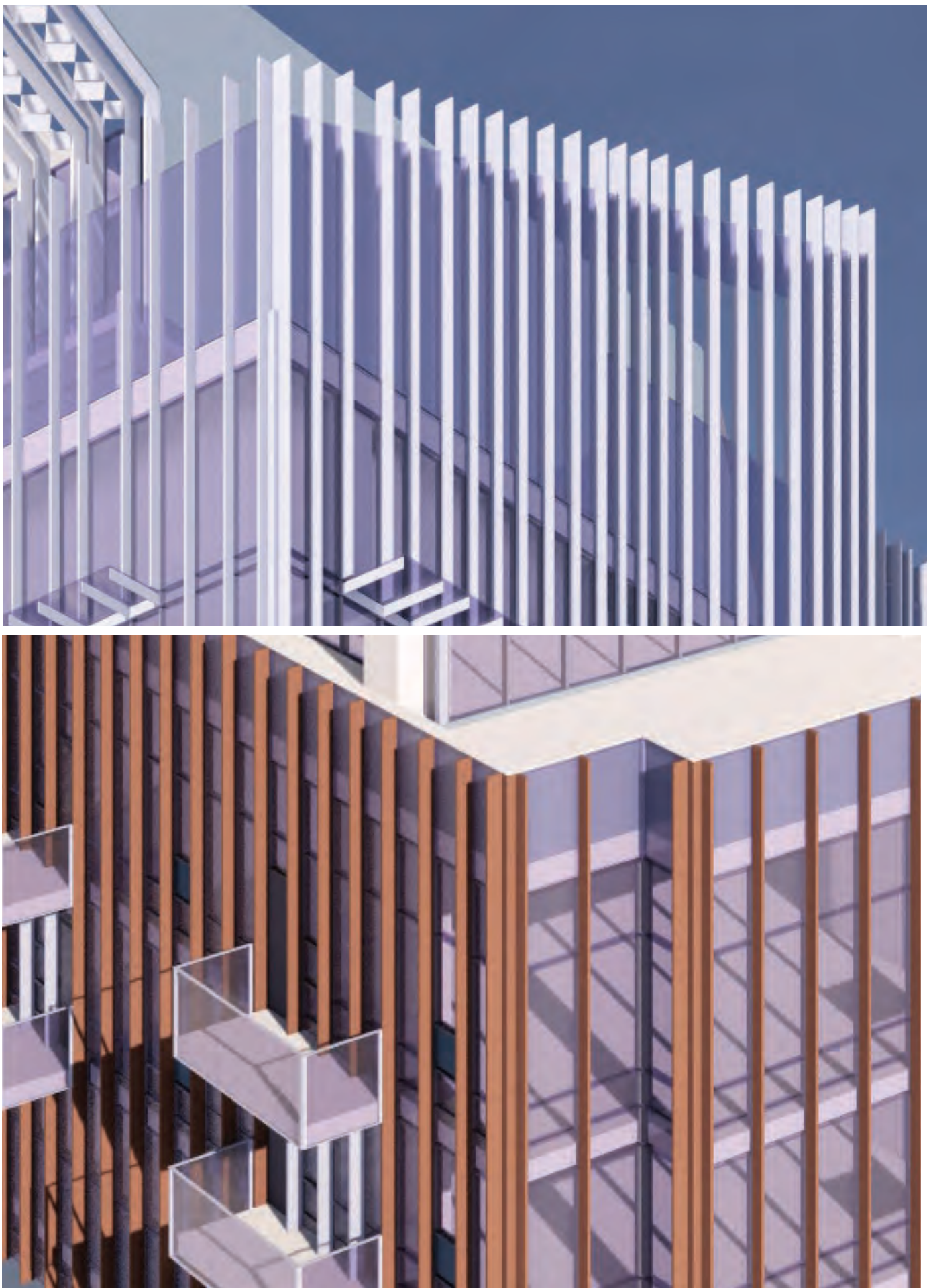
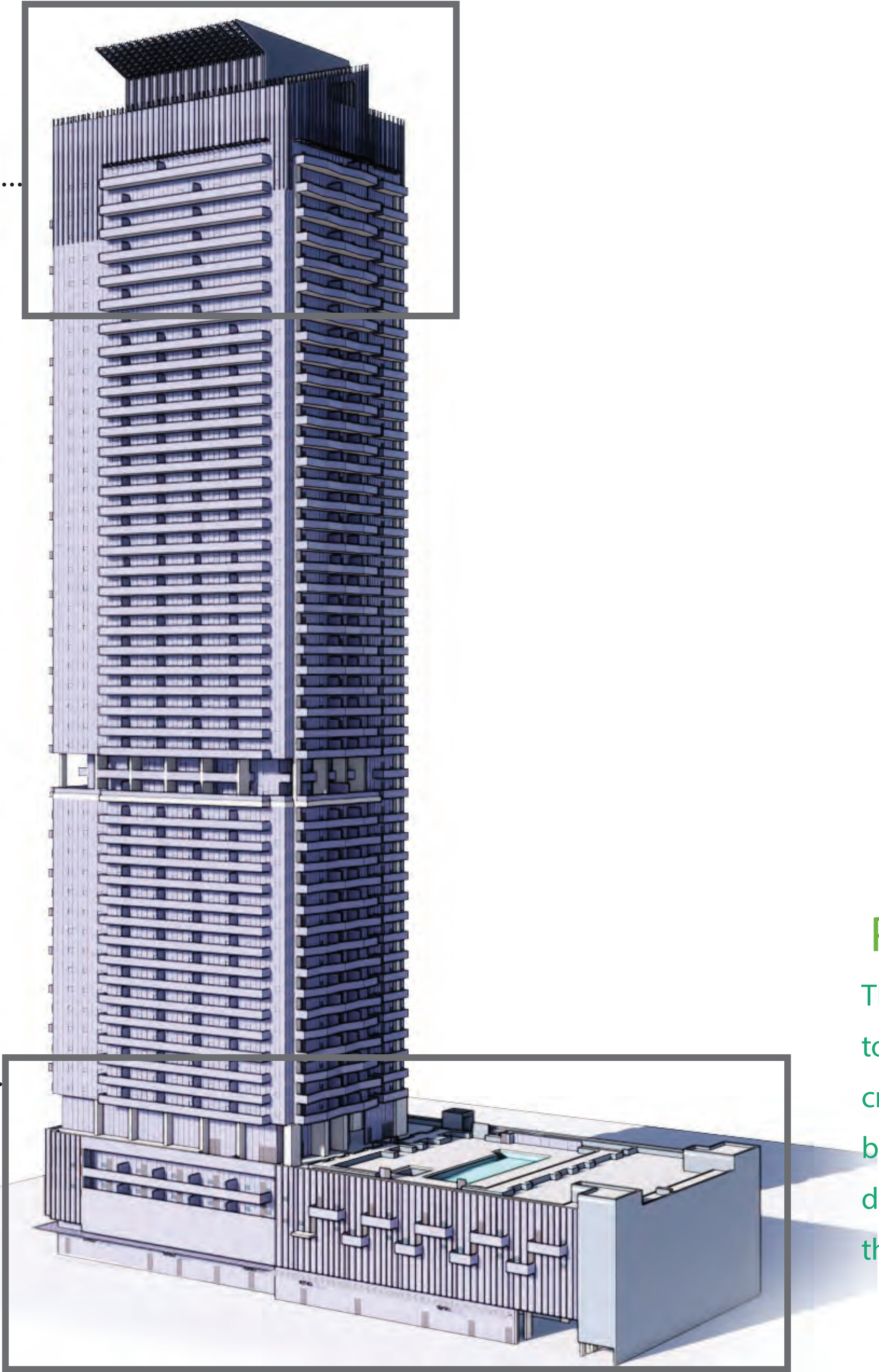




VERTICAL MULLIONS ON THE SCREEN AT ROOF TOP



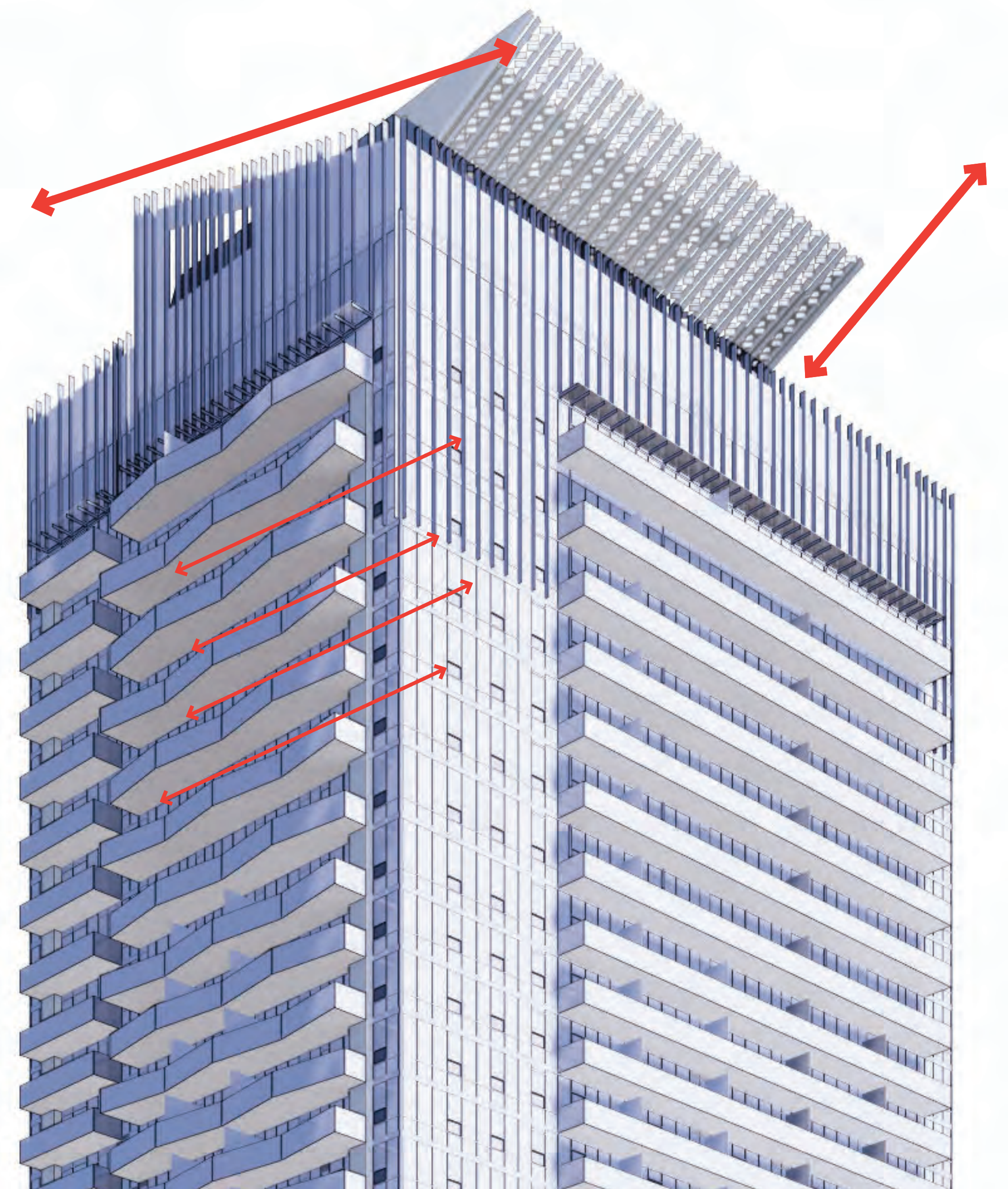
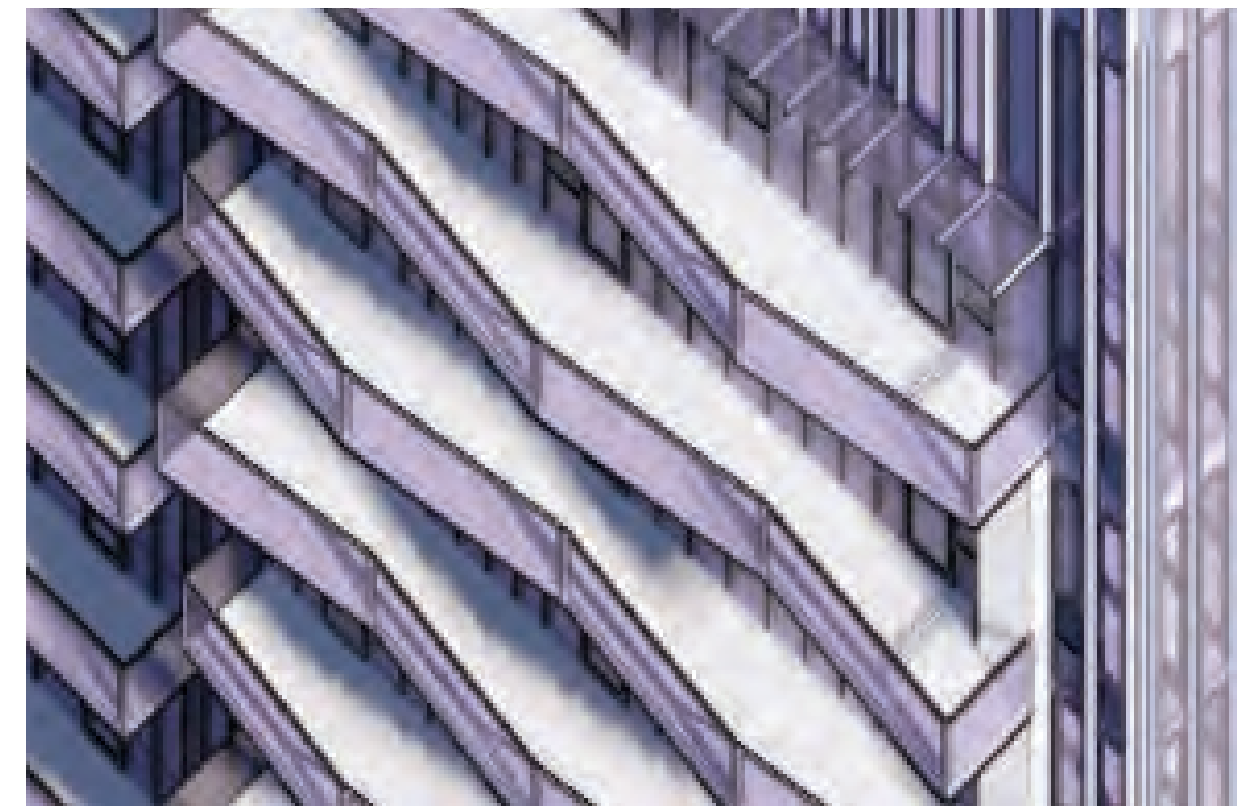
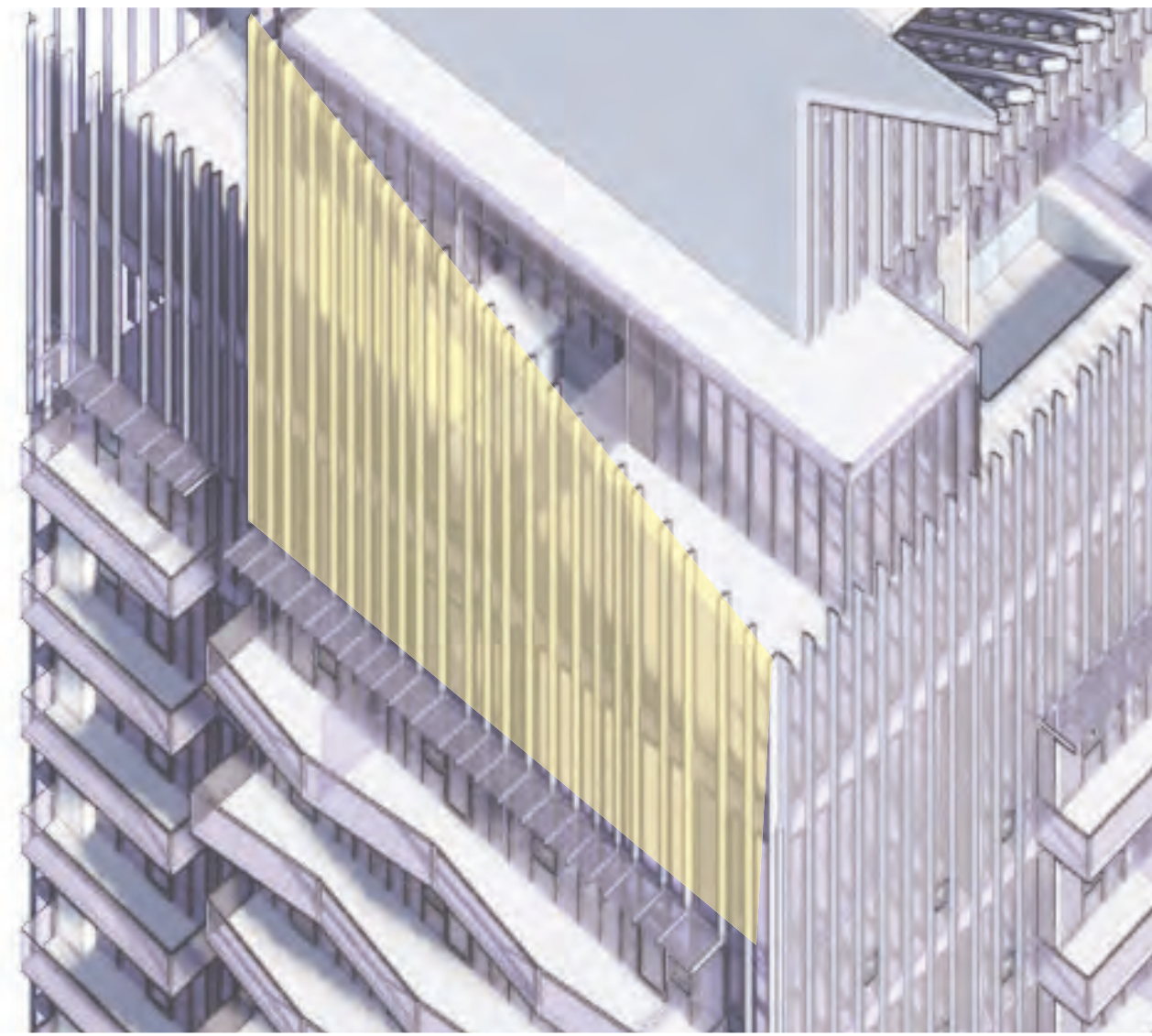
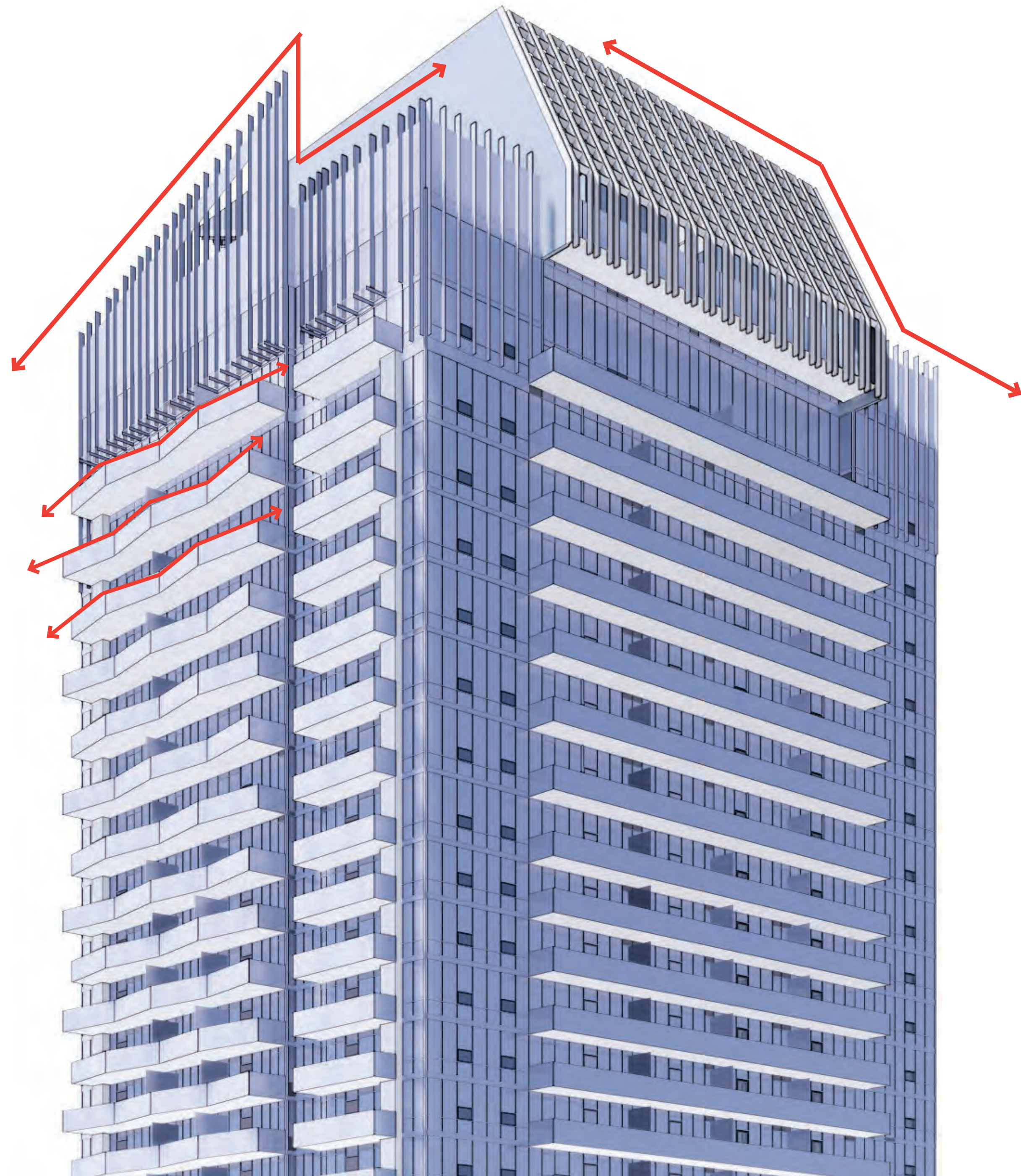
VERTICAL STRIP LINES ON PODIUM FACADE



### Podium and top roof conectivity

The similarity in appearance of the mullions on the top roof screen and the façade of podium work to create a sense of cohesiveness between the top and bottom of the building. While these mullions are distinct in color, the size and modulation pattern are the same.



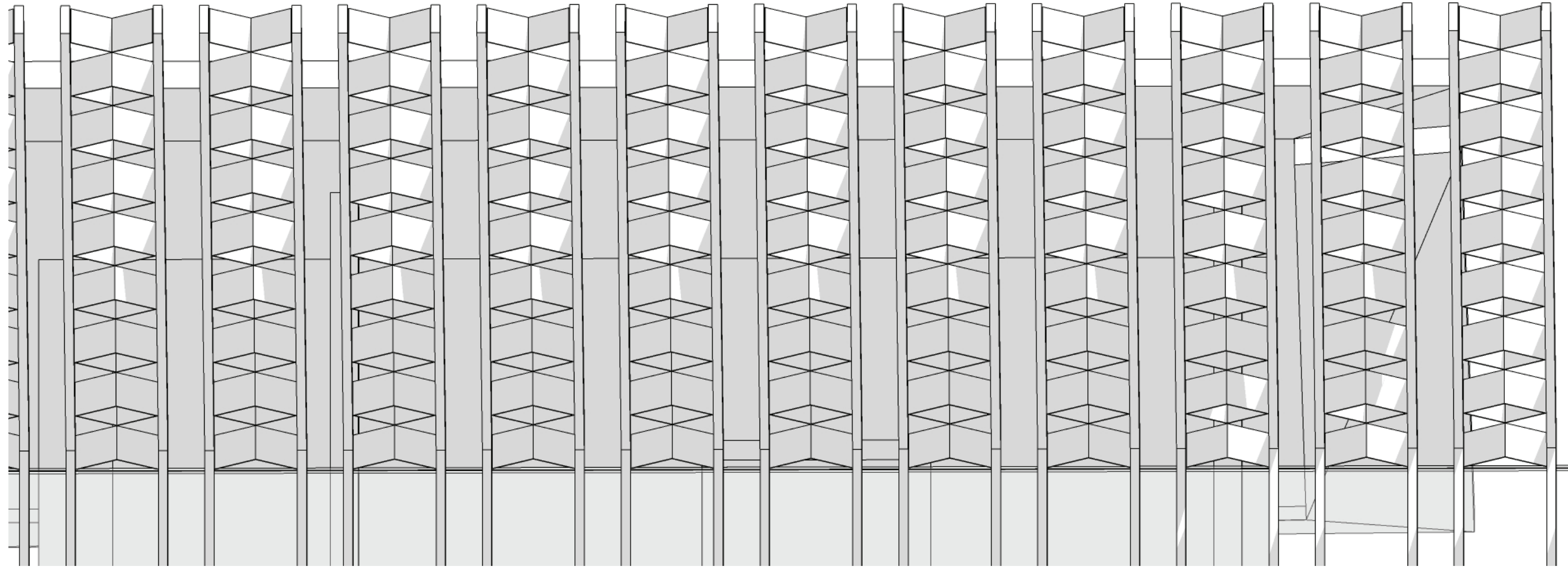


View, top of Tower - North West

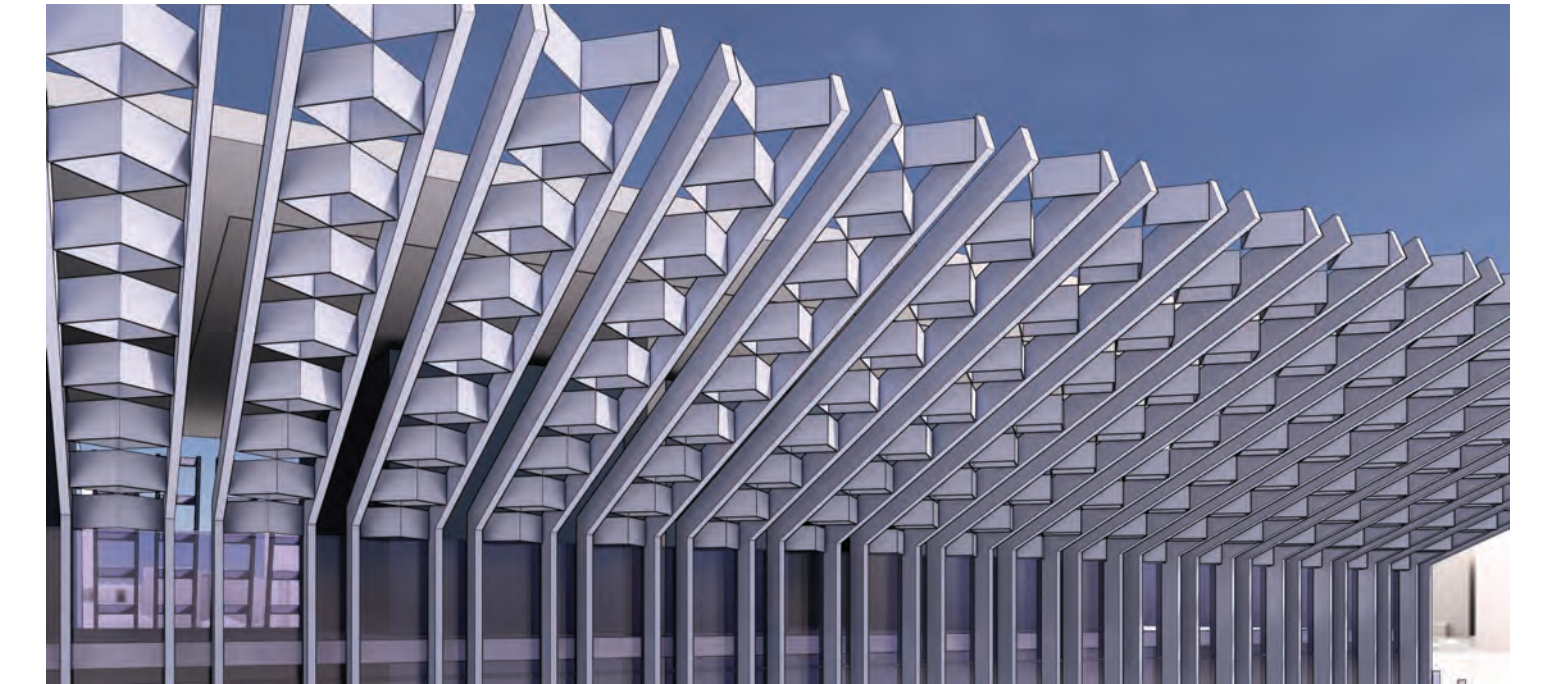
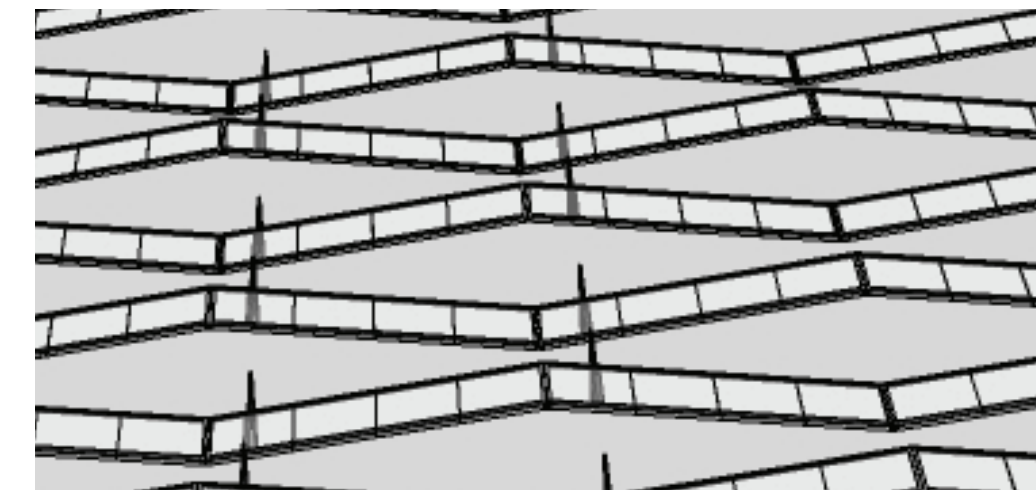
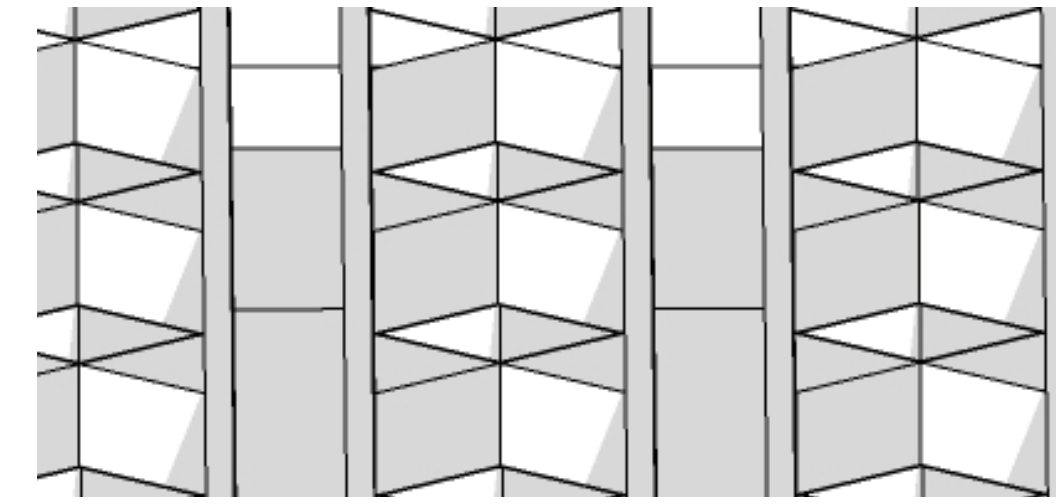
## Angled screen on top roof

Angular shapes and forms including the balconies on two sides of the building as well as the triangular shaped screen at the roof are used to create a dynamic impression.

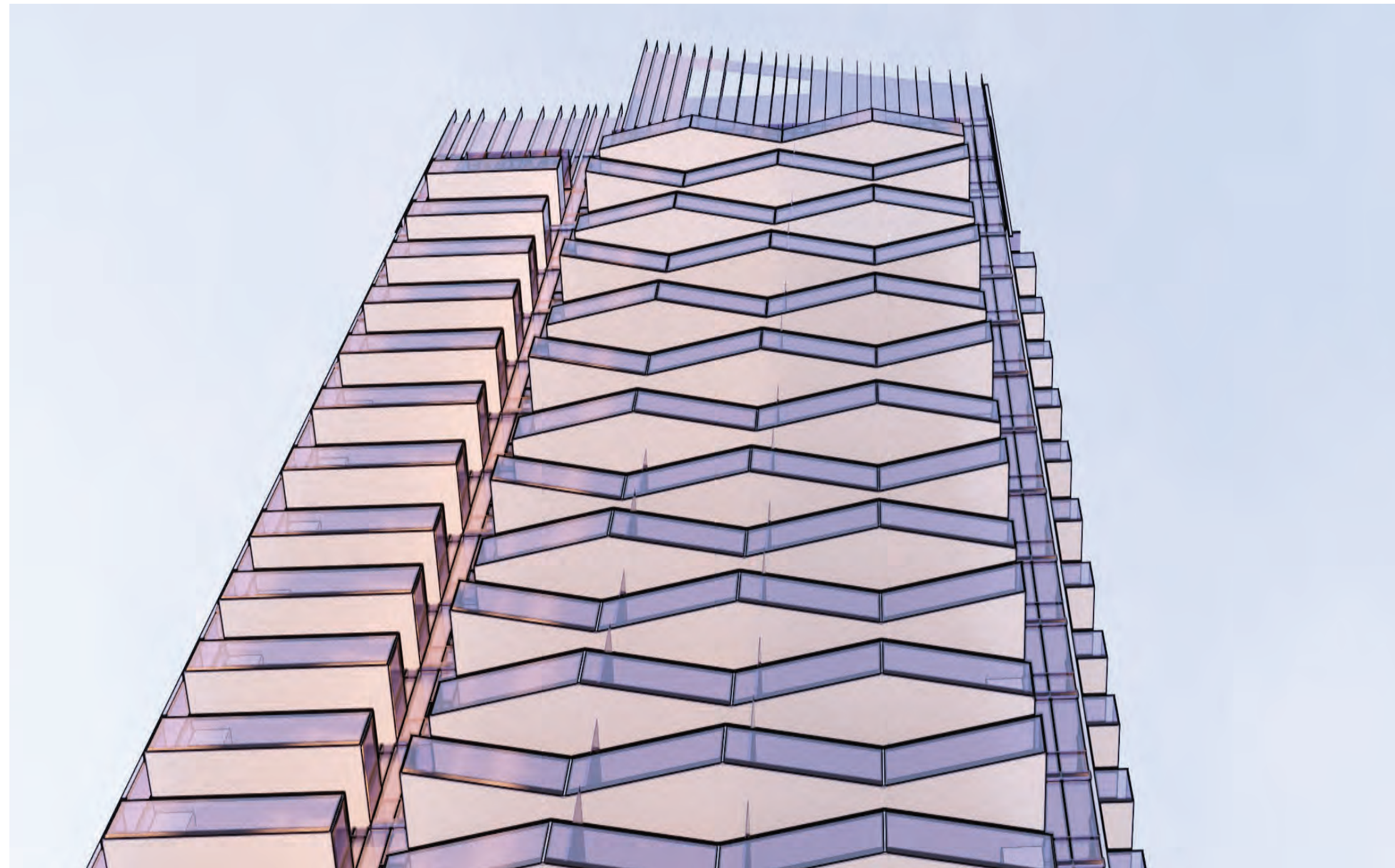
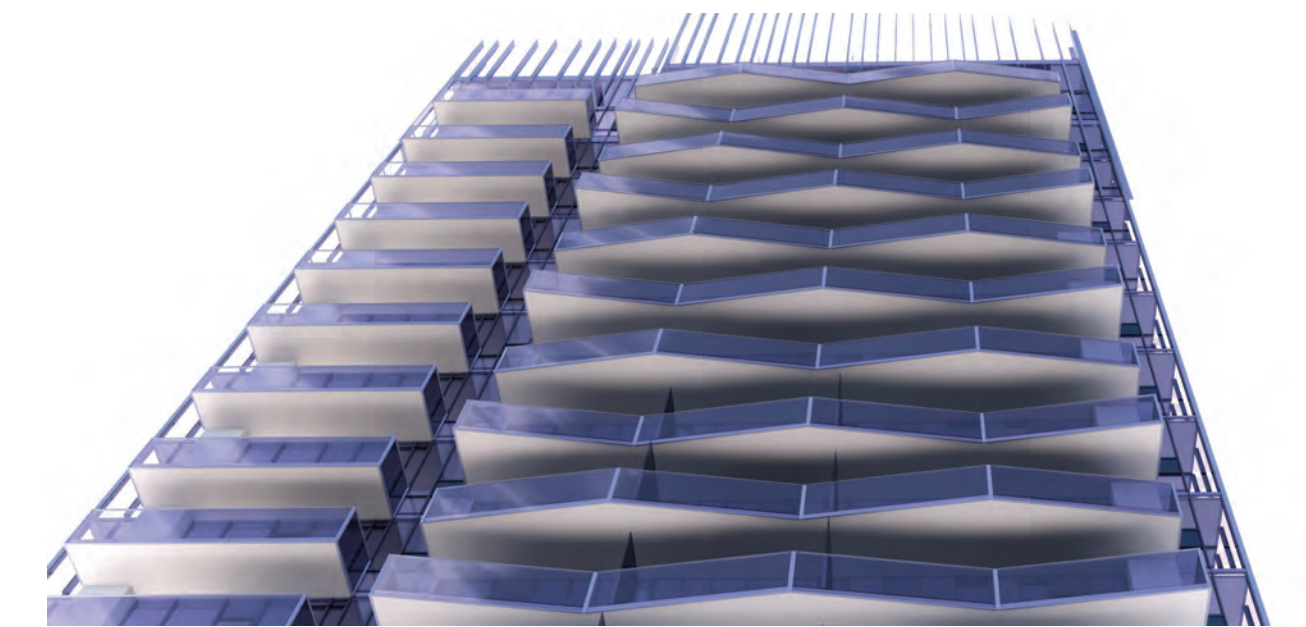




Trellis on top of tower with heaxagonal pattern



Trellis on top of tower with heaxagonal pattern



View from the street toward the North facade

## Trellis pattern on roof top

The roof trellis is light weight and porous, which allows the sky to peer through. The pattern of the roof trellis plays off the architectural language of the tower balconies. This modulated pattern is expressed throughout the building form in auxiliary elements.















Patisserie

PERSPECTIVE OF RETAIL ALONG HILL STREET





PERSPECTIVE LOOKING SOUTH FROM OLYMPIC BOULEVARD





PERSPECTIVE VIEW SOUTH ALLEY

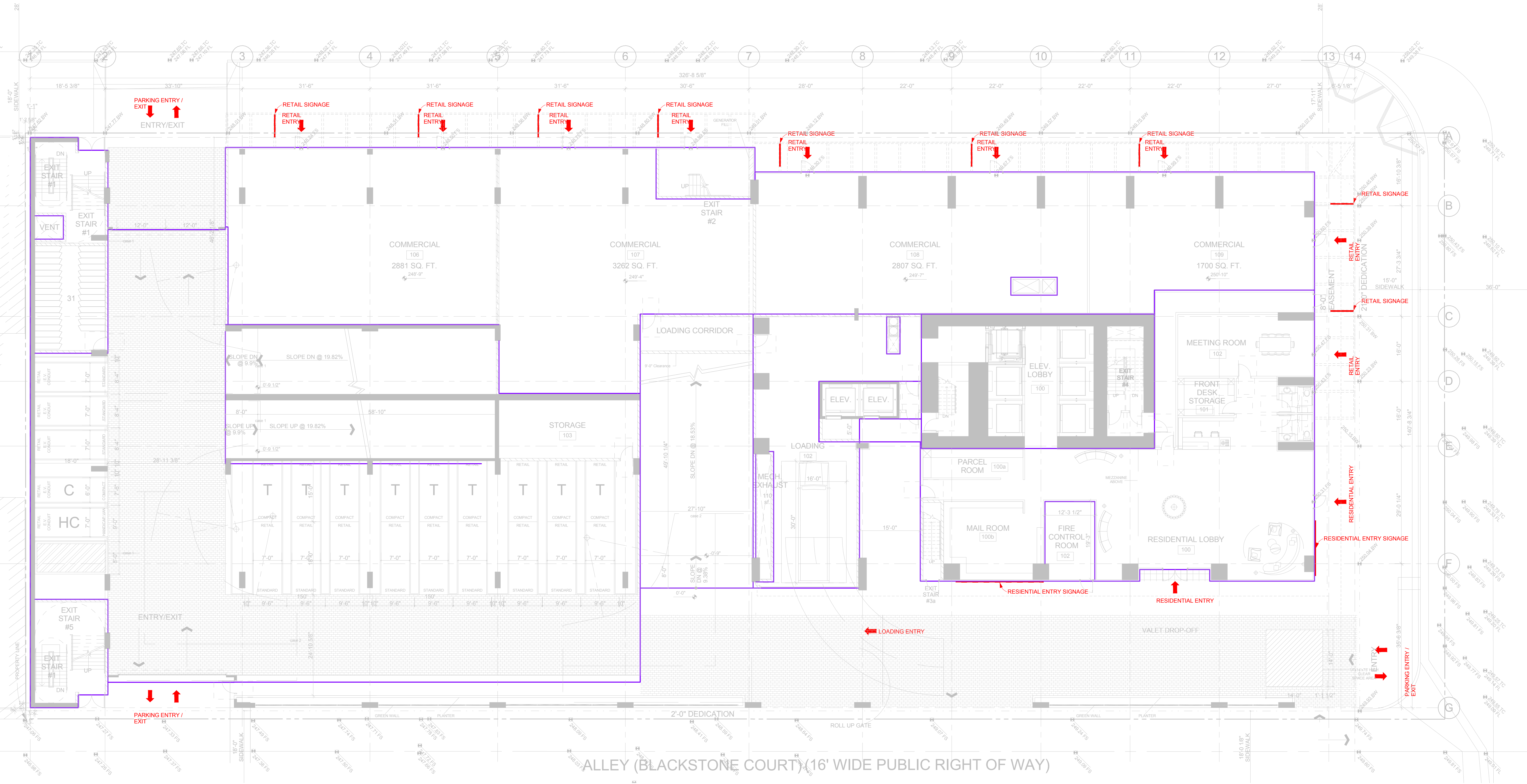




PERSPECTIVE VIEW OF RESIDENTIAL LOBBY



LEVEL 1 SIGNAGE PLAN







SURVEYOR'S NOTES:

THERE WERE NO MONUMENTS FOUND OR SET AT THE PROPERTY LINE CORNERS UNLESS OTHERWISE NOTED.

THE INFORMATION COURSES AND DISTANCES SHOWN ON THIS SURVEY PRINT ARE TRUE AND CORRECT AND ACCURATELY REPRESENT THE BOUNDARIES AND AREA OF THE PREMISES.

THERE IS NO VISIBLE EVIDENCE OF CEMETERIES ON SUBJECT PROPERTY.

ALL MEASURED AND RECORD DIMENSIONS ARE THE SAME UNLESS NOTED OTHERWISE.

AT THE TIME OF SURVEY NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR ADDITIONS WERE OBSERVED.

NO RECENT CHANGES IN STREET RIGHTS-OF-WAY WERE OBSERVED AT THE TIME OF SURVEY.

NO VISIBLE EVIDENCE WAS OBSERVED THAT THE SITE IS BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL AT THE TIME OF SURVEY.

THIS SURVEY HAS BEEN PREPARED FOR TITLE INSURANCE PURPOSES ONLY. THIS SURVEY MAY NOT CONTAIN SUFFICIENT DETAIL FOR DESIGN PURPOSES. THE BOUNDARY DATA AND TITLE MATTERS AS SHOWN HEREON HAVE BEEN DEVELOPED FROM THE REFERENCED TITLE REPORT.

UNLESS THIS PLAN HAS THE SEAL AND SIGNATURE OF THE SURVEYOR AND/OR ENGINEER RESPONSIBLE FOR ITS PREPARATION, THIS IS NOT AN AUTHENTIC COPY OF THE ORIGINAL SURVEY AND SHALL NOT BE DEEMED RELIABLE.

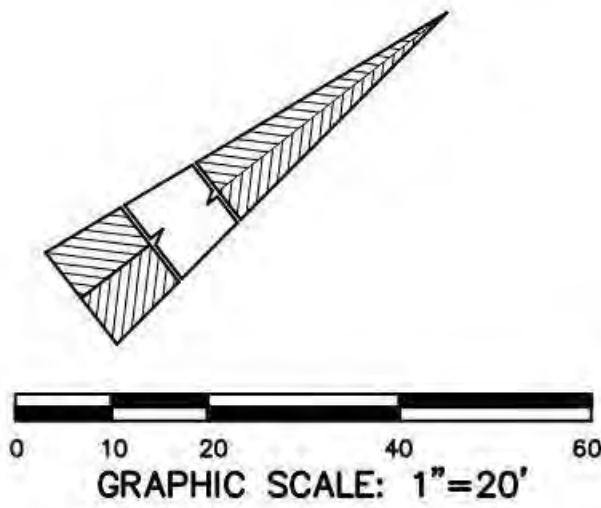
NO EVIDENCE OF POTENTIAL WETLANDS WERE OBSERVED ON THE SUBJECT PROPERTY AT THE TIME THE SURVEY WAS CONDUCTED, NOR HAVE WE RECEIVED ANY DOCUMENTATION OF ANY WETLANDS BEING LOCATED ON THE SUBJECT PROPERTY.

THERE ARE NO PLOTTABLE OFFSITE EASEMENTS OR SERVITUDES DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR AS PART OF THE SURVEY PURSUANT TO SECTIONS 5 AND 6.

SUBJECT PROPERTY HAS DIRECT VEHICULAR ACCESS TO HILL STREET AND BLACKSTONE COURT, BOTH BEING DEDICATED PUBLIC RIGHT OF WAYS.

LEGEND

N.	—	NORTH			
S.	—	SOUTH			
E.	—	EAST			
W.	—	WEST			
TYP.	—	TYPICAL			
DIA.	—	DIAMETER			
P.L.	—	PROPERTY LINE			
NO.	—	NUMBER			
A.C.	—	ASPHALT CONCRETE			
R.	—	RECORD			
M.	—	MEASURED			
C.L.	—	CENTER LINE			
P.O.B.	—	POINT OF BEGINNING			
CONC.	—	CONCRETE			
FD.	—	FOUND			
W/	—	WITH			
E/LY	—	EASTERLY			
W/LY	—	WESTERLY			
L/A	—	LANDSCAPED AREA			
SLPB	—	STREET LIGHT PULLBOX			
TC	—	TOP OF CURB			
FL	—	FLOW LINE			
FS	—	FINISHED SURFACE			
①	—	NUMBER OF PARKING STALLS			



STATEMENT OF ENCROACHMENTS:

\* THIS IS A LISTING OF OBSERVED IMPROVEMENTS THAT CROSS PROPERTY LINES. STATEMENT OF OWNERSHIP OR POSSESSION IS NOT THE INTENT OF THIS LISTING.

NONE

BASIS OF BEARINGS:

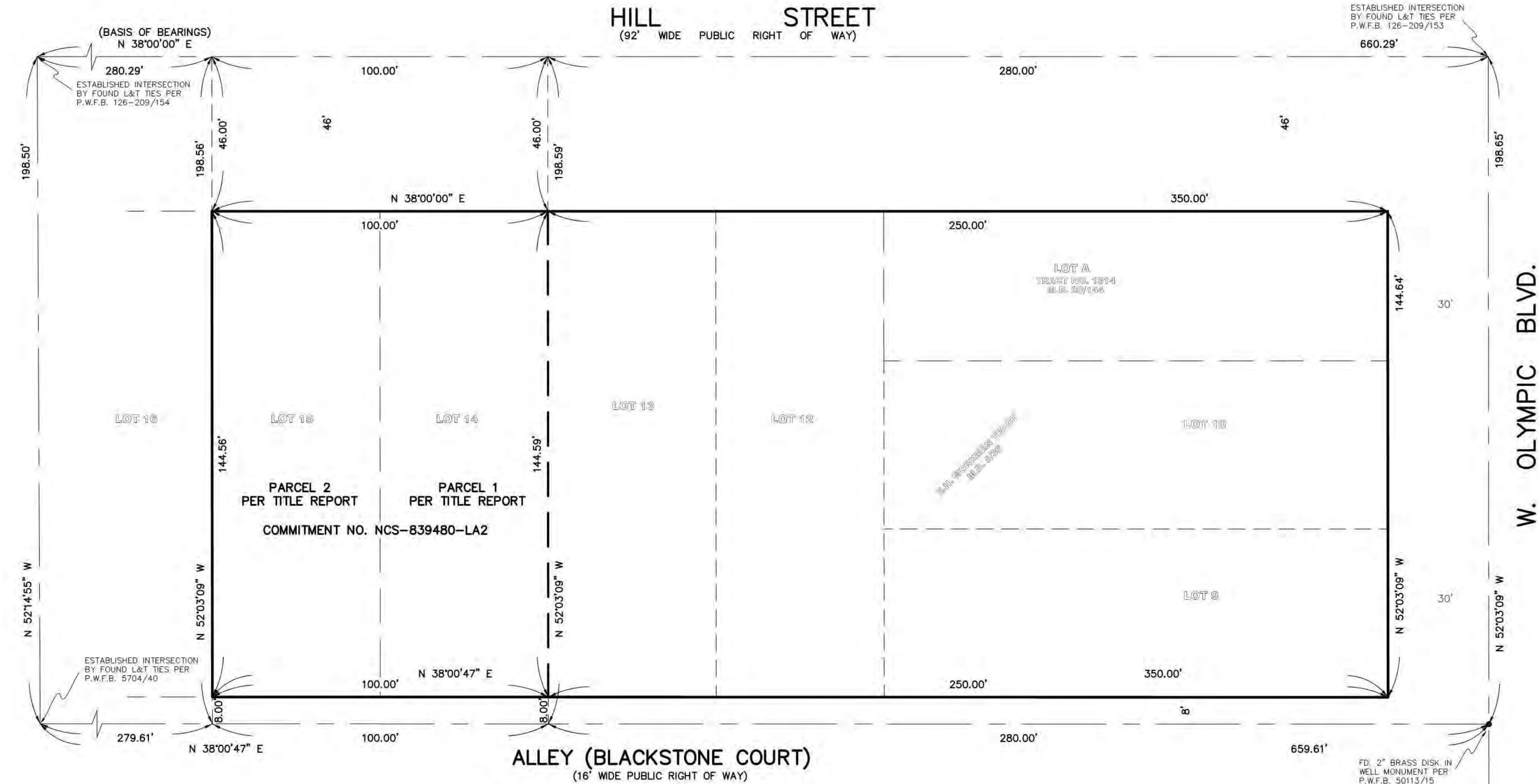
THE BEARING NORTH 38°00'00" EAST BEING THE CENTERLINE OF HILL STREET AS SHOWN ON TRACT NO. 1814, FILED IN BOOK 20, PAGE 144 OF MAPS IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

LAND AREA:

50,611 SQUARE FEET  
1.162 ACRES

PARKING STALLS:

226 STANDARD STALLS  
3 HANDICAP STALLS



LEGAL DESCRIPTION:

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT:

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 9, 10, 12 AND 13 OF E.H. WORKMAN TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5, PAGE 36, MISCELLANEOUS RECORDS OF SAID COUNTY, TOGETHER WITH LOT A OF TRACT NO. 1814, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 20, PAGE 144, OF MAPS, RECORDS OF SAID COUNTY.

APNS: 5139-013-003, 004, 005, 006 AND 015

COMMITMENT NO. NCS-839480-LA2:

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

LOT 14 OF E. H. WORKMAN TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 36 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE WESTERLY 6 FEET THEREOF AS CONDEMNED FOR THE WIDENING OF HILL STREET BY DECREE OF CASE NO. 44598, SUPERIOR COURT, OF LOS ANGELES COUNTY.

PARCEL 2:

LOT 15 OF E. H. WORKMAN TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5 PAGE 36 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THE WESTERLY 6 FEET THEREOF AS CONDEMNED FOR THE WIDENING OF HILL STREET BY DECREE OF CASE NO. 44598, SUPERIOR COURT, OF LOS ANGELES COUNTY.

APN: 5139-013-017 (AFFECTS PARCEL 1) 5139-013-018 (AFFECTS PARCEL 2)

THIS DESCRIPTION DESCRIBES ALL THAT REAL PROPERTY DESCRIBED IN TITLE REPORT IDENTIFIED AS FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO. NCS-839480-LA2, DATED MARCH 1, 2017.

NOTES CORRESPONDING TO SCHEDULE "B":

- A SUBSURFACE OIL AND GAS LEASE, RECORDED APRIL 15, 1964 AS INSTRUMENT NO. 5458 IN BOOK M1500 PAGE 47 OF OFFICIAL RECORDS. (THIS ITEM IS BLANKET IN NATURE AND DOES AFFECT THE SUBJECT PROPERTY.)
- A DOCUMENT ENTITLED "QUITCLAIM DEED" RECORDED NOVEMBER 6, 1974 AS INSTRUMENT NO. 4219 OF OFFICIAL RECORDS. (THIS ITEM IS BLANKET IN NATURE AND DOES AFFECT THE SUBJECT PROPERTY.)
- THE FACT THAT THE LAND LIES WITHIN THE BOUNDARIES OF THE CENTRAL BUSINESS DISTRICT REDEVELOPMENT PROJECT AREA, AS DISCLOSED BY THE DOCUMENT RECORDED JULY 30, 1975 AS INSTRUMENT NO. 3868 OF OFFICIAL RECORDS. (THIS ITEM IS BLANKET IN NATURE AND DOES AFFECT THE SUBJECT PROPERTY.)
- A DOCUMENT ENTITLED "QUITCLAIM DEED" RECORDED NOVEMBER 2, 1990 AS INSTRUMENT NO. 901857316 OF OFFICIAL RECORDS. (THIS ITEM IS BLANKET IN NATURE AND DOES AFFECT THE SUBJECT PROPERTY.)
- A DOCUMENT ENTITLED "QUITCLAIM DEED" RECORDED NOVEMBER 2, 1990 AS INSTRUMENT NO. 901857317 OF OFFICIAL RECORDS. (THIS ITEM IS BLANKET IN NATURE AND DOES AFFECT THE SUBJECT PROPERTY.)
- A DOCUMENT ENTITLED "QUITCLAIM DEED" RECORDED NOVEMBER 2, 1990 AS INSTRUMENT NO. 901857318 OF OFFICIAL RECORDS. (THIS ITEM IS BLANKET IN NATURE AND DOES AFFECT THE SUBJECT PROPERTY.)
- A DOCUMENT ENTITLED "AFFIDAVIT OF SUCCESSOR TRUSTEE" RECORDED MARCH 2, 2016 AS INSTRUMENT NO. 20160228222 OF OFFICIAL RECORDS. (THIS ITEM IS BLANKET IN NATURE AND DOES AFFECT THE SUBJECT PROPERTY.)
- A DOCUMENT ENTITLED "TRUST TRANSFER DEED" RECORDED MARCH 9, 2016 AS INSTRUMENT NO. 20160257353 OF OFFICIAL RECORDS. (THIS ITEM IS BLANKET IN NATURE AND DOES AFFECT THE SUBJECT PROPERTY.)

SITE RESTRICTIONS:

THE SURVEYOR WAS NOT PROVIDED WITH ZONING INFORMATION PURSUANT TO TABLE A ITEM NO. 6(B).

FLOOD NOTE:

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 060137-1620-F, WHICH BEARS AN EFFECTIVE DATE OF 9-26-08 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

UTILITY NOTE:

BASED ON VISUAL OBSERVATION, THE SUBJECT SITE IS SERVICED BY ALL THE NECESSARY UTILITIES REQUIRED TO MAINTAIN NORMAL OPERATION.

SURVEYOR'S CERTIFICATION:

TO: ONNI CAPITAL LLC, A NEVADA LIMITED LIABILITY COMPANY; FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2-4, 7(a)(1)-(4), 8, 9, 10(a), 11(VISIBLE UTILITIES ONLY), 13, 14, 16, 17, 18 & 20(\$1,000,000) OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 3-8-17.

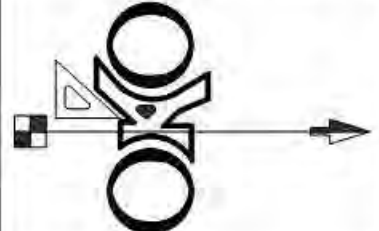
*Michael Furlong*  
MICHAEL FURLONG/PLS 8899  
LICENSE EXPIRES: 12-31-17

4-27-17  
DATE

DATE OF LAST REVISION: 4-27-17



PROJECT ENGINEER:  
O.K.O. ENGINEERING INC.  
CIVIL ENGINEERS/SURVEYORS/STRUCTURAL/  
& CAD SPECIALISTS



DATE: 3/8/17  
SCALE: 1"=20'  
DRAWN: C.A.  
CHECKED: M.F.

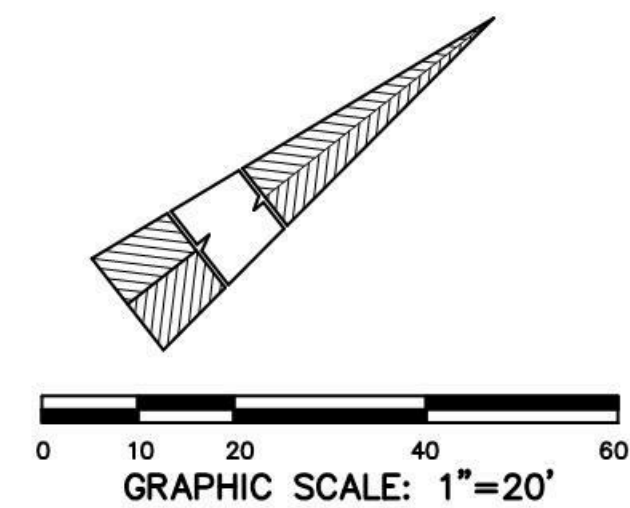
SHEET TITLE: ALTA/NSPS LAND TITLE SURVEY  
SITE: 220 & 224 W. OLYMPIC BOULEVARD  
1010, 1018 & 1030 S. HILL STREET  
LOS ANGELES, CALIFORNIA

SHEET NO. 1 of 2

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION WITHOUT THE ABOVE APPROVALS NOR WITHOUT THE REQUIRED PERMITS BEING OBTAINED.

NO.	REVISIONS DESCRIPTION	DATE	APP'D





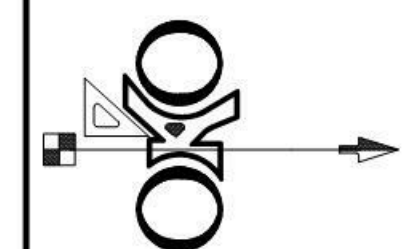
PROJECT ENGINEER:  
**O.K.O. ENGINEERING INC.**  
CIVIL ENGINEERS/SURVEYORS/STRUCTURAL/  
& CAD SPECIALISTS

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233671 BIRCHER DRIVE  
LAKE FOREST, CALIFORNIA 92530

---

**949/597-3577**  
FAX 949/597-3579



SHEET NO.	SHEET TITLE	DATE
		SCALE
2	ALTA/NSPS LAND TITLE SURVEY	11/14/16
		1" = 20'
		DRAWN
		C.A.
2	220 & 224 W. OLYMPIC BOULEVARD 1010, 1018 & 1030 S. HILL STREET LOS ANGELES, CALIFORNIA	CHECKED
		M.F.

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION  
WITHOUT THE ABOVE APPROVALS NOR WITHOUT THE  
REQUIRED PERMITS BEING OBTAINED.



# OLYMPIC + HILL

## ENTITLEMENT RESUBMISSION- LANDSCAPE

CLIENT:

ONNI GROUP  
315 W 9TH STREET, SUITE 801, LOS ANGELES, CA, 90015

CONTACT:  
MARK SPECTOR  
mspector@onni.com  
323.334.3374

ARCHITECT:

CHRIS DIKEAKOS ARCHITECTURAL CORP.  
315 W 9TH ST. SUITE 301, LOS ANGELES, CA, 90015

CONTACT:  
JOSE CABRERA  
jose.c@dikeakos.com  
213.550.0889 ext.201

LANDSCAPE ARCHITECT:

ENNS GAUTHIER LANDSCAPE ARCHITECTS  
202-175 EAST BROADWAY, VANCOUVER, BC V5T 1W2

CONTACT:  
MIKE ENNS  
mike@ennsgauthier.com  
604.763.2886

KEEGAN KENT  
keegan@ennsgauthier.com  
778.379.3173

LANDSCAPE DRAWING INDEX

Sheet No.	Sheet Name
L0.0	COVER SHEET
L1.0	LANDSCAPE PLAN - GROUND LEVEL
L1.1	LIGHTING PLAN - GROUND LEVEL
L1.2	PRECEDENT IMAGES - GROUND LEVEL
L1.3	PRECEDENT IMAGES - GROUND LEVEL
L1.4	PLANT LIST + IMAGES

OPEN SPACE PROVIDED

OUTDOOR COMMON	
LEVEL 1 - LOBBY LOUNGE	2,295 S.F.*
LEVEL 5 - LANDSCAPED ROOF DECK	34,253 S.F.*
LEVEL 5 - AMENITY AREA	15,428 S.F.*
	<u>51,976 S.F.*</u>

PRIVATE

RESIDENTIAL UNITS WITH BALCONIES	35,000 S.F.*
----------------------------------	--------------

TOTAL

86,976 S.F.\*

OPEN SPACE REQUIRED

85,550 S.F.\*

LANDSCAPING REQUIRED

LANDSCAPING REQUIRED @ 25% MIN. OF PROVIDED	
COMMON OPEN SPACE	12,994 S.F.*

LANDSCAPING PROVIDED

LEVEL 1 - RESIDENTIAL COMMON	1,539 S.F.
LEVEL 5 - AMENITY DECK	<u>5,047 S.F.</u>
	6,586 S.F.

TREES REQUIRED AND PROVIDED

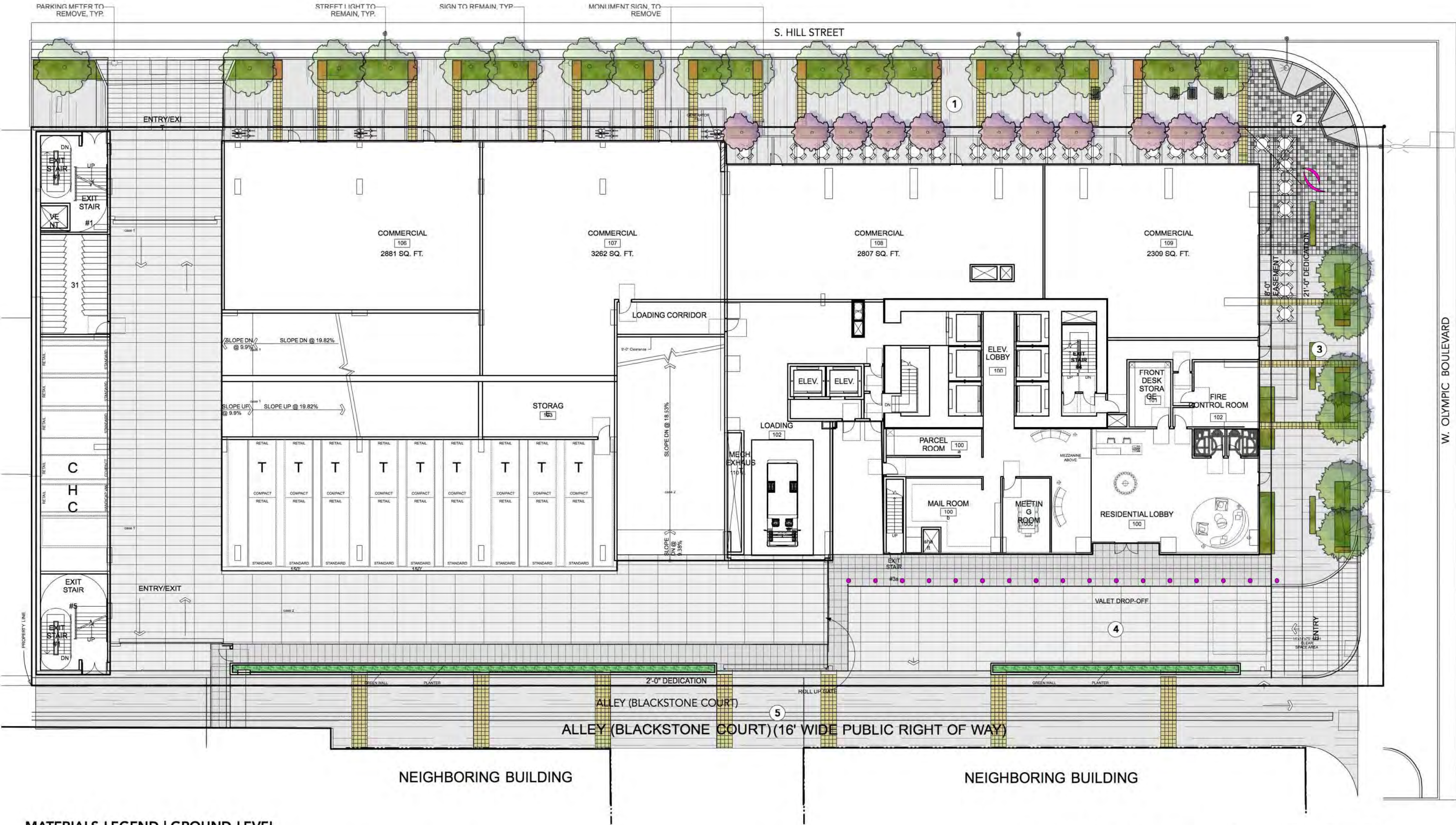
1 PER 4 UNITS, 700 UNITS:	175 TREES REQUIRED*
	184 TREES PROVIDED

\*as per Architect's calculation



LANDSCAPE DESIGN RATIONALE - LEVEL 1

- 1. RETAIL CORRIDOR**  
The streetscape character and experience along South Hill Street is intended to be a vibrant and activated commercial/retail corridor. Streetscape paving follows the layout pattern of the retail entrances and building columns with feature paving banding (ie. stone sets or metal inlays) and scored concrete between. Hardy shade trees are planted along the curb, with "parkway" planters below to provide a visual buffer adjacent to custom seating along Sanchez Drive. Where the building set back increases closer to the corner plaza, moveable planters, small flowering trees and furniture provide a patio space for potential restaurants and cafes.
- 2. "OLYMPIC BLVD PLAZA"**  
At the northeast corner of the site, the Olympic Blvd Plaza is designed to be an important pedestrian gateway into the Olympic Blvd precinct to the site. A central public art, feature paving with inset lighting, along with perimeter patio furnishing and planting strips create a vibrant and activated feel for the plaza.
- 3. OLYMPIC BLVD STREETScape**  
Taking advantage of the wide set back, a layered approach to planting creates a visual buffer between the buildings and Olympic Blvd, while allowing easy movement north/south along the Olympic Blvd streetscape. Long planters with trees are augmented with narrow perennial and ornamental grass strips to enhance colour and texture year-round.
- 4. INTERIOR DRIVE COURT AND WALKWAYS**  
Paving patterns and material are varied to reflect different users and to identify main circulation routes for both pedestrians and vehicles. Illuminated bollards are proposed along the pedestrian walk to improve wayfinding and safety.
- 5. BLACKSTONE COURT (ALLEY)**  
Proposed feature paving materials extend through the alley to create a more contemporary base for the new building. A series of screens or cables are proposed for south-facing building facade for hardy vines in an effort to soften the vertical plane against the alley.



- GENERAL LAYOUT + MATERIALS NOTES:**
- ALL DIMENSIONS ARE IN FEET AND INCH UNLESS OTHERWISE NOTED. VERIFY ALL DIMENSIONS WITH FIELD CONDITIONS. REPORT ANY DISCREPANCIES TO LANDSCAPE ARCHITECT FOR REVIEW AND RESPONSE.
  - ALL UTILITIES TO BE STAKED OUT BY CONTRACTOR AND PROTECTED FOR DURATION OF CONSTRUCTION PERIOD.
  - UNLESS OTHERWISE NOTED, PROVIDE A MINIMUM 2% SLOPE ON ALL HARD AND SOFT LANDSCAPE AREAS TO ESURE POSITIVE DRAINAGE AWAY FROM BUILDINGS OR TO DRAINAGE STRUCTURES. MAXIMUM 3:1 SLOPE IN SOFT LANDSCAPE AREAS.
  - THE LAYOUT OF ALL HARDSCAPE ITEMS, SITE FURNISHINGS, BOULDERS, LANDSCAPE LIGHTING, PLANTING BEDS AND OTHER MATERIALS IS TO BE STAKED OUT BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
  - ALL SUBSTITUTIONS OF SPECIFIED MATERIALS TO BE APPROVED BY LANDSCAPE ARCHITECT.

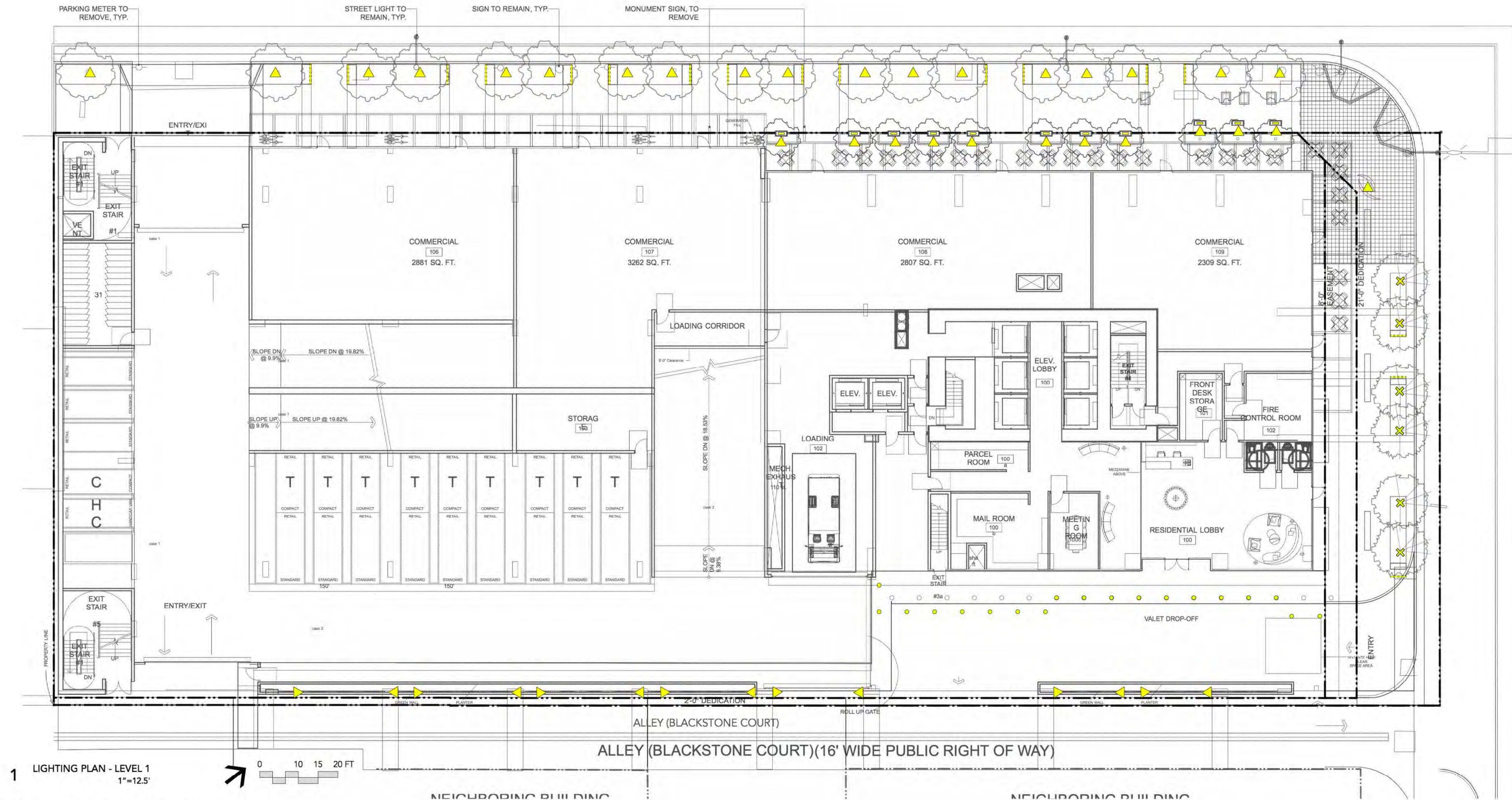
MATERIALS LEGEND | GROUND LEVEL

SYMBOL	DESCRIPTION
	PAVING TYPE 1 CIP Concrete Paving with Random Score Lines
	PAVING TYPE 2 Decorative Corten Steel Band, 18" Wide
	PAVING TYPE 3 Feature Pre-cast Paving with Inset Lighting
	PAVING TYPE 4 Porcelain Tile (Pedestrian)

SYMBOL	DESCRIPTION
	PAVING TYPE 5 Porcelain Tile (Vehicular, large)
	PAVING TYPE 6 Vehicular Paving, small
	PLANTING BED Inset into Ground 24" - 48" Depth
	GREEN SCREEN With Planters and Jacob Cable System
	CUSTOM METAL BENCH

SYMBOL	DESCRIPTION
	PUBLIC ART (TBD)
	PATIO TABLE
	MOVABLE PLANTER With Inset Lighting and Manual Irrigation Inserts
	STEEL BOLLARD 36" Ht, with LED Integrated Lighting
	SHORT-TERM BICYCLE PARKING





## LIGHTING DESIGN RATIONALE - LEVEL 1

The lighting intent for the ground level aims to create a welcoming ambience and safe experience, without overpowering the pedestrian with light sources. Along Hill Street, the large street trees are uplit, along with the streetscape furnishing which have LED strip lighting below. The corner plaza has minimal lighting, showcasing the water feature and public art, but drawing more attention to the potential restaurant / cafe. Olympic Boulevard, as a much wider street, functions as the most vibrant public corridor, and is illuminated as such: LED string lighting for each tree to create a vibrant space, and under lighting for the custom furnishing. For Blackstone Court, the green screens have been highlighted as a design feature at night, with large spot floods uplighting the tall "green wall" along its full length.

## LIGHTING LEGEND

TYPE	MANUFACTURER	DESCRIPTION
TYPE A	LED Bollard	Bega Lighting
TYPE B	Spot Flood	BK Lighting
TYPE C	LED Strip	Bruck
TYPE D	Manufacturer Inset	Tournesol
X	Outlets	For LED string lights



Type A- Bega LED Bollard



Type B-BK Lighting DENALI

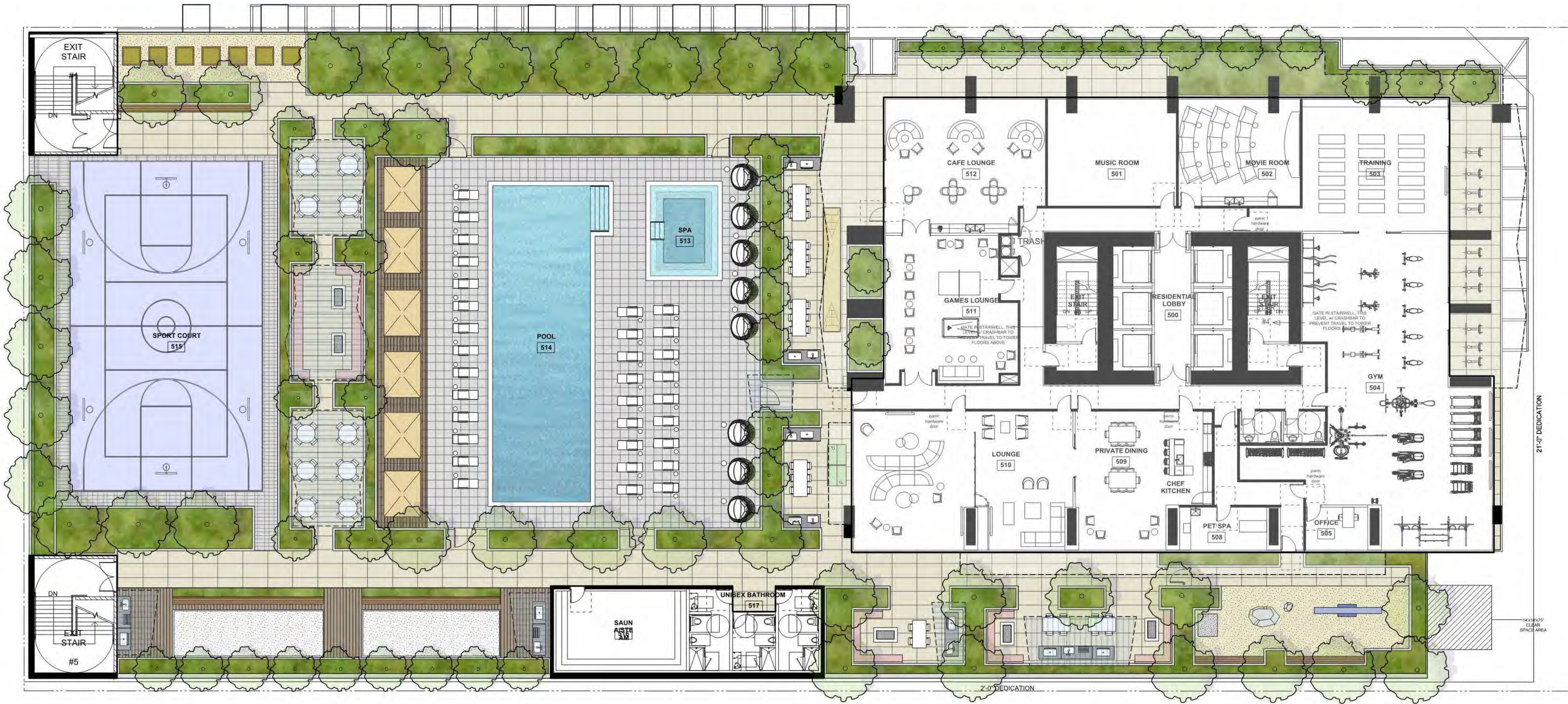


Type C-Bruck LED Strip



Type D - Planter Lighting





1 LANDSCAPE PLAN - LEVEL 5  
1"=12.5'

**GENERAL LAYOUT + MATERIALS NOTES:**

1. ALL DIMENSIONS ARE IN FEET AND INCH UNLESS OTHERWISE NOTED. VERIFY ALL DIMENSIONS WITH FIELD CONDITIONS. REPORT ANY DISCREPANCIES TO LANDSCAPE ARCHITECT FOR REVIEW AND RESPONSE.
2. ALL UTILITIES TO BE STAKED OUT BY CONTRACTOR AND PROTECTED FOR DURATION OF CONSTRUCTION PERIOD.
3. UNLESS OTHERWISE NOTED, PROVIDE A MINIMUM 2% SLOPE ON ALL HARD AND SOFT LANDSCAPE AREAS TO ESURE POSITIVE DRAINAGE AWAY FROM BUILDINGS OR TO DRAINAGE STRUCTURES. MAXIMUM 3:1 SLOPE IN SOFT LANDSCAPE AREAS.
4. THE LAYOUT OF ALL HARDSCAPE ITEMS, SITE FURNISHINGS, BOULDERS, LANDSCAPE LIGHTING, PLANTING BEDS AND OTHER MATERIALS IS TO BE STAKED OUT BY THE CONTRACTOR AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
5. ALL SUBSTITUTIONS OF SPECIFIED MATERIALS TO BE APPROVED BY LANDSCAPE ARCHITECT.

**MATERIALS LEGEND | AMENITY DECK LEVEL**

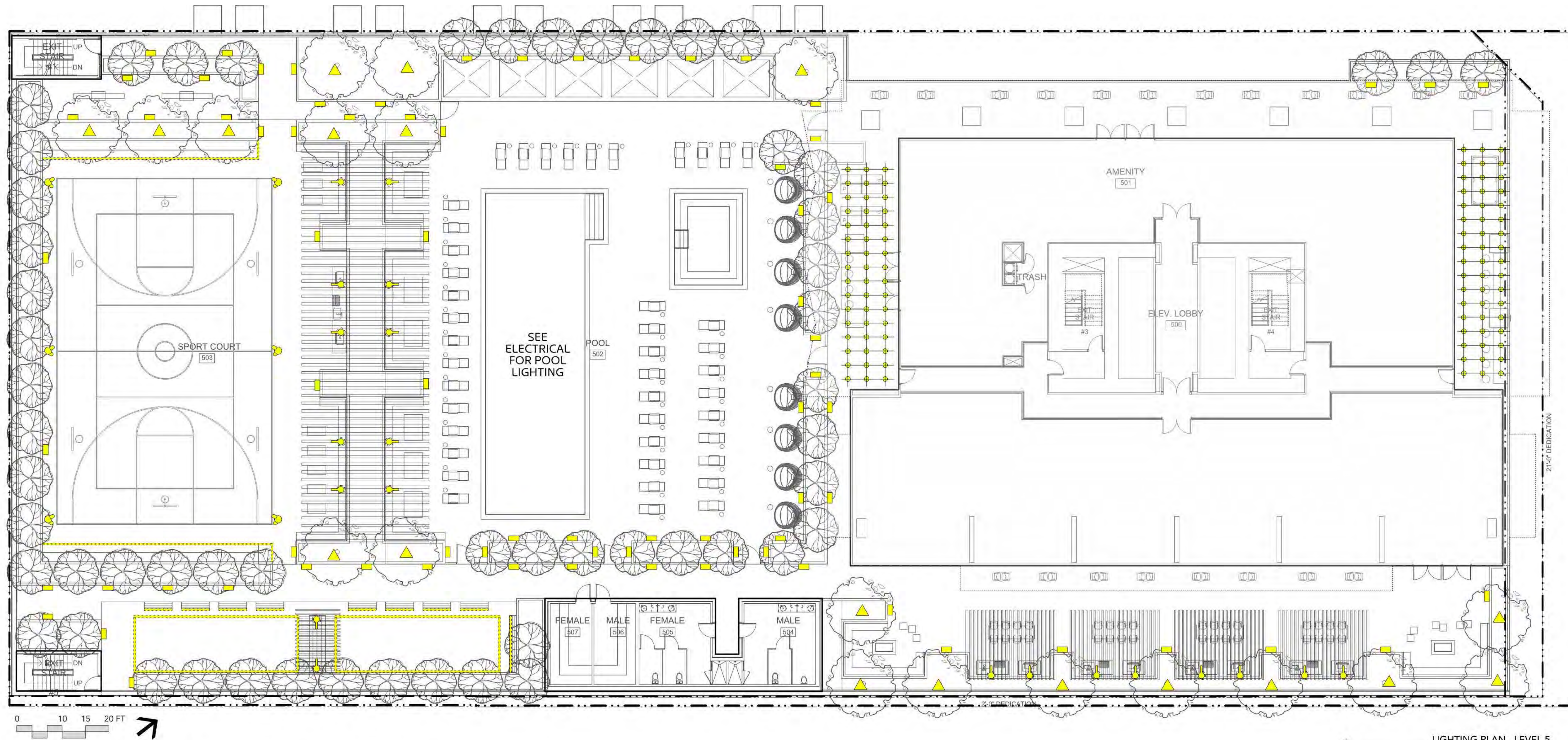
SYMBOL	DESCRIPTION
	PAVING TYPE 7 Feature Porcelain Pavers TBD
	PAVING TYPE 8 12" x 12" Porcelain Pavers. TBD
	PAVING TYPE 9 Large Porcelain Pavers. TBD
	PAVING TYPE 10 Faux Wood Porcelain Tile TBD
	TERRACED CONCRETE SEAT STEPS at sports court

SYMBOL	DESCRIPTION
	PEA GRAVEL 8" Depth
	IPE WOOD BENCH TOP On Concrete Wall; Size Varies
	CIP CONCRETE PLANTER 36" HT Raised Planter:
	GUARD RAIL HT Varies - See Architecture
	SEATING TYPE 1 Poolside Lounge Beds TBD
	SEATING TYPE 2 Lounge Chair

SYMBOL	DESCRIPTION
	SEATING TYPE 3 Couch
	SEATING TYPE 4 Cafe Style Table and Chairs
	SEATING TYPE 5 Dining Table Seating
	FIRE PIT Fire Pit with Gravel Surround
	CANOPY STRUCTURE

SYMBOL	DESCRIPTION
	BBQ WITH SINK AND TRASH
	DOG TEETER-TOTTER
	PING PONG TABLE
	CABANA
	URBAN AGRICULTURE PLOTS
	SHUFFLEBOARD










1 LIGHTING PLAN - LEVEL 5  
SCALE: 3/32" = 1'-0"

## LIGHTING DESIGN RATIONALE - LEVEL 5

The lighting approach for the exterior spaces of the podium deck aims to match the night time experience with the function of the spaces. Generally, most raised planters will have inset lighting that will function as wayfinding elements, as will the many trees in planters with uplights. The pool deck will rely on specialty lighting for the pool and hot tub (see Lighting Consultant), augmented with perimeter lighting of the walls and trellis structures. Conversely, the sports court will be well-lit with pole lights. Some additional specialty areas include: the bocce courts with LED strip lights around the perimeter; cable lighting over some of the games areas adjacent to the building; and feature wall sconces for the trellis structures that will accentuate the support columns and beams in these areas.

## LIGHTING LEGEND (UPPER LEVEL)

TYPE	MANUFACTURER	DESCRIPTION
 TYPE B	Spot Flood	BK Lighting DENALI LED Floodlight with 12" Power Pipe Stake; MODEL #: PP11-S12-D15-B-120-SF
 TYPE C	LED Strip	Bruck Orion Belt narrow beam spread LED's mounted underneath seat wall and benches
 TYPE E	Wall Sconce	Bega Lighting Surface Wall - dual narrow beam #66 519 A
 TYPE F	Wall Inset	Bega Lighting Recessed Wall - white tempered glass #22 052 A
 TYPE G	Pedestrian Pole	Structura Selux 15' Bol pole with Selux - Olivio luminaire
 TYPE H	Cable Mount Light	Tegan Lighting Exton - Cable mount pendant "G" Glass envelope - copper bowl



Type B-BK Lighting DENALI



Type C-Bruck LED Strip



Type E-Bega Lighting  
Surface Wall Dual Beam



Type F - Wall Inset Lighting

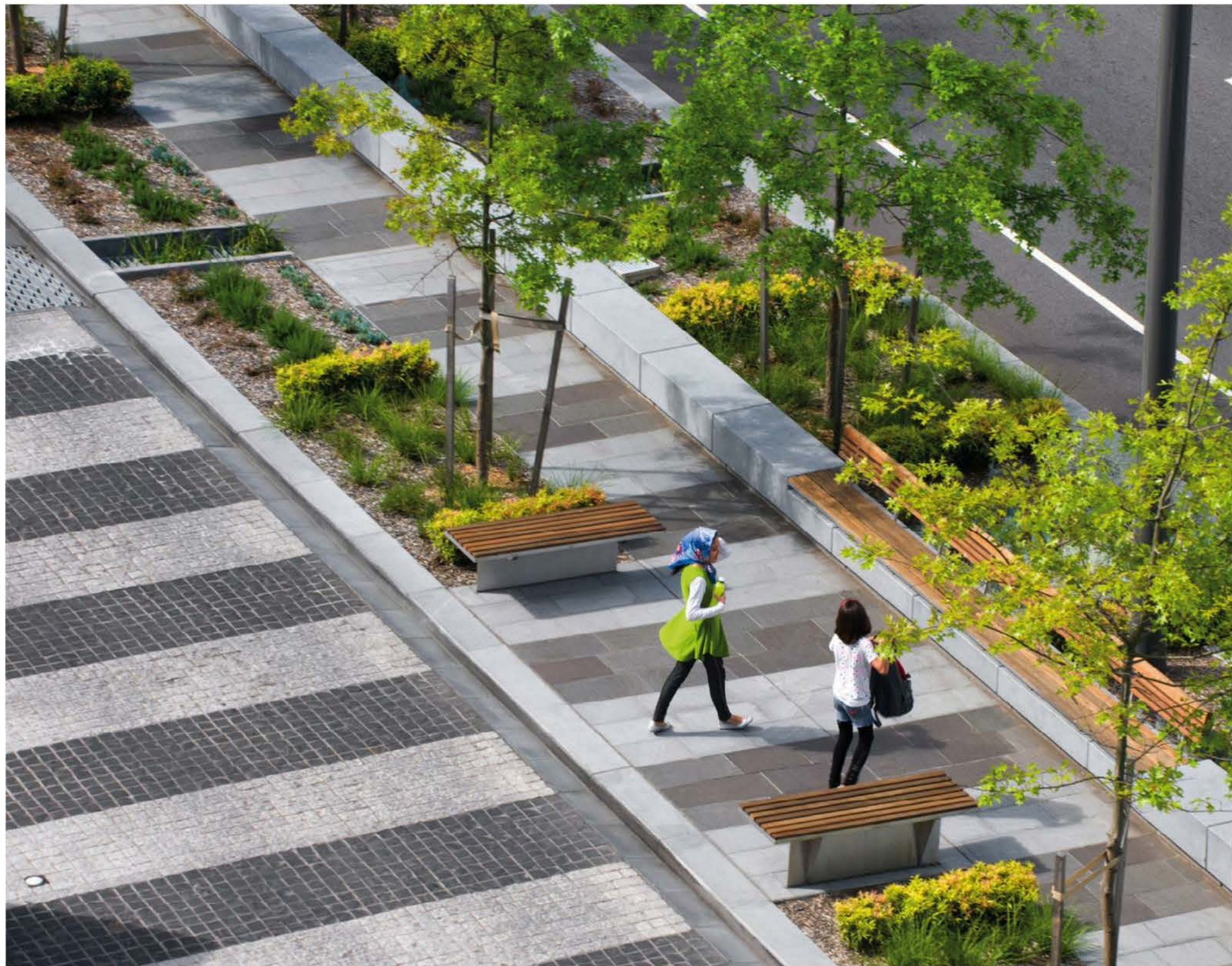


Type G - 15' Bol Pole with  
Luminaires

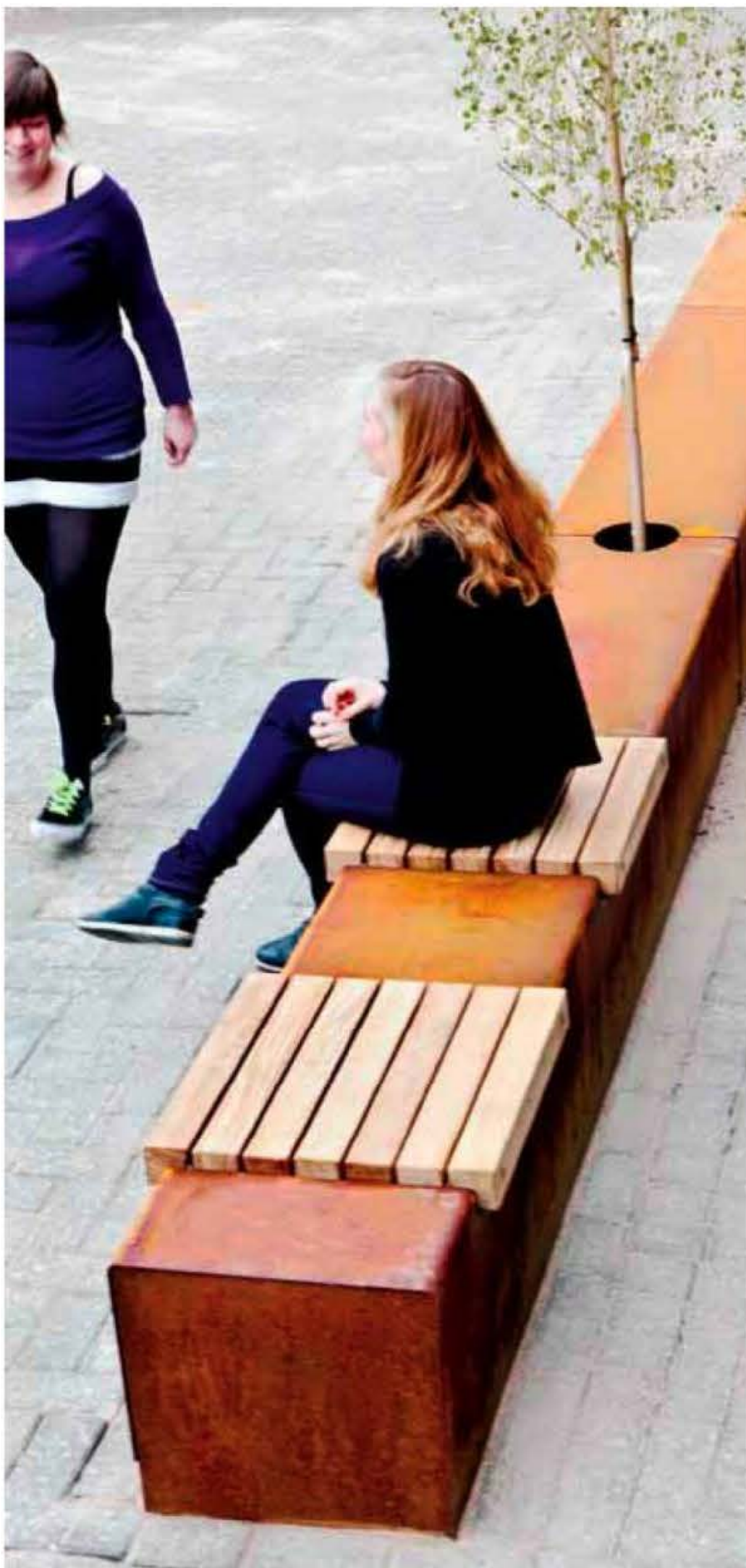


Type H-Cable Mount Light





OPEN WALKWAY WITH PARKWAY PLANTERS



CORTEN STEEL BENCH WITH WOOD TOP



ACTIVATED PLANTED STREETSCAPES



GRANITE SETT PAVING BAND



RESTAURANT/RETAIL FRONTAGE



WELCOMING PLANTED PATIO STREET CORNER



GREEN SCREEN WITH JACOB CABLE SYSTEM FOR LANE FACADE





PUBLIC ART



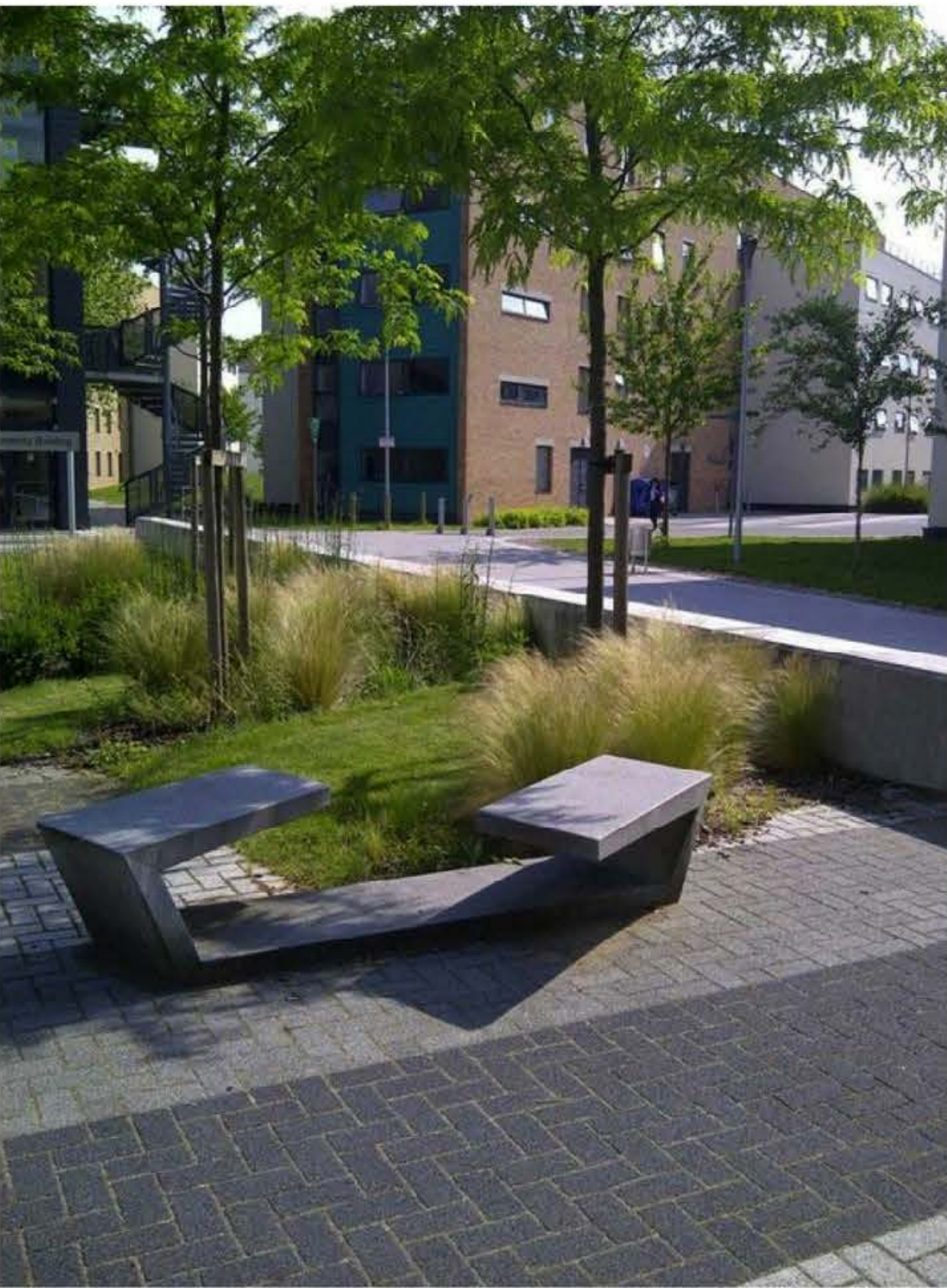
VEGETATION STRIPS AND MODULAR SEATING IN PAVING



METRO BIKE LOCATED WITHIN THE PLAZA SPACE



PLAZA SEATING AND PLANTING ADJACENT TO RESTAURANT PATIO

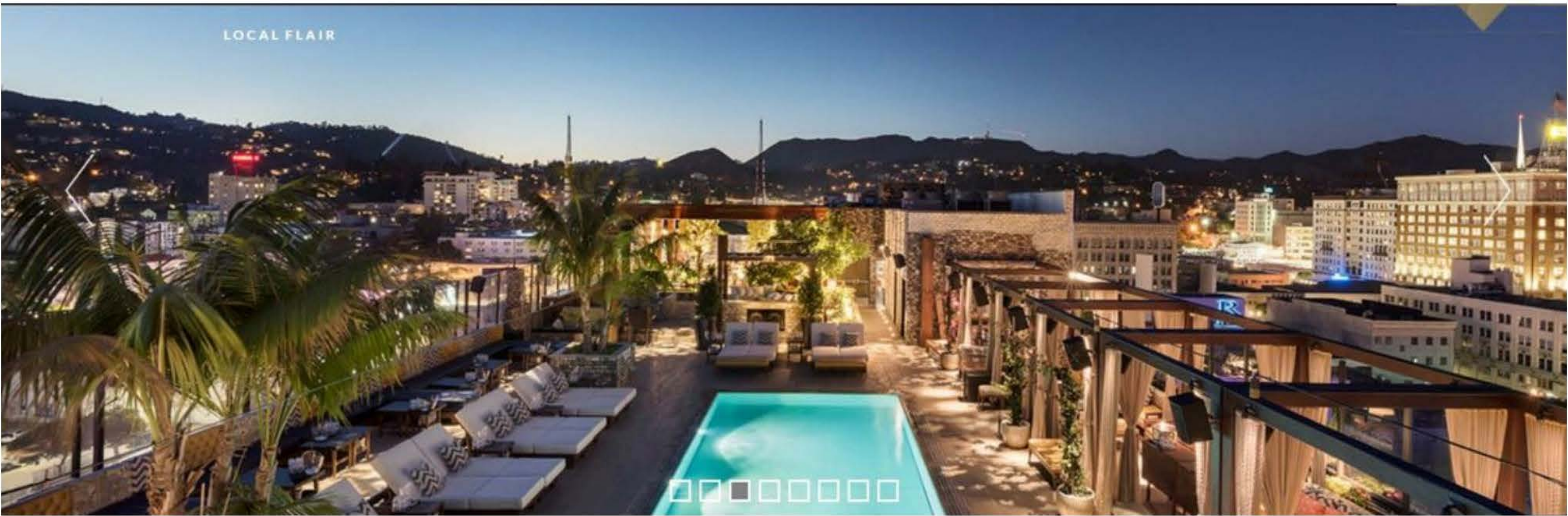


PLANTING AND PLAZA SEATING





SOCIAL FIRE PIT AREAS



OUTDOOR POOL AREA



PING PONG TABLE



LOUNGE AREA WITH TRELLIS COVER



OUTDOOR DINING AREA



OUTDOOR DINING AREA



SPORT COURT



BOCCE



BILLIARDS



DOG RUN AREA WITH TURF



LEVEL 1  
TREES



Peppermint Tree  
*Agonis flexuosa Variegata*



Honey Locust  
*Gleditsia triacanthos*



Western Redbud  
*Cercis occidentalis*

SHRUBS + HEDGES



Silver Sheen Kohuhu  
*Pittosporum tenuifolium 'Silver Sheen'*



Dwarf Myrtle  
*Myrtus communis 'Compacta'*



Dwarf Heavenly Bamboo  
*Nandina domestica 'Nana Purpurea'*



Little Ollie Dwarf Olive  
*Olea europaea 'Little Ollie'*



Himalayan Sweet Box  
*Sarcococca hookeriana var. humilis*



Wheeler's Dwarf Japanese Mock Orange  
*Pittosporum tobira 'Wheeler's Dwarf'*

VINES



Star Jasmine  
*Trachelospermum jasminoides*

PERENNIALS, GRASSES



Red-Yellow Kangaroo Paw  
*Anigozanthos 'Harmony'*



Electric Pink Cordyline  
*Cordyline hybrid 'Electric Pink'*



Maiden Grass  
*Miscanthus 'purpurascens'*



Autumn Moor Grass  
*Sesleria autumnalis*



Tall Verbena  
*Verbena bonariensis*



Blackeyed Susan  
*Rudbeckia hirta*



Feather Reed Grass  
*Calamagrostis acutiflora 'Karl Foerster'*

LEVEL 5  
TREES



Wilson Fruitless Olive Tree  
*Olea europaea 'Wilsonii'*



Honey Locust  
*Gleditsia triacanthos*



Fern Podocarpus  
*Podocarpus gracilior*



Desert Museum Palo Verde  
*Cercidium hybrid 'Desert Museum'*



Jacaranda  
*Jacaranda mimosifolia*



Dwarf Myrtle  
*Myrtus communis 'Compacta'*



Little Ollie Dwarf Olive  
*Olea europaea 'Little Ollie'*



Silver Sheen Kohuhu  
*Pittosporum tenuifolium 'Silver Sheen'*

SHRUBS + HEDGES

PERENNIALS, GRASSES, GROUNDCOVERS, VINES



Maiden Grass  
*Miscanthus 'purpurascens'*



Red-Yellow Kangaroo Paw  
*Anigozanthos 'Harmony'*



Autumn Moor Grass  
*Sesleria autumnalis*



Electric Pink Cordyline  
*Cordyline hybrid 'Electric Pink'*



Blackeyed Susan  
*Rudbeckia hirta*



Yellow Butterfly Vine  
*Mascagnia macroptera*

PRELIMINARY PLANTING SCHEDULE

Trees:				
Quantity	Latin Name	Common Name	Size	Spacing
	Olea europaea 'Leccino'	Leccino Olive Tree	7cm cal.	
	Jacaranda mimosifolia	Jacaranda	7cm cal.	
	Gleditsia triacanthos inermis 'Skyline'	Skyline Honeylocust	7cm cal.	
	Cercidium x 'Desert Museum'	Desert Museum Palo Verde	6cm Cal.	
	Agonis flexuosa 'Variegata'	Variegated Peppermint Tree	6cm Cal.	
Conifers:				
	Podocarpus 'Blue Treasure'	Blue Treasure Yellow-Wood	34. ht.	
Shrubs:				
	Yucca recurvifolia	Soft Leaf Yucca	#2 Pot	24"
	Pittosporum tenuifolium 'Silver Sheen'	Silver Sheen Kohuhu	#3 Pot	24"
	Olea europaea 'Montra'	Little Ollie® Dwarf Olive	#2 Pot	36"
	Nandina domestica	Heavenly Bamboo	#2 Pot	30"
	Myrtus communis 'Compacta'	Dwarf Myrtle	#2 Pot	24"
	Bougainvillea 'Cherry Blossom'	Cherry Blossom Bougainvillea	#2 Pot	24"
	Agave attenuata 'Ray of Light'	Variegated Fox Tail Agave	#2 Pot	24"
Perennials/Succulents:				
	Anigozanthos 'Cape Aurora'	Cape Aurora Kangaroo Paws	#1 Pot	18"
	Cordyline 'Electric Pink'	Electric Pink Dracaena Palm	#1 Pot	18"
	Euphorbia tirucalli	Red Pencil Tree	#1 pot	18"
Ground Covers/Grasses/Vines				
	Miscanthus sinensis 'Arabesque'	Arabesque Maiden Grass	#1 Pot	12"
	Sesleria autumnalis	Autumn Moor Grass	#1 Pot	12"
	Trachelospermum jasminoides	Star Jasmine	#1 Pot	12"

1. ALL PLANT MATERIAL AND LANDSCAPING PRACTICES SHALL BE COMPLIANT WITH THE LATEST EDITION OF THE PROVINCIAL LANDSCAPE NURSERY STANDARDS
2. IN CASE OF DISCREPANCY BETWEEN PLANT INFORMATION ON THE LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL
3. FINAL SOFTSCAPE AND GRADING LAYOUTS AS WELL AS LOCATION AND SPACING TO BE APPROVED BY LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION
4. ALL PLANT MATERIAL TO BE MANUALLY WATERED FROM START OF INSTALLATION THROUGH THE END OF THE WARRANTY PERIOD
5. INSTALL TREE PROTECTION FENCING AROUND ALL EXISTING TREES TO CITY STANDARDS, INSTALL TREE PROTECTION FENCING ON NEW PLANTING IF PHASED INSTALLATION IS REQUIRED



## **Exhibit B – Maps**

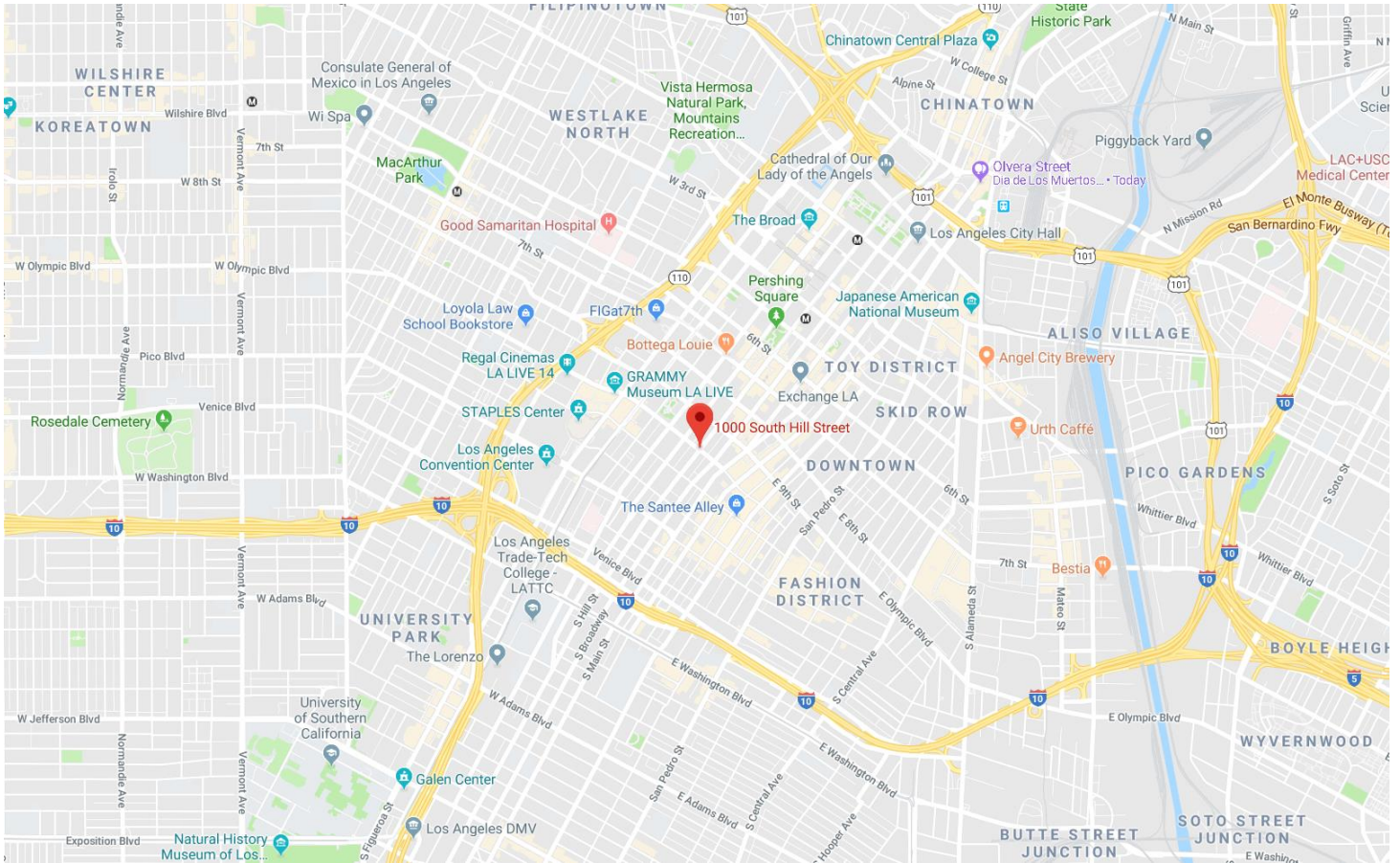
Vicinity Map

Radius Map

Existing General Plan Map

Existing Zoning Map





Vicinity Map (1000 S. Hill Street)





ALCOHOL LAND USE DATA SYMBOLS	
[Symbol]	ON-SITE CONSUMPTION OF FULL-LINE ALCOHOLIC BEVERAGES
[Symbol]	ON-SITE CONSUMPTION OF BEER AND/OR WINE
[Symbol]	OFF-SITE CONSUMPTION OF FULL-LINE ALCOHOLIC BEVERAGES
[Symbol]	OFF-SITE CONSUMPTION OF BEER AND/OR WINE

# VESTING TENTATIVE TRACT NUMBER 74760 - MASTER CONDITIONAL USE CUB SITE PLAN REVIEW - TFAR



**Quality Mapping Service**  
14549 Archwood St. Suite 301  
Van Nuys, California 91406  
Phone (818) 997-7949 • Fax (818) 997-0351  
qmapping@qasqms.com

DRAWN BY:

**THOMAS BROTHERS**  
Page: 634 Grid: E5  
**LEGAL**  
"SEE APPLICATIONS"

**CONTACT:** ARMBRUSTER GOLDSMITH

**A.P.N.**  
5139-013-(003-006,015)  
**CD:** 14  
**CT:** 2079.00  
**PA:** 110 - CENTRAL CITY  
**USES:** FIELD

**SITE ADDRESS**  
1000 SOUTH HILL STREET  
**CASE NO:**  
**SCALE:** 1"=100'  
**D.M.:** 126A209  
**PHONE:** 310-209-8800

**DATE:** 11-17-16  
**Update:**

NET AC: 0.83 %

**NORTH**

QMS:16-407





Address: 1000 S HILL ST

APN: 5139013015

PIN #: 126A209 19

Tract: TR 1814

Block: None

Lot: A

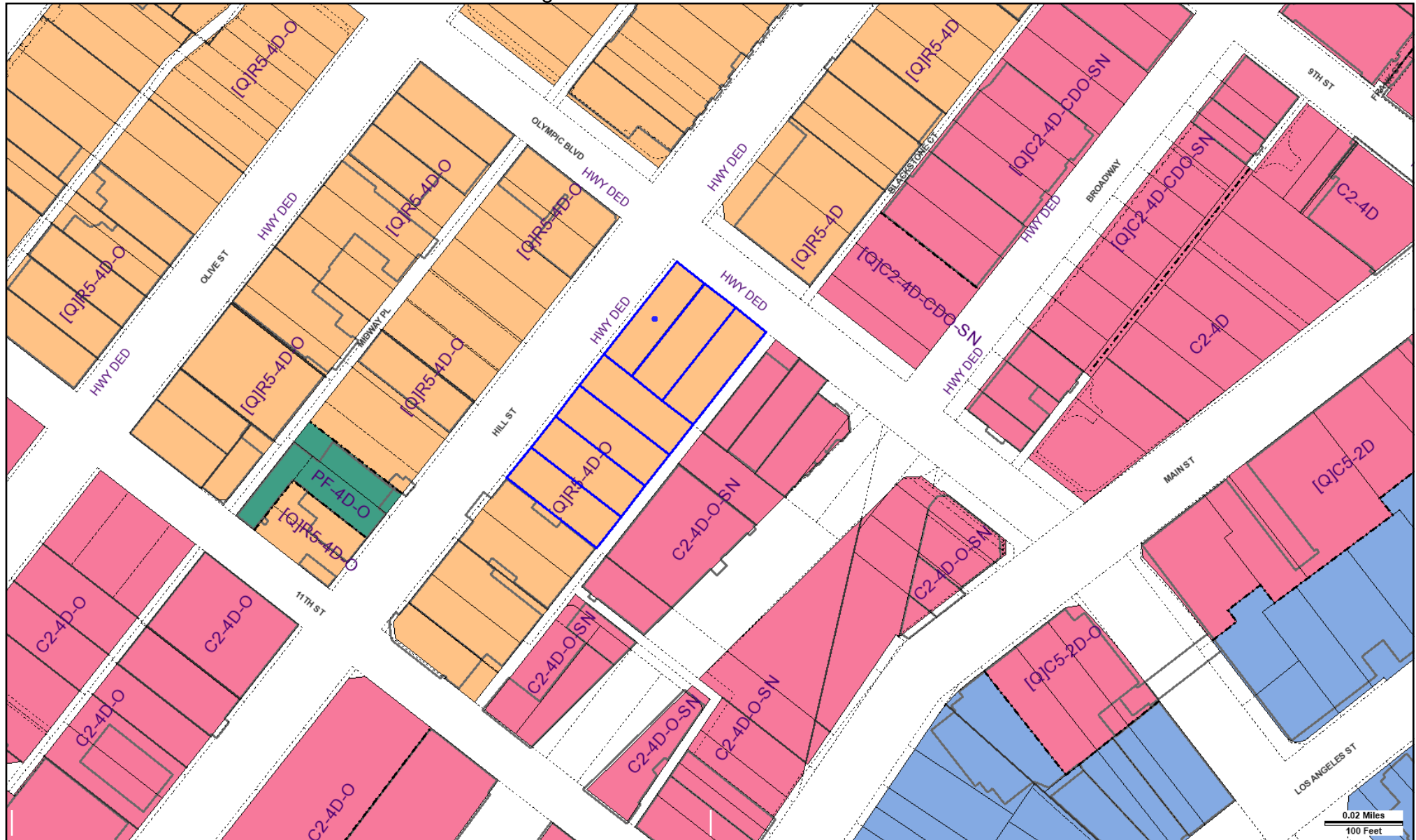
Arb: None

Zoning: [Q]R5-4D-O

General Plan: High Density Residential







Address: 1000 S HILL ST

APN: 5139013015

PIN #: 126A209 19

Tract: TR 1814

Block: None

Lot: A

Arb: None

Zoning: [Q]R5-4D-O

General Plan: High Density Residential





## **Exhibit C – Existing Ordinance No. 164,307**



SUB AREA NO.	NEW ZONE AND/OR HEIGHT DISTRICT	CONDITIONS AND LIMITATIONS
		D LIMITATIONS:
2015	[Q]R5-4-D-O	The total floor area contained in all
2020	[Q]R5-4-D-O	buildings on a lot shall not exceed six (6)
2025	[Q]R5-4-D-O	times the buildable area of lot, except for the
2400	[Q]R5-4-D-O	following: (a) Projects approved under
2405	[Q]R5-4-D-O	Section 418 (Transfer of Floor Area) of the
2410	[Q]R5-4-D-O	Redevelopment Plan for the Central Business
2415	[Q]R5-4-D-O	District Redevelopment Project; (b) Projects
2420	[Q]R5-4-D-O	approved under Section 415 (Rehabilitation
2425	[Q]R5-4-D-O	and/or Remodeling of Existing Buildings) or
2430	[Q]R5-4-D-O	Section 416 (Replacement of Existing Buildings)
2440	[Q]R5-4-D-O	of said Redevelopment Plan; (c) Projects for
2563	[Q]R5-4-D-O	which a density variation 50,000 square feet or
2570	[Q]R5-4-D-O	less is granted under Section 437 of said
2580	[Q]R5-4-D-O	Redevelopment Plan; (d) Projects for which a
2590	[Q]R5-4-D-O	density variation of more than 50,000 square
2600	[Q]R5-4-D-O	feet was granted under Section 437 of said
2610	[Q]R5-4-D-O	Redevelopment Plan prior to the effective date
2620	[Q]R5-4-D-O	of this ordinance; (e) Projects approved
2630	[Q]R5-4-D-O	pursuant to any procedure to regulate transfers
2640	[Q]R5-4-D-O	of floor area as may be adopted by the City
2645	[Q]R5-4-D-O	Council. The term "floor area" shall mean
2920	[Q]R5-4-D-O	floor area as defined in Municipal Code Section
2925	[Q]R5-4-D-O	12.21.1-A.5 and 12.21.1-B.4.
2930	[Q]R5-4-D-O	
2935	[Q]R5-4-D-O	
2940	[Q]R5-4-D-O	
2945	[Q]R5-4-D-O	
3010	[Q]R5-4-D-O	
3015	[Q]R5-4-D-O	
3020	[Q]R5-4-D-O	
3025	[Q]R5-4-D-O	
3030	[Q]R5-4-D-O	
3035	[Q]R5-4-D-O	
3040	[Q]R5-4-D-O	



SUB AREA NO.	NEW ZONE AND/OR HEIGHT DISTRICT	CONDITIONS AND LIMITATIONS
2015	[Q]R5-4-D-0	Q CONDITIONS:
2020	[Q]R5-4-D-0	
2025	[Q]R5-4-D-0	Notwithstanding Municipal Code Section
2400	[Q]R5-4-D-0	
2405	[Q]R5-4-D-0	12.22-A.18, the property shall be limited to
2410	[Q]R5-4-D-0	
2415	[Q]R5-4-D-0	the following uses:
2420	[Q]R5-4-D-0	
2425	[Q]R5-4-D-0	1. Residential uses permitted in the R5 Zone.
2430	[Q]R5-4-D-0	
2440	[Q]R5-4-D-0	2. Hotels, motels, and apartment hotels.
2563	[Q]R5-4-D-0	
2570	[Q]R5-4-D-0	3. Parking buildings, provided such parking is
2580	[Q]R5-4-D-0	
2590	[Q]R5-4-D-0	accessory to the main use of the lot or
2600	[Q]R5-4-D-0	
2610	[Q]R5-4-D-0	accessory to the main use of another lot not
2620	[Q]R5-4-D-0	
2630	[Q]R5-4-D-0	more than 1500 feet distant therefrom.
2640	[Q]R5-4-D-0	
2645	[Q]R5-4-D-0	4. Any other uses permitted in the C4 Zone
2920	[Q]R5-4-D-0	
2925	[Q]R5-4-D-0	within buildings which were in existence on
2930	[Q]R5-4-D-0	
2935	[Q]R5-4-D-0	the lot upon the effective date of this
2940	[Q]R5-4-D-0	
2945	[Q]R5-4-D-0	ordinance.
3010	[Q]R5-4-D-0	
3015	[Q]R5-4-D-0	5. Any other use permitted in the C4 Zone
3020	[Q]R5-4-D-0	
3025	[Q]R5-4-D-0	provided the floor area ratio of such use does
3030	[Q]R5-4-D-0	
3035	[Q]R5-4-D-0	not exceed 2:1.
3040	[Q]R5-4-D-0	
		6. Any other use permitted in the C4 Zone,
		including commercial uses with a floor area
		ratio from 2:1 to 6:1, provided the development
		plan is approved pursuant to the following
		procedure:



SUB AREA NO.	NEW ZONE AND/OR HEIGHT DISTRICT	CONDITIONS AND LIMITATIONS
2015	[Q]R5-4-D-O	Q CONDITIONS: (cont.)
2020	[Q]R5-4-D-O	
2025	[Q]R5-4-D-O	A. The City Planning Commission shall have the
2400	[Q]R5-4-D-O	authority to approve such development plan if
2405	[Q]R5-4-D-O	it finds: (i) that the proposed development
2410	[Q]R5-4-D-O	will be desirable to the public convenience or
2415	[Q]R5-4-D-O	welfare, and (ii) that the proposed development
2420	[Q]R5-4-D-O	will be in harmony with the objectives and
2425	[Q]R5-4-D-O	intent of the Central City Community Plan, and
2430	[Q]R5-4-D-O	(iii) that the City Planning Commission and the
2440	[Q]R5-4-D-O	Community Redevelopment Agency Board have
2563	[Q]R5-4-D-O	determined that the proposed development
2570	[Q]R5-4-D-O	conforms to the Redevelopment Plan for the
2580	[Q]R5-4-D-O	Central Business District, and (iv) that the
2590	[Q]R5-4-D-O	proposed development will not have an adverse
2600	[Q]R5-4-D-O	impact on existing or planned housing
2610	[Q]R5-4-D-O	development in the vicinity, and (v) that the
2620	[Q]R5-4-D-O	proposed development will not reduce the
2630	[Q]R5-4-D-O	potential for future housing development on any
2640	[Q]R5-4-D-O	other property planned for housing use in the
2645	[Q]R5-4-D-O	Central City Community Plan.
2920	[Q]R5-4-D-O	
2925	[Q]R5-4-D-O	
2930	[Q]R5-4-D-O	
2935	[Q]R5-4-D-O	
2940	[Q]R5-4-D-O	
2945	[Q]R5-4-D-O	
3010	[Q]R5-4-D-O	
3015	[Q]R5-4-D-O	
3020	[Q]R5-4-D-O	
3025	[Q]R5-4-D-O	
3030	[Q]R5-4-D-O	
3035	[Q]R5-4-D-O	
3040	[Q]R5-4-D-O	



SUB AREA NO.	NEW ZONE AND/OR HEIGHT DISTRICT	CONDITIONS AND LIMITATIONS
--------------------	---------------------------------------	----------------------------

Q CONDITIONS: (cont.)

2015	[Q]R5-4-D-O	B. The Commission may imposed such conditions
2020	[Q]R5-4-D-O	
2025	[Q]R5-4-D-O	as it deems necessary to secure an appropriate
2400	[Q]R5-4-D-O	
2405	[Q]R5-4-D-O	development in harmony with the objectives and
2410	[Q]R5-4-D-O	
2415	[Q]R5-4-D-O	intent of the Central City Community Plan and
2420	[Q]R5-4-D-O	
2425	[Q]R5-4-D-O	the Redevelopment Plan for the Central Business
2430	[Q]R5-4-D-O	
2440	[Q]R5-4-D-O	District.
2563	[Q]R5-4-D-O	
2570	[Q]R5-4-D-O	C. An application to permit such development,
2580	[Q]R5-4-D-O	
2590	[Q]R5-4-D-O	together with a complete set of development
2600	[Q]R5-4-D-O	
2610	[Q]R5-4-D-O	plans, shall be filed with the Community
2620	[Q]R5-4-D-O	
2630	[Q]R5-4-D-O	Redevelopment Agency and the City Planning
2640	[Q]R5-4-D-O	
2645	[Q]R5-4-D-O	Commission. The application with the Planning
2920	[Q]R5-4-D-O	
2925	[Q]R5-4-D-O	Commission shall be deemed complete when
2930	[Q]R5-4-D-O	
2935	[Q]R5-4-D-O	accompanied by a determination by the Community
2940	[Q]R5-4-D-O	
2945	[Q]R5-4-D-O	Redevelopment Agency Board.
3010	[Q]R5-4-D-O	
3015	[Q]R5-4-D-O	
3020	[Q]R5-4-D-O	
3025	[Q]R5-4-D-O	
3030	[Q]R5-4-D-O	
3035	[Q]R5-4-D-O	
3040	[Q]R5-4-D-O	



SUB AREA NO.	NEW ZONE AND/OR HEIGHT DISTRICT	CONDITIONS AND LIMITATIONS
2015	[Q]R5-4-D-O	Q CONDITIONS: (con't)
2020	[Q]R5-4-D-O	
2025	[Q]R5-4-D-O	D. Upon the filing of a complete application
2400	[Q]R5-4-D-O	
2405	[Q]R5-4-D-O	with the Planning Commission, the matter shall
2410	[Q]R5-4-D-O	
2415	[Q]R5-4-D-O	be set for public hearing. Notice of the time,
2420	[Q]R5-4-D-O	
2425	[Q]R5-4-D-O	place, and purpose of such hearing shall be
2430	[Q]R5-4-D-O	
2440	[Q]R5-4-D-O	given as set forth in Municipal Code Section
2563	[Q]R5-4-D-O	
2570	[Q]R5-4-D-O	12.24-B.3(b). The determination of the
2580	[Q]R5-4-D-O	
2590	[Q]R5-4-D-O	Commission, or the City Council on appeal,
2600	[Q]R5-4-D-O	
2610	[Q]R5-4-D-O	shall be made pursuant to the procedures set
2620	[Q]R5-4-D-O	
2630	[Q]R5-4-D-O	forth in Municipal Code Section 12.24-B.3(d)
2640	[Q]R5-4-D-O	
2645	[Q]R5-4-D-O	and (e).
2920	[Q]R5-4-D-O	
2925	[Q]R5-4-D-O	
2930	[Q]R5-4-D-O	
2935	[Q]R5-4-D-O	
2940	[Q]R5-4-D-O	
2945	[Q]R5-4-D-O	
3010	[Q]R5-4-D-O	
3015	[Q]R5-4-D-O	
3020	[Q]R5-4-D-O	
3025	[Q]R5-4-D-O	
3030	[Q]R5-4-D-Q	
3035	[Q]R5-4-D-O	
3040	[Q]R5-4-D-O	



**Exhibit D – Sustainable Communities  
Environmental Assessment (SCEA)**

ENV-2019-1792-SCEA



HOLLY L. WOLCOTT  
CITY CLERK

SHANNON D. HOPPE  
EXECUTIVE OFFICER

City of Los Angeles  
CALIFORNIA



ERIC GARCETTI  
MAYOR

OFFICE OF THE  
CITY CLERK

Council and Public Services Division  
200 N. SPRING STREET, ROOM 395  
LOS ANGELES, CA 90012  
GENERAL INFORMATION - (213) 978-1133  
FAX: (213) 978-1040

PATRICE Y. LATTIMORE  
DIVISION MANAGER

[CLERK.LACITY.ORG](http://CLERK.LACITY.ORG)

When making inquiries relative to  
this matter, please refer to the  
Council File No.: [18-1206](#)

## OFFICIAL ACTION OF THE LOS ANGELES CITY COUNCIL

June 12, 2019

**Council File No.:** [18-1206](#)

**Council Meeting Date:** June 11, 2019

**Agenda Item No.:** 18

**Agenda Description:** CONTINUED CONSIDERATION OF SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA), MITIGATION MEASURES, MITIGATION MONITORING PROGRAM (MMP) and PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT relative to Vesting Tentative Tract appeals for the properties located at 1000 South Hill Street, 1000-1034 South Hill Street, and 220-226 West Olympic Boulevard.

**Council Action:** PLANNING AND LAND USE MANAGEMENT COMMITTEE REPORT - ADOPTED

<b>Council Vote:</b>	YES	BOB BLUMENFIELD
	YES	MIKE BONIN
	ABSENT	JOE BUSCAINO
	YES	GILBERT A. CEDILLO
	YES	MARQUEECE HARRIS-DAWSON
	YES	JOSE HUIZAR
	ABSENT	PAUL KORETZ
	ABSENT	PAUL KREKORIAN
	YES	NURY MARTINEZ
	YES	MITCH O'FARRELL
	YES	CURREN D. PRICE
	YES	MONICA RODRIGUEZ
	YES	DAVID RYU
	YES	GREIG SMITH
	ABSENT	HERB WESSON

HOLLY L. WOLCOTT  
CITY CLERK



Adopted Report(s)

Title	Date
<a href="#">Report from Planning and Land Use Management Committee (Corrected)</a>	05/28/2019



SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA), MITIGATION MEASURES, MITIGATION MONITORING PROGRAM (MMP) and PLANNING AND LAND USE MANAGEMENT (PLUM) COMMITTEE REPORT relative to Vesting Tentative Tract appeals for the properties located at 1000 South Hill Street, 1000-1034 South Hill Street, and 220-226 West Olympic Boulevard.

Recommendations for Council action:

1. FIND, based on the entire administrative record and all comments received, that:

a) The project qualifies as a transit priority project pursuant to Public Resources Code (PRC) Section 21155(b).

b) The proposed project is consistent with the general use designations, density, building intensity, and applicable policies specified for the project area in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG).

c) The proposed project contains more than 50 percent residential, provides a minimum net density greater than 20 units an acre, and is within one half mile of a major transit stop or high-quality transit corridor included in the RTP/SCS.

d) The proposed project is a residential or mixed-use project as defined by RC Section 21159.28(d).

e) The proposed project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports, including SCAG's 2016 2040 RTP/SCS Program Environmental Impact Report.

f) All potentially significant or significant effects required to be identified and analyzed pursuant to the California Environmental Quality Act (CEQA) in an initial study have been identified and analyzed in an initial study, and that said initial study has been prepared and circulated in compliance with PRC Section 21155.2(b).

g) With respect to all potentially significant or significant effects on the environment required to be identified in the initial study, changes or alterations have been required or incorporated into the project that avoids or mitigates the significant effects to a level of insignificance, and those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

h) Mitigation Measures will be made enforceable conditions on the project; and FIND that the proposed project complies with the requirements of CEQA for using a SCEA as authorized pursuant to PRC Section 21155.2(b).

2. MODIFY Mitigation Measure MM-T-3 Construction Management Plan of the SCEA to require coordination with transit line operators with bus stops adjacent to the project site;



and FIND that the modification to the mitigation measure does not require the recirculation of the SCEA pursuant to PRC Section 15073.5 and 15074.1 because the modification merely clarifies, amplifies, or makes insignificant modifications to the SCEA and that the new measure is equivalent and more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.

3. ADOPT the SCEA and MMP prepared for the SCEA.
4. ADOPT the FINDINGS of the PLUM Committee as modified consistent with the Technical Corrections to the SCEA, as the Findings of Council.
5. RESOLVE TO DENY THE APPEALS filed by the Laborer's International Union of North America, Local 300 (Representative: Richard Drury, Lozeau Drury LLP) and Charles Carnow and Antonio Mendoza, UNITE HERE, Local 11, and THEREBY SUSTAIN the decision of the Los Angeles City Planning Commission (LACPC) in sustaining the determination of the Deputy Advisory Agency's approval of Vesting Tentative Tract Map No. VTT-74760-1A for the merger and re-subdivision of seven lots into one lot for residential and commercial condominium purposes, for a maximum of 700 residential units and 15,000 square feet of commercial space for the properties located at 1000 South Hill Street; 1000-1034 South Hill Street; and 220-226 West Olympic Boulevard, subject to Conditions of Approval.

Applicant: Onni Capital LLC

Representative: Matt Dzurec, Armbruster Goldsmith and Delvac LLP

Case No. VTT-74760-1A

Environmental No. ENV-2019-1793-SCEA

Fiscal Impact Statement: The LACPC reports that there is no General Fund impact as administrative costs are recovered through fees.

Community Impact Statement: None submitted.

**TIME LIMIT FILE - JUNE 11, 2019**

**(LAST DAY FOR COUNCIL ACTION - JUNE 11, 2019)**

Summary:

At a regular meeting held on May 28, 2019 (continued from January 29, 2019 and May 7, 2019) the PLUM Committee considered a LACPC report and appeals for the properties at 1000 South Hill Street; 1000-1034 South Hill Street; and 220-226 West Olympic Boulevard. Department of City Planning Staff provided an overview of the matter. Representatives for the Applicant and Appellants provided comments. After an opportunity for public comment, the Committee recommended to deny the appeal and sustain the decision of the LACPC, and approve the matter as modified by the PLUM Committee. This matter is now submitted to the Council for consideration.



Respectfully Submitted,



PLANNING AND LAND USE MANAGEMENT COMMITTEE

<u>MEMBER</u>	<u>VOTE</u>
HARRIS-DAWSON	YES
BLUMENFIELD	YES
PRICE	YES
CEDILLO	YES
SMITH	ABSENT

RM

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**






## City of Los Angeles

Department of City Planning

City Hall • 200 N. Spring Street, Room 621 • Los Angeles, CA 90012

# SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT Central City Community Plan Area

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## Olympic and Hill Project

Case Number: ENV-2019-1792-SCEA

CPC-2016-4710-TDR-MCUP-SPR

**Project Location:** 1000-1034 S. Hill Street and 220-226 W. Olympic Boulevard, Los Angeles, CA 90015

**Council District:** 14 – Jose Huizar

**Project Description:** The Proposed Project includes the demolition of the existing surface parking lot on the Project Site and the construction of a 60-story mixed-use building (760 feet in height), which includes 700 residential dwelling units and 15,000 square feet of ground floor commercial/retail spaces. The Proposed Project would be 60 stories high consisting of seven levels of parking below grade, ground floor commercial/retail uses, a five-story podium with an amenity deck having glass railings, and a 55-story residential tower above the amenity deck. The Proposed Project would provide a total of 1,075 vehicle parking spaces, which includes 840 spaces for the residential uses, 15 spaces for commercial/retail use in accordance with the Los Angeles Municipal Code (“LAMC”) requirements, and 220 spaces for an adjacent office building by private contract agreement. Parking on the Project Site would be provided in seven subterranean levels, the ground level, and on levels one through four. Primary vehicular access for residential and commercial uses would be provided via two full-access driveways: one on Hill Street and one from the adjacent alley, Blackstone Court. Vehicular access for a proposed porte cochère that exits onto Blackstone Court would be provided from Olympic Boulevard. Pursuant to the Bicycle Ordinance, the Proposed Project would provide 290 parking spaces including 258 long-term and 32 short-term bicycle parking spaces. The Proposed Project meets the LAMC requirements for open space by providing approximately 86,976 square feet of open space and amenity areas. The Proposed Project would include 657,943 square feet of total floor area resulting in a floor area ratio (FAR) of 13:1. Seven street trees (five Canary Island pine and two Southern Magnolia) would be removed from the public right-of-way; 184 new trees would be provided, including 42 street trees. Trees in the public right-of-way would be replaced at a minimum 2:1 ratio.

The Project’s discretionary requests include: (1) Pursuant to LAMC Section 14.5.6.B, a Transfer of Floor Area Rights (TFAR) Greater Than 50,000 square feet of floor area for the transfer of approximately 354,277 square feet of floor area; (2) Pursuant to LAMC Section 12.24.W.1, a Master Conditional Use Permit to allow the on-site sale and consumption of alcoholic beverages within the Project’s commercial spaces; (3) Pursuant to LAMC Section 16.05, a Site Plan Review for the construction of 700 residential units; (4) Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for merger and re-subdivision of the Project Site for residential and commercial condominium purposes; and (5) Pursuant to LAMC Section 17.05, haul route approval in connection with the tract map approval. The Proposed Project would also require approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including, but not limited to, the following: excavation, shoring, grading, foundation, haul route (for the export of approximately 206,100 cubic yards of soil), and removal of existing street trees (requires Board of Public Works approval).

**APPLICANT:**

Onni Group

**PREPARED BY:**

Parker Environmental Consultants

**ON BEHALF OF:**

The City of Los Angeles  
Department of City Planning  
Environmental Review Section

April 2019



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## TABLE OF CONTENTS

---

### **I. INTRODUCTION**

A. PROJECT INFORMATION .....	I-1
B. BACKGROUND INFORMATION ON SENATE BILL 375 AND THE SCEA .....	I-2
C. TRANSIT PRIORITY PROJECT CRITERIA.....	
D. SCEA PROCESS AND STREAMLINING PROVISIONS .....	I-3
E. REQUIRED FINDINGS .....	I-4
F. ORGANIZATION OF SCEA .....	I-5

### **II. PROJECT DESCRIPTION**

A. INTRODUCTION AND PROJECT SETTING .....	II-1
B. PROJECT CHARACTERISTICS.....	II-14
C. RELATED PROJECTS.....	II-32

### **III. SCEA CRITERIA AND TRANSIT PRIORITY PROJECT CONSISTENCY ANALYSIS**

A. SENATE BILL 375.....	III-1
B. TRANSIT PRIORITY PROJECT CRITERIA.....	III-1
C. SB 375 STREAMLINING BENEFITS.....	III-14
E. SCOPE OF ANALYSIS .....	III-15

### **IV. 2016-2040 RTP/SCS PROGRAM EIR MITIGATION MEASURES.....**

A. INCORPORATION OF APPLICABLE MITIGATION MEASURES FROM PRIOR EIRS.....	IV-1
---	------

### **V. SCEA INITIAL STUDY CHECKLIST .....**

SCEA DETERMINATION .....	V-1
INITIAL STUDY CHECKLIST FORM.....	V-4
SUMMARY OF MITIGATION MEASURES.....	V-14

### **VI. SUSTAINABLE COMMUNITIES ENVIRONMENTAL ANALYSIS**

INTRODUCTION.....	VI-1
ENVIRONMENTAL ANALYSIS .....	VI-1
I. AESTHETICS.....	VI-1
II. AGRICULTURE AND FORESTRY RESOURCES.....	VI-4
III. AIR QUALITY .....	VI-7
IV. BIOLOGICAL RESOURCES .....	VI-19
V. CULTURAL RESOURCES.....	VI-23
VI. ENERGY .....	VI-32



VII. GEOLOGY AND SOILS .....	VI-39
VIII. GREENHOUSE GAS EMISSIONS .....	VI-48
IX. HAZARDS AND HAZARDOUS MATERIALS.....	VI-61
X. HYDROLOGY AND WATER QUALITY .....	VI-68
XI. LAND USE AND PLANNING .....	VI-76
XII. MINERAL RESOURCES .....	VI-100
XIII. NOISE .....	VI-101
XIV. POPULATION AND HOUSING .....	VI-125
XV. PUBLIC SERVICES .....	VI-130
XVI. RECREATION .....	VI-143
XVII. TRANSPORTATION.....	VI-145
XVIII. TRIBAL CULTURAL RESOURCES .....	VI-176
XIX. UTILITIES AND SERVICE SYSTEMS.....	VI-180
XX. WILDFIRE .....	VI-194
XXI. MANDATORY FINDINGS OF SIGNIFICANCE .....	VI-195
<b>VII. PREPARERS OF THE INITIAL STUDY AND PERSONS CONSULTED.....</b>	<b>VII-1</b>
<b>VIII. REFERENCES, ACRONYMS AND ABBREVIATIONS .....</b>	<b>VIII-1</b>

### **List of Figures**

Figure II-1: Project Location Map... ..	II-3
Figure II-2: Zoning and General Plan Land Use Designations.....	II-7
Figure II-3: Aerial Photograph of the Project Site.....	II-11
Figure II-4: Photographs of the Project Site .....	II-12
Figure II-5: Photographs of the Surrounding Land Uses .....	II-13
Figure II-6: Site Plan.....	II-17
Figure II-7: Level 1 Floor Plan .....	II-18
Figure II-8: Level 3 to 4 Floor Plans.....	II-19
Figure II-9: Level 5 Floor Plan (Amenity Deck) .....	II-20
Figure II-10: North and East Elevations .....	II-21
Figure II-11: South and West Elevations .....	II-22
Figure II-12: Building Sections.....	II-23
Figure II-13: Architectural Renderings.....	II-24
Figure II-14: Level 1 Landscape Plan.....	II-25
Figure II-15: Level 5 Landscape Plan.....	II-26



Figure II-16: Related Projects Location Map .....	II-40
Figure VI-1: Noise Monitoring and Sensitive Receptor Location Map.....	V-108
Figure VI-2: Public Services in the Project Vicinity .....	V-132
Figure VI-3: Study Intersections.....	V-151
Figure VI-4: Existing (2017) Traffic Volumes – Intersections 1 - 9 .....	V-153
Figure VI-5: Existing (2017) Traffic Volumes – Intersections 10 - 13 .....	V-154
Figure VI-6: Trip Distribution .....	V-158
Figure VI-7: Existing (2017) Plus Project Traffic Volumes – Intersections 1 - 9 .....	V-160
Figure VI-8: Existing (2017) Plus Project Traffic Volumes – Intersections 10 - 13 .....	V-161
Figure VI-9: Future (2022) Base Traffic Volumes – Intersections 1 - 9 .....	V-164
Figure VI-10: Future (2022) Base Traffic Volumes – Intersections 10 - 13 .....	V-165
Figure VI-11: Future (2022) Plus Project Traffic Volumes – Intersections 1 - 9.....	V-167
Figure VI-12: Future (2022) Plus Project Traffic Volumes – Intersections 10 - 13.....	V-168

### **List of Tables**

Table II-1: Summary of Project Site .....	II-2
Table II-2: Proposed Development Program .....	II-14
Table II-3: Summary of Required and Proposed Open Space Areas.....	II-16
Table II-4: Summary of Required and Proposed Vehicle Parking Spaces .....	II-27
Table II-5: Summary of Required and Proposed Bicycle Parking Spaces .....	II-28
Table II-6: Related Projects List .....	II-34
Table III-1: SCAG Population and Housing Projections for the City of Los Angeles, Los Angeles County, and the SCAG Region .....	III-5
Table III-2: Consistency Analysis with the 2016-2040 Regional Transportation Plan /Sustainable Community Strategy .....	III-6
Table IV-1: Applicability of Project Level Mitigation Measures from the 2016-2040 Regional Transportation Plan/Sustainable Community Strategy .....	IV-2
Table VI-1: Estimated Peak Daily Construction Emissions .....	VI-10
Table VI-2: Proposed Project Estimated Daily Operational Emissions .....	VI-12
Table VI-3: Localized On-Site Peak Daily Construction Emissions.....	VI-14
Table VI-4: Summary of Energy Usage During Construction .....	VI-35
Table VI-5: Estimated Electricity Consumption by the Proposed Project.....	VI-36
Table VI-6: Estimated Natural Gas Consumption by the Proposed Project.....	VI-37



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Table VI-7: Proposed Project Construction-Related Greenhouse Gas Emissions.....	VI-56
Table VI-8: Proposed Project Operational Greenhouse Gas Emissions .....	VI-57
Table VI-9: Consistency with Applicable AB 32 Scoping Plan Measures .....	VI-57
Table VI-10: City of Los Angeles General Plan Consistency Analysis .....	VI-79
Table VI-11: Consistency Analysis with the Applicable Goals/Policies of the Framework Element ..	VI-82
Table VI-12: Project Consistency with Applicable Objectives and Policies of the Central City Community Plan Land Use Element for Residential and Commercial Land Uses .....	VI-86
Table VI-13: Project Consistency with Applicable Goals of the Redevelopment Plan.....	VI-90
Table VI-14: Existing Ambient Daytime Noise Levels in Project Site Vicinity .....	VI-106
Table VI-15: Typical Outdoor Construction Noise Levels.....	VI-109
Table VI-16: Estimated Exterior Construction Noise at Nearest Sensitive Receptors .....	VI-110
Table VI-17: Construction Vibration Damage Criteria .....	VI-114
Table VI-18: Vibration Source Levels for Construction Equipment.....	VI-114
Table VI-19: Potential Construction Vibration Impact Calculations.....	VI-115
Table VI-20: Community Noise Exposure (CNEL) .....	VI-117
Table VI-21: Estimated Operational Noise Levels and Composite Noise Levels .....	VI-120
Table VI-22: Proposed Project Noise Impacts at Study Intersections for Existing Conditions .....	VI-121
Table VI-23: Proposed Project Noise Impacts at Study Intersections for Future Conditions .....	VI-122
Table VI-24: Cumulative Noise Impacts at Study Intersections.....	VI-124
Table VI-25: SCAG Population and Housing Projections for the City of Los Angeles and the SCAG Region.....	VI-127
Table VI-26: Estimated Proposed Project Residents and Housing Growth.....	VI-128
Table VI-27: Estimated Proposed Project Employment Growth.....	VI-128
Table VI-28: Central Area Police Station Crime Statistics .....	VI-135
Table VI-29: Resident Schools Serving the Project Site .....	VI-136
Table VI-30: Proposed Project Estimated Student Generation.....	VI-137
Table VI-31: Recreation and Park Facilities Within the Project Area.....	VI-139
Table VI-32: Estimated Cumulative Student Generation .....	VI-142
Table VI-33: Existing Condition – Intersection Level of Service .....	VI-152
Table VI-34: Vehicle Trip Generation Estimate.....	VI-156
Table VI-35: Definition of Significant Impact at Intersection.....	VI-157
Table VI-36: Existing Plus Project Intersection Levels of Service and Impact Analysis.....	VI-159
Table VI-37: Future (2022) Plus Project Intersection Levels of Service and Impact Analysis.....	VI-166



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Table VI-38: Mitigated Vehicle Trip Generation Estimate .....	VI-169
Table VI-39: Future (2022) Plus Project with Mitigation Intersection Levels of Service and Impact Analysis.....	VI-170
Table VI-40: Proposed Project Estimated Water Demand .....	VI-183
Table VI-41: Proposed Project Estimated Wastewater Generation .....	VI-185
Table VI-42: Estimated Construction and Demolition Debris.....	VI-190
Table VI-43: Proposed Project Operational Solid Waste Generation.....	VI-191

## APPENDICES

APPENDIX A: Air Quality CalEEMod Worksheets

APPENDIX B: Historic Resources Assessment

GPA Consulting, Inc., Historical Resource Technical Report, Olympic + Hill Development, Los Angeles, California, January 2018.

APPENDIX C: Geotechnical Investigation

Geocon West, Inc., Geotechnical Investigation, Proposed High-Rise Development “Olympic and Hill” 1000-1034 Hill Street and 220 & 226 West Olympic Boulevard, Los Angeles, California, February 28, 2017.

APPENDIX D: Greenhouse Gas Emissions CalEEMod Worksheets

APPENDIX E: Environmental Site Assessment

Advantage Environmental Consultants, LLC, Phase I Environmental Site Assessment, W Olympic Boulevard and S Hill Street Property, Los Angeles, California 90015, April 25, 2017.

APPENDIX F: Methane Report

Methane Specialists, Site Methane Investigation Report for New mixed-use complex with seven subterranean levels 1000-1034 S. Hill Street / 220-226 W. Olympic Blvd., Los Angeles, CA - 90015, April 21, 2017.

APPENDIX G: Noise Monitoring and Calculation Worksheets

APPENDIX H: Transportation Impact Analysis

Fehr & Peers, Olympic & Hill Project, Draft Transportation Impact Analysis, January 2018.

APPENDIX I: Energy Calculation Worksheets



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APPENDIX J: LADWP Water Supply Assessment and Water Conservation Commitment Letter

APPENDIX K: Will Serve Letters

APPENDIX L: Health Risk Assessment, Eyestone Environmental

APPENDIX M: SCAG 2016-2040 RTP/SCS, Sustainable Communities Strategy Background Documentation

APPENDIX N: ZI-2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA



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## I. INTRODUCTION

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This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the California Public Resources Code.

### A. PROJECT INFORMATION

Project Title: Olympic and Hill Project

Project Location: 1000-1034 S. Hill Street and 220-226 W. Olympic Boulevard,  
Los Angeles, CA 90015

Lead Agency: City of Los Angeles  
Department of City Planning  
200 N. Spring Street, Room 621  
Los Angeles, CA 90012

City Staff Contact: Michael Sin  
(213) 978-1345

Applicant: Onni Group  
315 W. 9<sup>th</sup> Street, Suite 801  
Los Angeles, CA 90015

Project Summary: The Proposed Project includes the demolition of the existing surface parking lot on the Project Site and the construction of a 60-story mixed-use building (760 feet in height), which includes 700 residential dwelling units and 15,000 square feet of ground floor commercial/retail spaces. The Proposed Project would be 60 stories high with seven levels of parking below grade, ground floor commercial/retail uses, a five-story podium with an amenity deck having glass railings, and an additional 55-story residential tower above the amenity deck. The Proposed Project would provide a total of 1,075 vehicle parking spaces, which includes 840 spaces for the residential uses, 15 spaces for commercial/retail use in accordance with the Los Angeles Municipal Code (“LAMC”) requirements, and 220 spaces for an adjacent office building by private contract agreement. Parking on the Project Site would be provided in seven subterranean levels, the ground level, and on levels one through four. Primary vehicular access for residential and commercial uses would be provided via two full-access driveways: one on Hill Street and one from the adjacent alley, Blackstone Court. Vehicular access for a proposed porte cochère that exits onto Blackstone Court would be provided from Olympic Boulevard. Pursuant to the Bicycle Ordinance, the Proposed Project would provide 290 bicycle parking spaces, including 258 long-term and 32 short-term spaces. The Proposed Project meets the LAMC requirements for open space by providing approximately 86,976 square feet of open space and amenity areas. The Proposed Project would include 657,943 square feet of total floor area resulting in a floor area ratio (FAR) of 13:1. Seven street trees (five Canary Island pine and two Southern Magnolia) would be removed from the public right-of-way; 184 new trees would be provided, including 42 street trees. Trees in the public right-of-way would be replaced at a minimum 2:1 ratio.

The Applicant is requesting the following discretionary actions: (1) Pursuant to LAMC Section 14.5.6.B, a Transfer of Floor Area Rights (TFAR) Greater Than 50,000 square feet of floor area for the transfer of



approximately 354,277 square feet of floor area; (2) Pursuant to LAMC Section 12.24.W.1, a Master Conditional Use Permit to allow the on-site sale and consumption of alcoholic beverages within the Project's commercial spaces; (3) Pursuant to LAMC Section 16.05, a Site Plan Review for the construction of 700 residential units; (4) Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for merger and re-subdivision of the Project Site for residential and commercial condominium purposes; and (5) Pursuant to LAMC Section 17.05, haul route approval in connection with the tract map approval. The Proposed Project would also require approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including, but not limited to, the following: excavation, shoring, grading, foundation, haul route (for the export of approximately 206,100 cy of soil), and removal of existing street trees (requires Board of Public Works approval).

## **B. BACKGROUND INFORMATION ON SENATE BILL 375 AND THE SCEA**

The State of California adopted Senate Bill 375 (SB 375), also known as "The Sustainable Communities and Climate Protection Act of 2008," which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California's greenhouse gas (GHG) emissions reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations to incorporate a "sustainable communities strategy" (SCS) into the regional transportation plans to achieve their respective region's greenhouse gas emission reduction targets set by CARB. Correspondingly, SB 375 provides various CEQA streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tool is the SCEA. The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). For the SCAG region, CARB has set GHG emissions reduction targets at eight percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. The 2016-2040 RTP/SCS outlines strategies to meet or exceed the targets set by CARB. By Executive Order, approved June 28, 2016, CARB officially determined that the 2016-2040 RTP/SCS would achieve CARB's 2020 and 2035 GHG emission reduction targets.

SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA Clearance for "transit priority projects" (as described below) that are consistent with SCAG's 2016-2040 RTP/SCS.

## **C. TRANSIT PRIORITY PROJECT CRITERIA**

SB 375 provides CEQA streamlining benefits to qualifying transit priority projects (TPPs). For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following four criteria (see Public Resources Code §21155 (a) and (b)):

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2016-2040 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 units per acre; and



4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

#### **D. SCEA PROCESS AND STREAMLINING PROVISIONS**

Qualifying TPPs that have incorporated all feasible mitigation measures and performance standards or criteria set forth in the prior applicable EIR (SCAG's 2016-2040 RTP/SCS Program EIR) and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts, except for the following:
  - a. Growth-inducing impacts, and
  - b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.

Note: All relevant and applicable 2016-2040 RTP/SCS Program EIR mitigation measures shall be incorporated into the Project prior to conducting the initial study analysis.

2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.
3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.
5. The SCEA may be approved by the lead agency after the lead agency's legislative body conducts a public hearing, reviews comments received, and finds the following:
  - a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
  - b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
    - i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.



- ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
6. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

## **E. REQUIRED FINDINGS**

The City of Los Angeles has determined that:

1. The Proposed Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the project area in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG);
2. The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG in the 2016-2040 RTP/SCS would, if implemented, achieve the greenhouse gas emission reduction targets.
3. The Proposed Project qualifies as a transit priority project pursuant to Public Resources Code Section 21155(b);
4. The Proposed Project is a residential or mixed-use project as defined by Public Resources Code Section 21159.28(d);
5. The Proposed Project incorporates all relevant and feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports, including the RTP/SCS Program Environmental Impact Report;
6. All potentially significant or significant effects required to be identified and analyzed pursuant to the California Environmental Quality Act (CEQA) have been identified and analyzed in an initial study; and
7. The Proposed Project, as mitigated, either avoids or mitigates to a level of insignificance all potentially significant or significant effects of the Proposed Project required to be analyzed pursuant to CEQA.

Therefore, the City of Los Angeles finds that the Proposed Project complies with the requirements of CEQA for using an SCEA as authorized pursuant to Public Resources Code Section 21155.2(b).

The attached Section IV, Environmental Impact Analysis, has been prepared by the Parker Environmental Consultants on behalf of the Project Applicant and in conjunction with the City of Los Angeles, as Lead Agency in support of this SCEA.



## **F. ORGANIZATION OF THE SCEA**

This SCEA is organized into five sections as follows:

I. Introduction: This section (above) provides introductory information about the Project.

II. Project Description: This section provides a detailed description of the environmental setting and the Project, including Project characteristics, Project objectives, and environmental review requirements.

III. SCEA Criteria and Consistency Analysis: This section identifies the Transit Priority Project Criteria and provides an analysis of the Project's consistency with the SCAG RTP/SCS.

IV. 2016-2040 RTP/SCS Program EIR Mitigation Measures. This section identifies all feasible mitigation measures, performance standards, and criteria from the 2016-2040 RTP/SCS Program EIR.

V. Initial Study Checklist: This section contains the completed SCEA Initial Study Checklist showing the significance level under each environmental impact category.

VI. Sustainable Communities Environmental Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area. When the evaluation identifies potentially significant effects, as identified in the Checklist, mitigation measures are provided to reduce such impacts to a less than significant level. This Section also discusses applicable mitigation measures from prior EIRs.

VII. List of Preparers: This section provides a list of City personnel, other governmental agencies, and consultant team members that participated in the preparation of the SCEA.

VIII. References, Acronyms and Abbreviations: This section provides a list of reference documents and identifies commonly used acronyms and abbreviations that are used throughout the document.

Appendices: Includes various documents, technical reports, and information used in the SCEA.



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## **II. PROJECT DESCRIPTION**

### **A. INTRODUCTION AND PROJECT SETTING**

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#### **1. INTRODUCTION**

The Applicant, Onni Group, is seeking to develop the mixed-use, residential-commercial project described below (the “Olympic and Hill Project” or “Proposed Project”). Acting as lead agency, the City of Los Angeles Department of City Planning required preparation of this Sustainable Communities Environmental Assessment Initial Study (“SCEA”) to consider the potential project-specific and cumulative environmental impacts of the Olympic and Hill Project.

An Initial Study / Mitigated Negative Declaration (“IS/MND”) was prepared for the Olympic and Hill Project [ENV-2016-4711-MND; CPC-2016-4710-TDR-MCUP-SPR] and published in April 2018. In 2008, the State legislature enacted SB 375, which provides for CEQA streamlining for Transit Priority Projects in the form of CEQA exemptions, sustainable communities environmental assessments, and limited EIRs. Therefore, the City as lead agency could have prepared a SCEA for the Proposed Project instead of the IS/MND. However, the City did not begin processing sustainable communities environmental assessments until recently. In order to provide for a more streamlined CEQA process consistent with SB 375, the City has prepared this SCEA for the Proposed Project. It includes the same substantive environmental analysis as in the IS/MND, and also includes additional discussion demonstrating that the Proposed Project is a Transit Priority Project (“TPP”) that qualifies for such CEQA streamlining under SB 375.

#### **2. PROJECT LOCATION**

The Project Site is located in the Central City Community Plan area and is within the boundaries of the South Park District of downtown Los Angeles, as identified by the City’s Downtown Design Guide. The Project Site’s location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure II-1, Project Location Map. The Project Site includes approximately 50,611 square feet of lot area (1.16 acres). The Project Site’s property addresses, Assessor’s Parcel Numbers (APN), land use and lot area are summarized in Table II-1, Summary of the Project Site, below. The Project Site is generally bound by Hill Street to the west; Olympic Boulevard to the north; the Mayan Theater to the south; and two-story commercial retail, a parking lot, and a high-rise commercial building to the east across the adjacent alleyway, Blackstone Court.



**Table II-1  
Summary of Project Site**

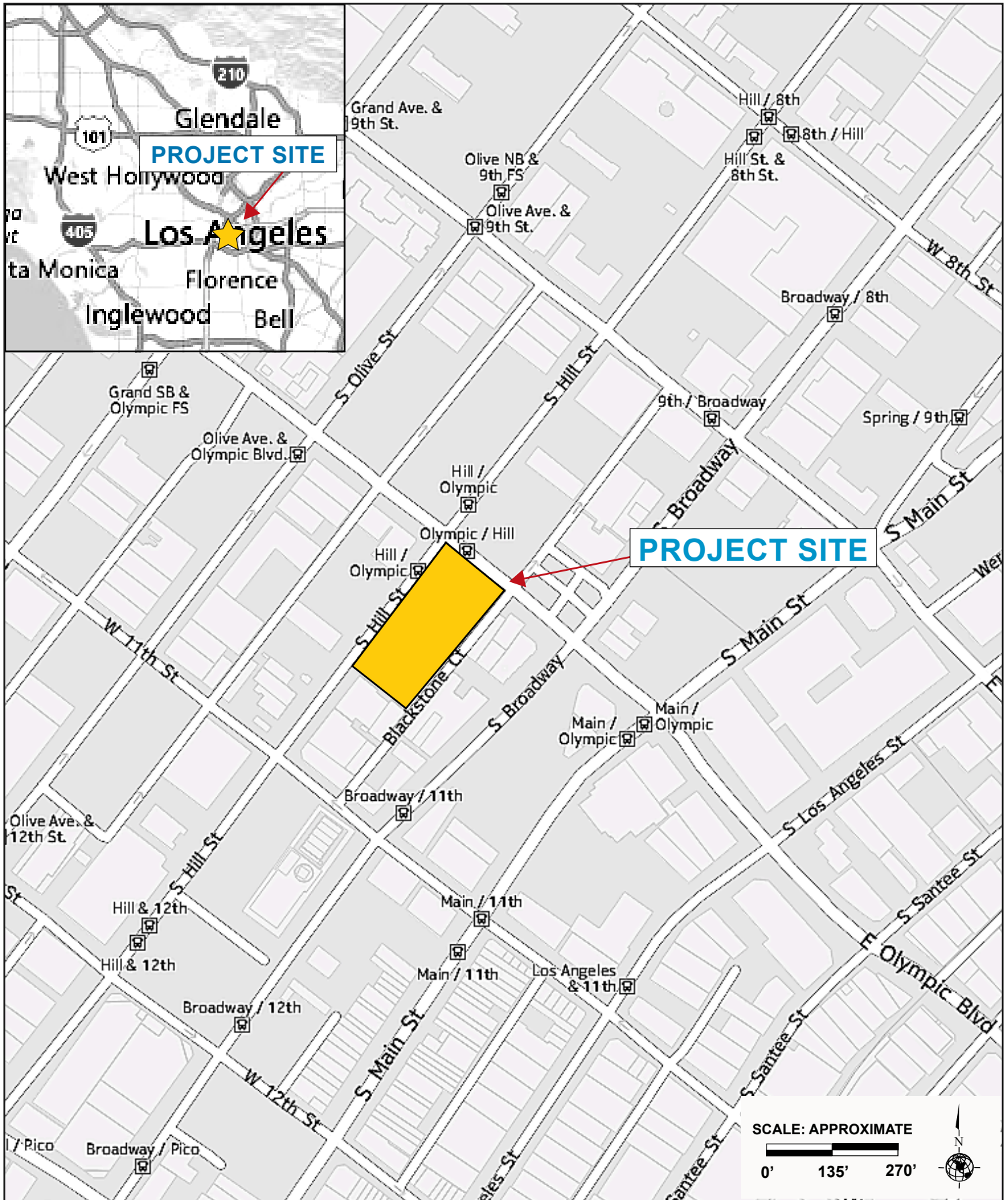
Summary of Project Site			
Address	APN	Existing Land Use	Lot Area (square feet)
220 W. Olympic Boulevard	5139-013-003	Surface parking lot	50,611 sf
226 W. Olympic Boulevard	5139-013-004		
1000 S. Hill Street	5139-013-015		
1002 S. Hill Street			
1004 S. Hill Street			
1006 S. Hill Street			
1008 S. Hill Street			
1010 S. Hill Street			
1012 S. Hill Street			
1008 ½ S. Hill Street			
1010 ½ S. Hill Street	5139-013-005		
1012 ½ S. Hill Street			
1014 S. Hill Street			
1016 S. Hill Street			
1018 S. Hill Street	5139-013-006		
1016 ½ S. Hill Street			
1018 ½ S. Hill Street	5139-013-017		
1022 S. Hill Street			
1024 S. Hill Street	5139-013-018		
1026 S. Hill Street			
1030 S. Hill Street			
1034 S. Hill Street			
<i>Sources:</i> -City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: <a href="http://zimas.lacity.org/">http://zimas.lacity.org/</a> , accessed September 2018; and -Chris Dikeakos Architectural Corp., January 23, 2018.			

### 3. REGIONAL AND LOCAL ACCESS

Primary vehicular access to the Project Site is provided by the Hollywood Freeway (US-101) approximately 1.5 miles to the east, the Harbor/Pasadena Freeway (I-110/SR-110) approximately ¾ miles west, and the Santa Monica (I-10) Freeway approximately ¾ miles to the south.

Local street access is provided by the grid roadway system surrounding the Project Site. Hill Street, which borders the Project Site to the west, is a two-way street providing two travel lanes in each direction. Hill Street is classified as a Modified Avenue II in the City's Mobility Plan. Between Broadway, located to the east of the site, and Hope Street, located to the west of the site, Olympic Boulevard is designated as a Modified Avenue I. To the east of Broadway, Olympic Boulevard is designated as a Boulevard II. To the west of Hope Street, a portion of Olympic Boulevard is designated as a Modified Avenue I and Avenue I. Parking is permitted on the south side of the street in non-peak periods. Left-turn pockets are present at major intersections. Olympic Boulevard is part of the Vehicle Enhanced Network.





Source: Yahoo Maps, 2017.



## Public Transit

The Project Site is an infill site within a Transit Priority Area as defined by CEQA.<sup>1</sup> The Project Site is located in Downtown Los Angeles, which is at the hub of the regional transit network in the Los Angeles area. The roadways adjacent to the Project Site are served by several bus lines managed by multiple transit operators that include the Los Angeles County Metropolitan Transportation Authority (“Metro”), LADOT DASH and Commuter Express, Santa Monica Big Blue Bus (“BBB”), and the Foothill Transit Silver Streak. The Project Site is served by two nearby Metro Stations within walking distance: the 7<sup>th</sup> Street/Metro Center Station is located approximately 0.5 miles northwest of the Project Site; and the Pico/Flower Station is located approximately 0.4 miles west of the Project Site. These stations also provide transfer opportunities to other Metro rail services, Amtrak, Metrolink, and numerous bus routes served by Metro, LADOT, and municipal bus operators. The bus lines within a reasonable walking distance (approximately one-half mile) of the Project include 2, 4, 10, 14, 20, 28, 30, 33, 35, 40, 45, 51, 55, 60, 66, 70, 71, 76, 78, 81, 83, 90, 92, 94, 96, 720, 745, 760, 770, and 794.<sup>2</sup> Due to its proximity to the bus stops and Metro stations aforementioned, the Project Site is easily accessible and highly connected with the City of Los Angeles and the greater Los Angeles area.

## 4. ZONING AND LAND USE DESIGNATIONS

The Project Site is currently zoned [Q]R5-4D-O with a General Plan land use designation of “High Density Residential.” Ordinance No. 164,307 established the [Q] condition and “D” limitation on the Project Site. The [Q] condition for Subarea 2645 reads as follows:

*The property shall be limited to the following uses:*

1. *Residential uses permitted in the R5 Zone.*
2. *Hotels, motels, and apartment hotels.*
3. *Any other use permitted in the C4 Zone, including commercial uses with a floor area ratio of up to 6:1, provided that the development plan is approved pursuant to the following procedure:*
  - A. *The City Planning Commission shall have the authority to approve such development plan if it finds: (i) that the proposed development will be desirable to the public convenience or welfare, and (ii) that the proposed development will be in harmony with the objectives and intent of the Central City Community Plan, and (iii) that the City Planning Commission and the Community Redevelopment Agency Board have determined that the proposed development conforms to the Redevelopment Plan for the Central Business District, and (iv) that the proposed development will not have an adverse impact on existing or planned housing development in the vicinity, and (v) that the proposed development will not reduce the potential for future housing development on any other property planned for housing use in the Central City Community Plan, and (vi) that the proposed development will be in harmony with Grand Hope Park.*
  - B. *The Commission may impose such conditions as it deems necessary with the objectives and intent of the Central City Community Plan and the Redevelopment Plan for the Central Business District.*

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<sup>1</sup> City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: [www.zimas.lacity.org](http://www.zimas.lacity.org), accessed March 2017.

<sup>2</sup> Fehr & Peers, Olympic & Hill Project Draft Transportation Impact Analysis, January 2018. See Appendix H of this SCEA.



- C. *An application to permit such development, together with a complete set of development plans, shall be filed with the Community Redevelopment Agency and the City Planning Commission. The application with the Planning Commission shall be deemed complete when accompanied by determination by the Community Redevelopment Agency Board.* (pages 60-61 of Ordinance No. 164,307).

The “D” for the Project Site reads as follows:

*The total floor area contained in all buildings on a lot shall not exceed six (6) times the buildable area of the lot, except for the following: (a) Projects approved under Section 418 (Transfer of Floor Area) of the Redevelopment Plan for the Central Business District Redevelopment Plan; (b) Projects approved under Section 415 (Rehabilitation and/or Remodeling of Existing Buildings) or Section 416 (Replacement of Existing Buildings) of said Redevelopment Plan; (c) Projects for which a density variation of 50,000 square feet or less is granted under Section 437 of said Redevelopment Plan; (d) Projects for which a density variation of more than 50,000 square feet was granted under Section 437 of said Redevelopment Plan prior to the effective date of this ordinance; (e) Projects approved pursuant to any procedure to regulate transfers of floor area as may be adopted by the City Council. The term “floor area” shall mean floor area as defined in Municipal Code Sections 12.21.1-A.5 and 12.21.1-B-4.* (page 59 of Ordinance No. 164,307).

The Community Plan Land Use Plan for the Central City Community Plan further states with regards to the “D” limitation, “Corresponds with Height District No. 3-D and 4-D; D limitation to 6:1 FAR, except for transfer of floor area up to 10:1 or 13:1, respectively.” (Footnote 3).

Zones corresponding to the High Density Residential designation includes the R5 zone. The Project Site is located within Height District 4. Height District No. 4 has no building height limit for the underlying zone. However, the “D” Classification limits FAR to a maximum of 6:1 and states that additional FAR may be obtained through Transfer of Floor Area. As noted above, Footnote 3 of the Central City Community Plan permits a maximum 13:1 FAR on the Project Site through Transfer of Floor Area. The density, lot area and setback requirements for the Project Site are superseded by the Greater Downtown Housing Incentive Area (Ordinance 179,076, effective Sept. 2007). The “O” designation indicated that the Project Site is located in an oil-drilling district, specifically the Los Angeles Downtown Oil Field. Figure II-2, Zoning and General Plan Designations, shows the existing zoning and land use designations on the Project Site and in the surrounding area.

The Project Site is located within the Greater Downtown Housing Incentive Area, the Central City Parking Exception area, the Central City Transfer of Floor Area Rights (TFAR) Area, the Downtown Adaptive Reuse Incentive Area, the Downtown Streetcar Project area, and the Enterprise Zone (the Employment and Economic Incentive Program Area). The design of development projects on the Project Site are further guided by the Downtown Design Guide. The Project Site is also designated as a transit priority area per



the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA.<sup>3</sup>

### **Central City Community Plan**

The Project Site is located within the Central City Community Plan ("Community Plan") area of the City of Los Angeles. The Community Plan promotes an arrangement of land use, infrastructure, and services intended to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work and invest in the community. By serving to guide development, the Community Plan encourages progress and change within the community to meet anticipated needs and circumstances, promotes balanced growth, builds on economic strengths and opportunities while protecting the physical, economic, and social investments in the community to the extent reasonable and feasible. The Community Plan area contains a substantial amount of commercial development. More specifically, the Project Site is located in the South Park area, which is recognized to be a mixed-use community with a significant concentration of housing. This thriving residential community includes the proximate siting of auxiliary support services such as retail and commercial developments that provide employment opportunities for area residents.<sup>4</sup>

### **City Center Redevelopment Plan**

The Project Site is located within the City Center Redevelopment Project area. The City Center Redevelopment Plan, effective May 15, 2002, is valid until May 15, 2032.<sup>5</sup> While AB1X-26 dissolved redevelopment agencies as of October 2011, the land use regulations of the City Center Redevelopment Plan remain in effect. Accordingly, the Proposed Project would be reviewed by the Successor Agency to the CRA/LA for compliance with the City Center Redevelopment Plan.

Within the City Center Redevelopment Project Area, the Project Site is located within the Historic Downtown Development area. The Redevelopment Plan's objective for the Historic Downtown Development area is to achieve a mixed-use residential, commercial, office, cultural, recreation, entertainment and institutional area primarily through the adaptive re-use of the large stock of structures of architectural and historic merit.<sup>6</sup> The City Center Redevelopment Plan restricts development on the Project Site to an allowable floor area ratio (FAR) of 6 times the buildable area of the site unless a TFAR Request is approved, in which case the maximum FAR is 13 times the buildable area of the Project Site.

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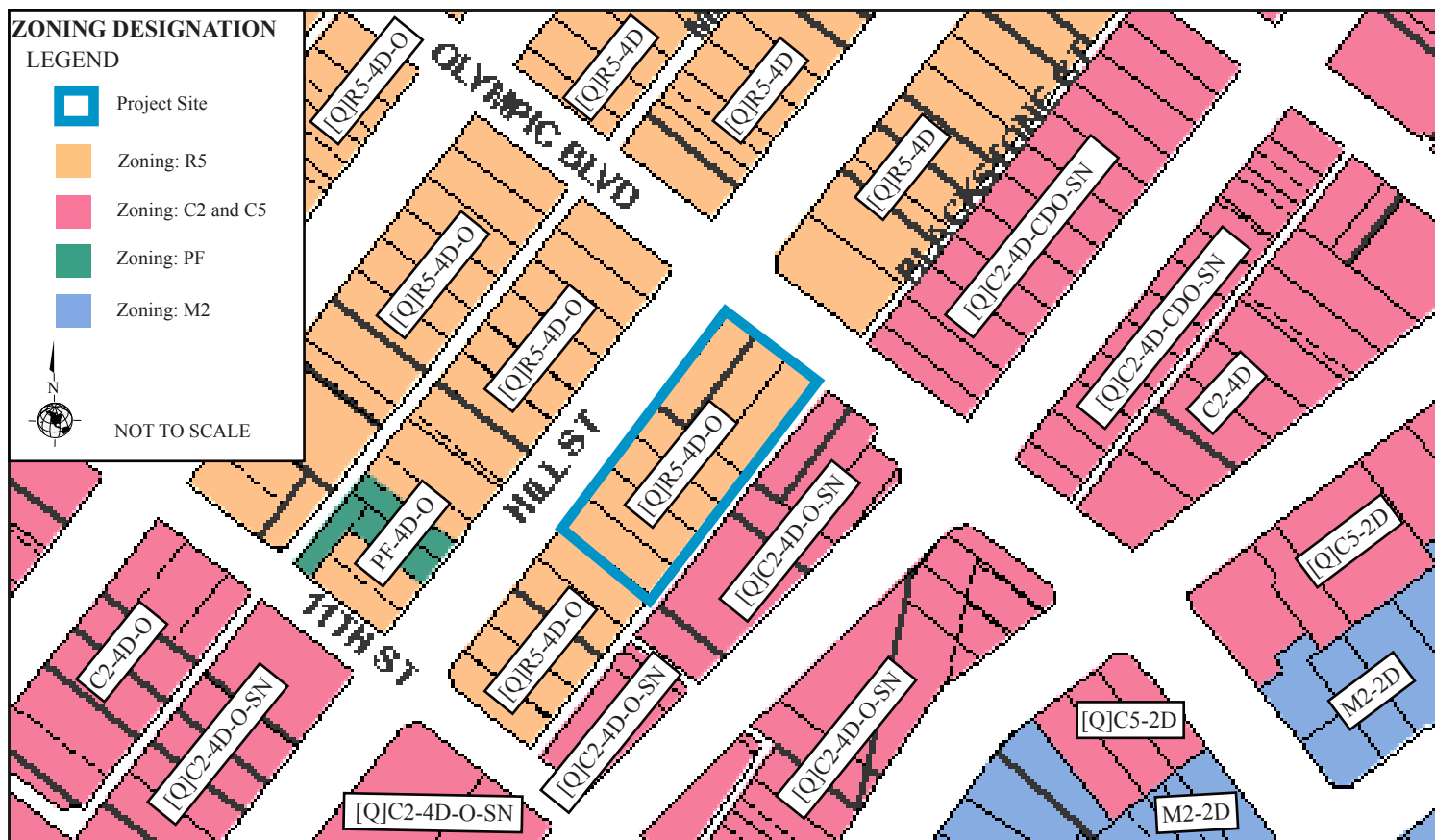
<sup>3</sup> City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: <http://zimas.lacity.org/>, accessed March 2017.

<sup>4</sup> City of Los Angeles, Central City Community Plan, website: <http://planning.lacity.org/complan/pdf/CCYCPTXT.PDF>, accessed March 2017.

<sup>5</sup> City of Los Angeles Community Redevelopment Agency – Los Angeles, City Center, website: [http://www.crala.net/internet-site/Projects/City\\_Center/index.cfm](http://www.crala.net/internet-site/Projects/City_Center/index.cfm), accessed March 2017.

<sup>6</sup> City of Los Angeles Community Redevelopment Agency, Redevelopment Plan for the City Center Redevelopment Project, 2002.





Source: ZIMAS, City of Los Angeles, Department of City Planning, 2017.



## 5. EXISTING CONDITIONS

Figure II-3, Aerial Photograph of the Project Site, shows an aerial view of the Project Site and identifies the location points for the site photographs and surrounding land use photographs shown in Figure II-4, Photographs of the Project Site, and Figure II-5, Photographs of the Surrounding Land Uses, respectively. The Project Site is currently improved with a surface parking lot as seen in Figure II-4, Photographs of the Project Site - Views 1 through 6, below. Vehicular access to the surface parking lot is currently provided by two ingress/egress driveways: one along Hill Street and one along Olympic Boulevard. An addition entrance-only driveway is located along Hill Street. The Project Site does not contain any native vegetation or locally protected tree species. There are five street trees on the public right-of-way on the east side of Hill Street (Canary Island pine) and two street trees on the public right-of-way on the south side of Olympic Boulevard (Southern Magnolia), adjacent to the Project Site.

## 6. UTILITIES

### *Water*

The Los Angeles Department of Water and Power (LADWP) provides potable water to the Project Site. There is currently a 24-inch water main along the south side of Olympic Boulevard. DWP fire hydrants in close proximity to the Project Site include: 1) one on the southeast corner of Olympic Boulevard and Hill Street, connecting to the water main on Olympic Boulevard, with a 6-inch gate valve and 6-inch lateral; 2) one diagonal from the Project Site on the northwest corner of Olympic Boulevard and Hill Street, which also connects to the water main on Olympic Boulevard, with a 6-inch gate valve and 6-inch lateral; and 3) one located west of the Project Site, across from Hill Street, connecting to the water main on Olympic Boulevard, with a 6-inch gate valve and 6-inch lateral.

### *Wastewater*

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Water Reclamation Plant (HWRP). Local infrastructure exists to serve the Project Site. Facilities serving the Project Site include City-owned sewer mains within the rights-of-way of two of the Project Site's street frontages, including: a 24-inch vitrified clay pipe (VCP) sewer main along Hill Street; and an 8-inch VCP sewer main along Olympic Boulevard. The Project Area is presently served by a network of sewer lines that are located beneath most of the major streets that convey sewage flows from the Project Area to the HWRP.

### *Solid Waste*

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City.



## 7. SURROUNDING LAND USES

As shown in Figure II-2, the Project Site is bordered by properties within the R5 and C2 zones. The properties to the north, south and west of the Project Site are designated for High Density Residential land uses, while the surrounding properties to the east are designated for Regional Center Commercial land uses. The properties surrounding the Project Site include commercial/retail, offices, mixed-use with residential buildings and parking lots. Photographs of the land uses immediately surrounding the Project Site are provided in Figure II-5, Photographs of the Surrounding Land Uses.

**East:** The Project Site is bordered by Blackstone Court, an abutting alleyway to the east. One- to two-story warehouse buildings are located across Blackstone Court, located at 210-216 W. Olympic Boulevard. Further east are single-story commercial and retail stores, located at 1001 – 1011 S. Broadway. A public surface parking lot is also located east of the Project Site at 1019 S. Broadway. A 12-story office building is located south of the surface parking lot at 1023 S. Broadway. Properties to the east of the Project Site are zoned C2-4D-O-SN and have a land use designation of Regional Center Commercial. These properties are located within the Los Angeles Downtown Oil Field and within the Historic Broadway Sign Supplemental Use District. See Figure II-5, View 7.

**Northeast:** The Broadway Theater and Entertainment Historic District is located northeast of the Project Site across from Olympic Boulevard, east of the alleyway. A surface parking lot is located at the northwest corner of Olympic Boulevard and Broadway. Located north of the surface parking lot is the Western Costume Building, a vacant high-rise building with retail and office space, and the United Artists Theater Building, formerly known as the Ace Hotel, high-rise mixed-use hotel and commercial building. Properties to the northeast are zoned [Q]C2-4D-CDO-SN with a General Plan land use designation of Regional Center Commercial. These properties are located within the Broadway Community Design Overlay zone and within the Historic Broadway Sign Supplemental Use District. See Figure II-5, View 8.

**West:** Hill Street immediately borders the Project Site to the west. Land uses to the west of the Project Site, across Hill Street, include single-story commercial/retail stores on the southwest corner of Hill Street and Olympic Boulevard. A surface parking lot is located south of these commercial/retail stores, across from the Project Site. A Transportation Communication Union/International Association of Machinists and Aerospace Workers (TCU/IAM) job corps center is located south of the surface parking lot at 1031 S. Hill Street. More surface parking and low-rise commercial/retail stores are located further south along Hill Street. Properties to the west are zone [Q]R5-4D-O with a General Plan land use designation of High Density Residential. See Figure II-5, Views 9.

**North:** Olympic Boulevard borders the Project Site to the immediate north. A single-story commercial building with rooftop and surface parking is located north of the Project Site across from Olympic Boulevard. A 20-story mixed-use residential and retail development is proposed for this site (Case No. ENV-2015-91-MND). Further north of this property is a vacant 4-story building that fronts Hill Street which is observed to be under construction or renovation. A 7-story mixed-use commercial and multi-family residential building is located northwest of the Project Site on the northwest corner of Hill Street and Olympic Boulevard (Hanover South Park). Properties to the north and northwest are zoned [Q]R5-4D and have a land use designation of High Density Residential. See Figure II-5, Views 10 and 11.



South: To the immediate south of the Project Site is The Mayan Theater. This property was a former theater and is currently utilized as a nightclub. The property further south is the Belasco Theater, which also hosts concerts and other entertainment, and is utilized for a place of worship. These two properties are designated as Los Angeles Historic-Cultural Monuments. These properties are zoned [Q]R5-4D-O with a General Plan land use designation of Regional Center Commercial. See Figure II-5, View 12.

## TRANSIT PRIORITY AREA

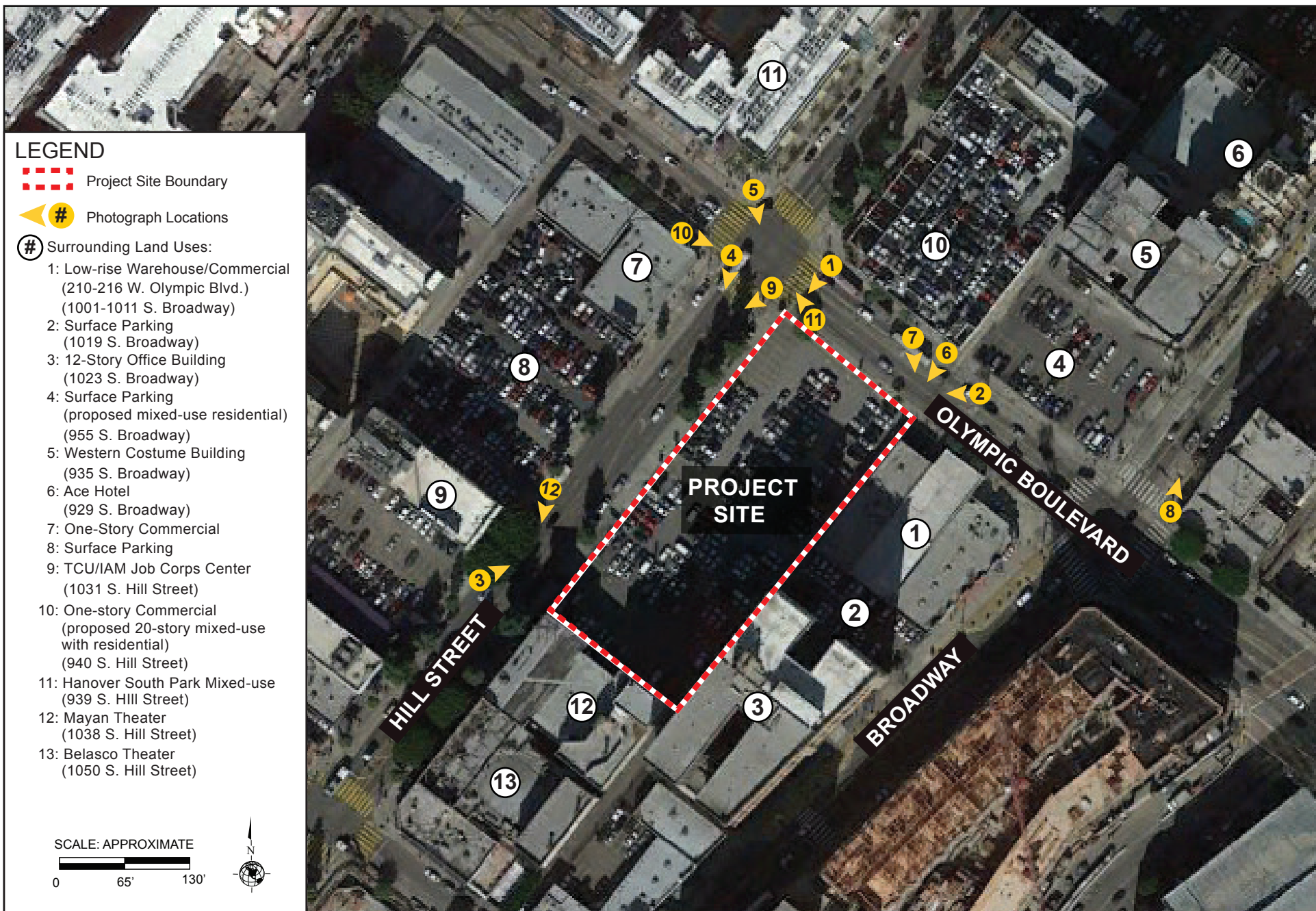
In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Public Resources Code Section 21099 defines a “transit priority area” as an area within one-half mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” Public Resources Code Section 21064.3 defines “Major Transit Stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” Public Resources Code Section 21061.3 defines an “Infill Site” as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The Project Site is an infill site within a Transit Priority Area as defined by CEQA.<sup>7</sup> The Project Site is served by two nearby Metro Stations within a half-mile: the 7<sup>th</sup> Street/Metro Center Station, located approximately 0.5 miles northwest of the Project Site; and the Pico Station, located approximately 0.4 miles west of the Project Site. The Project Study Area is also served by bus lines operated by the Metro, LADOT Downtown Area Shuttle (DASH), Commuter Express (CE), Foothill Transit, Orange County Transportation Authority (OCTA), Santa Monica Big Blue Bus, Gardena Municipal Bus Lines, and Montebello Bus Lines. The Project Site is also situated within easy walking distance to retail, restaurants, entertainment, and other commercial businesses located in the Downtown area and in particular along the Broadway corridor.

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<sup>7</sup> *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: [www.zimas.lacity.org](http://www.zimas.lacity.org), accessed March 2017.*





Source: Google Earth, Aerial View, 2016





View 1: From the north side of Olympic Boulevard looking south at the Project Site.



View 2: From the north side of Olympic Boulevard looking east at the north portion of the Project Site.



View 3: From the west side of Hill Street looking northeast at the west portion of the Project Site.



View 4: From the southwest corner of Hill Street and Olympic Boulevard looking south at the Project Site.



View 5: From the northwest corner of Hill Street and Olympic Boulevard looking south at the Project Site.



View 6: From the north side of Olympic Boulevard looking south at the eastern portion of the Project Site and adjacent alleyway.

Sources: Parker Environmental Consultants, 2017.





View 7: From the north side of Olympic Boulevard looking south at the properties east of the Project Site.



View 8: From the northeast corner of Broadway and Olympic Boulevard looking north at the properties northeast of the Project Site.



View 9: From the south side of Hill Street looking southwest at the properties west of the Project Site.



View 10: From the southwest corner of Hill Street and Olympic Boulevard looking east at the properties north of the Project Site.



View 11: From the southeast corner of Hill Street and Olympic Boulevard looking west at the properties northwest of the Project Site.



View 12: From the west side of Hill Street looking south at the properties south of the Project Site.

Source: Parker Environmental Consultants, 2017.



Figure II-5  
Photographs of the Surrounding Land Uses  
Views 7-12



## II. PROJECT DESCRIPTION

### B. PROJECT CHARACTERISTICS

#### 1. PROPOSED DEVELOPMENT

The Proposed Project includes the demolition of the surface parking lot and the construction, use, and maintenance of a 60-story mixed-use building with a maximum of 700 residential dwelling units and up to 15,000 square feet of ground floor commercial space (including approximately 7,000 square feet of retail space and 8,000 square feet of restaurant space). The Project includes seven levels of subterranean parking, four partial levels of above-grade parking architecturally screened and/or wrapped with residential units on street facing facades, ground-floor commercial space, a 5<sup>th</sup> floor amenity deck having glass railings, and 55 levels of residential dwelling units above the parking levels and podium level. The building would be a maximum height of approximately 760 feet above grade at its highest point. A summary of the Proposed Project is provided in Table II-2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure II-6, Site Plan.

**Table II-2  
Proposed Development Program**

Land Uses	Proposed Dwelling Units Mix	Proposed Floor Area (Square Feet)
Proposed Project:		
Residential		
Studio	140	642,943 sf <sup>a</sup>
1-Bedroom + Den	352	
2-Bedroom	177	
2-Bedroom + Den	26	
Sub-Penthouse	4	
Penthouse	1	
Subtotal Residential	700	
Ground Floor Commercial		
Retail	--	7,000 sf
Restaurant	--	8,000 sf
Subtotal Commercial	--	15,000 sf
TOTAL FLOOR AREA		657,943 sf
<sup>a</sup> Includes amenity space and common circulation areas. Source: Chris Dikeakos Architectural Corp, January 23, 2018,		

#### Residential Uses

As shown in Table II-2, above, the Proposed Project would include a maximum of 700 residential units with approximately 642,943 square feet of residential floor area (including circulation and amenity areas). The unit mix includes 140 studios, 352 one-bedroom plus den units, 177 two-bedroom units, 26 two-bedroom plus den units, 4 sub-penthouse units, and 1 penthouse unit. The dwelling units would be located on Level 3 and 4 wrapped around the interior parking spaces and on Levels 6 through Level 60. No



residential units would be located on the amenity level (Level 5). The 55-story residential tower would be located above the amenity deck. Figure II-8, Level 3 to 4 Floor Plans, shows the locations of the residential units in the podium relative to the parking areas.

The building would include a residential lobby located on the ground floor along Olympic Boulevard providing access to residents and visitors. Additional residential amenity space would be located on the 5<sup>th</sup> floor (podium level). Private open space would also be provided on private balconies.

### **Commercial Uses**

The Proposed Project would include approximately 15,000 square feet neighborhood-serving ground-floor commercial space (including approximately 7,000 square feet of retail space and 8,000 square feet of restaurant space) located along the ground floor fronting Hill Street and Olympic Boulevard. The locations of the commercial/retail spaces are illustrated in Figure II-7, Level 1 Floor Plan.

## **2. FLOOR AREA, DENSITY, BUILDING HEIGHT, AND SETBACKS**

The Project Site includes approximately 50,611 square feet of gross lot area. The Redevelopment Plan and 'D' limitation limit the total floor area of the Site to a ratio of 6:1 or approximately 303,666 square feet based on lot area. Per the Community Plan, Redevelopment Plan and the Transfer of Floor Area Rights (TFAR), development of the Project Site is allowed to a maximum FAR of 13:1, resulting in an allowable floor area potential of 657,943 square feet. The Proposed Project would provide approximately 657,943 square feet of floor area for an approximate 13:1 FAR. Pursuant to LAMC Section 14.5.6.B, the Applicant is seeking a Transfer of Floor Area Rights (TFAR) for greater than 50,000 square feet of floor area for the transfer of 354,277 square feet of floor area.

Pursuant to 12.22 C.3, Incentives to Produce Housing in the Greater Downtown Housing Incentive Area, residential density on the Project Site is not limited by the lot area of the R5 Zone. The Project proposes a maximum of 700 dwelling units.

There is no height limit for development on the Project Site. However, the FAR is limited to a maximum of 13:1. The proposed 60-story building has multiple elevations and step-backs. The building is planned for a maximum roof height of approximately 760 feet above grade, as defined in LAMC Section 12.03. Refer to Figure II-10 for the north and east elevations and Figure II-11 for the south and west elevations of the proposed building. The Proposed Project's building sections are detailed in Figure II-12, Building Sections.

Per the Greater Downtown Housing Incentive Area, LAMC Section 12.22 C.3(a), no yard requirements apply to lots in the R5 Zone that are located in the Greater Downtown Housing Incentive Area, except as required by the Downtown Design Guide (DDG). The Downtown Design Guidelines encourages variations in setbacks along street frontages. The Project Site is located on the southeast corner of Olympic Boulevard and Hill Street. Olympic Boulevard is classified as a "Retail Street," as defined in Figure 3-1 of the Downtown Design Guide. The building would have a 0-foot setback along Hill Street, a 2-foot dedication along Blackstone Court, and a 21-foot dedication with an 8-foot sidewalk easement along Olympic Boulevard pursuant to the Downtown Design Guidelines. Aside from the dedications and sidewalk easements as noted, no additional setbacks are proposed.



### 3. ARCHITECTURAL FEATURES

Exterior building materials include glass, concrete, pre-finished metal panels, stone, and decorative steel elements – all to create a contemporary architectural expression that will set the trend for other developments in the neighborhood. Illustrations depicting the scale and massing of the proposed structure is depicted in Figure II-13, Architectural Renderings.

### 4. OPEN SPACE AND LANDSCAPING

The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table II-3, Summary of Required and Proposed Open Space Areas, below. The Proposed Project would be required to provide 85,550 square feet of open space. The Project Site would provide 86,976 square feet of open space throughout the ground-floor lobby area, Level 5 landscaped deck and amenity area, and in private residential balconies. See Figure II-9 – Level 5 Floor Plan (Amenity Deck). The Proposed Project would also provide one tree per every four units for a total of 175 required trees on-site. The Project proposes to plant 184 trees on-site in accordance with LAMC. There are a total of seven existing street trees in the public right-of-way adjacent to the property along Hill Street and Olympic Boulevard, which would be removed during construction. The removal and replacement of any trees within the public right-of-way would require consultation with the City of Los Angeles Division of Urban Forestry and approval by the Board of Public Works. Illustrations depicting the conceptual landscape plan is shown in Figure II-14 and Figure II-15.

**Table II-3**  
**Summary of Required and Proposed Open Space Areas**

Summary of Required and Proposed Open Space Areas

LAMC Open Space Requirements	Dwelling Units	Required Open Space (square feet)
Less than 3 Habitable Rooms (100 sf/du) <sup>a</sup>	140	14,000
3 Habitable Rooms (125 sf/du) <sup>b</sup>	529	66,125
More than 3 Habitable Rooms (175 sf/du) <sup>c</sup>	31	5,425
<b>TOTAL:</b>	<b>700</b>	<b>85,550</b>
Proposed Open Space Area	Proposed Open Space (square feet)	
Level 1 – Lobby Lounge	2,295	
Level 5 – Landscaped Roof Deck	34,253	
Level 5 & 5M – Amenity Area	15,428	
Private Residential Balconies	35,000	
<b>TOTAL:</b>	<b>86,976 square feet</b>	

Notes: du = dwelling unit; sq = square feet

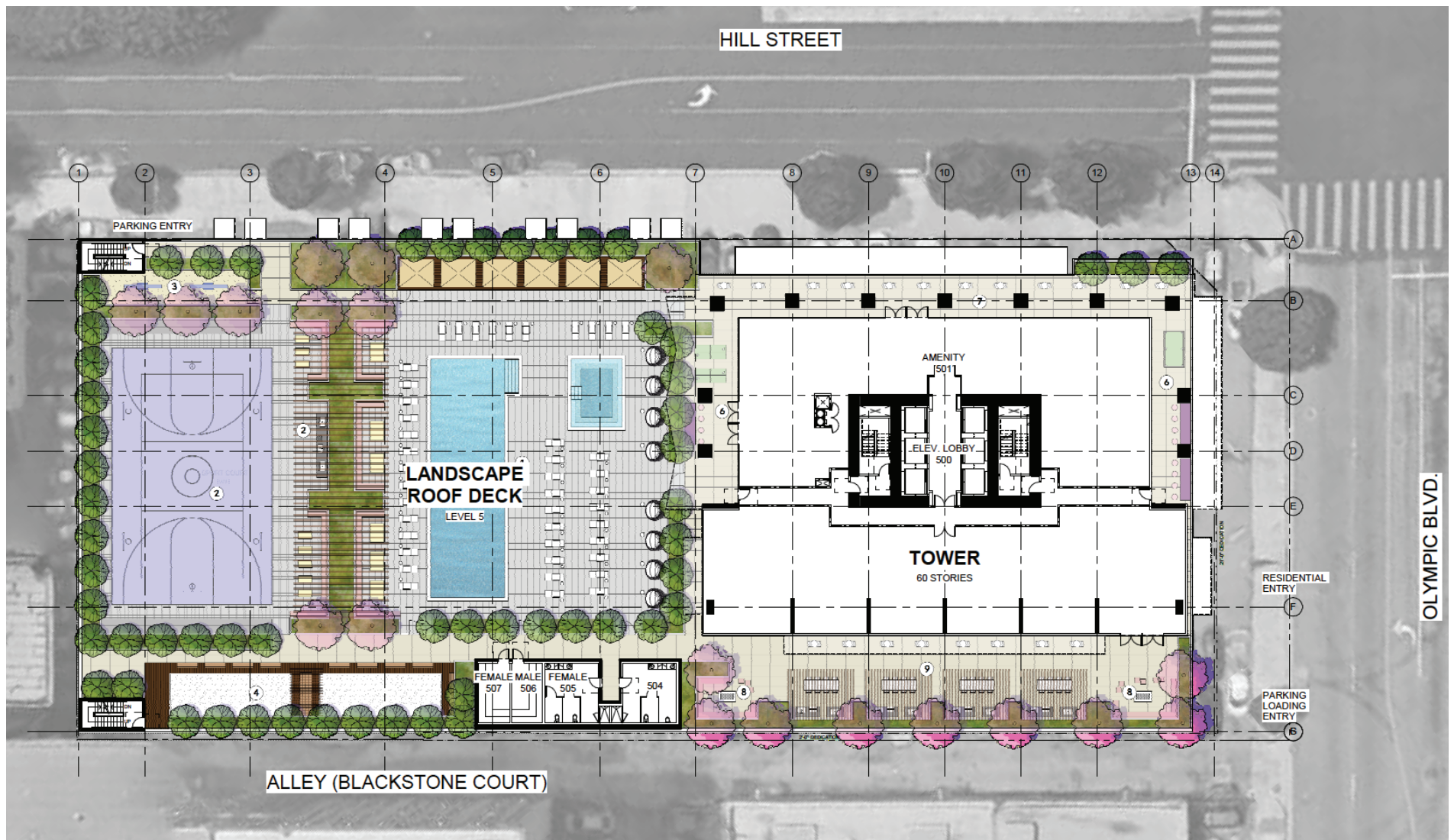
<sup>a</sup> Includes studio units.

<sup>b</sup> Includes 1-bedroom plus den units and 2-bedroom units.

<sup>c</sup> Includes 2-bedroom plus den units, sub-penthouse units, and the penthouse unit.

Source: Chris Dikeakos Architectural Corp., January 23, 2018.





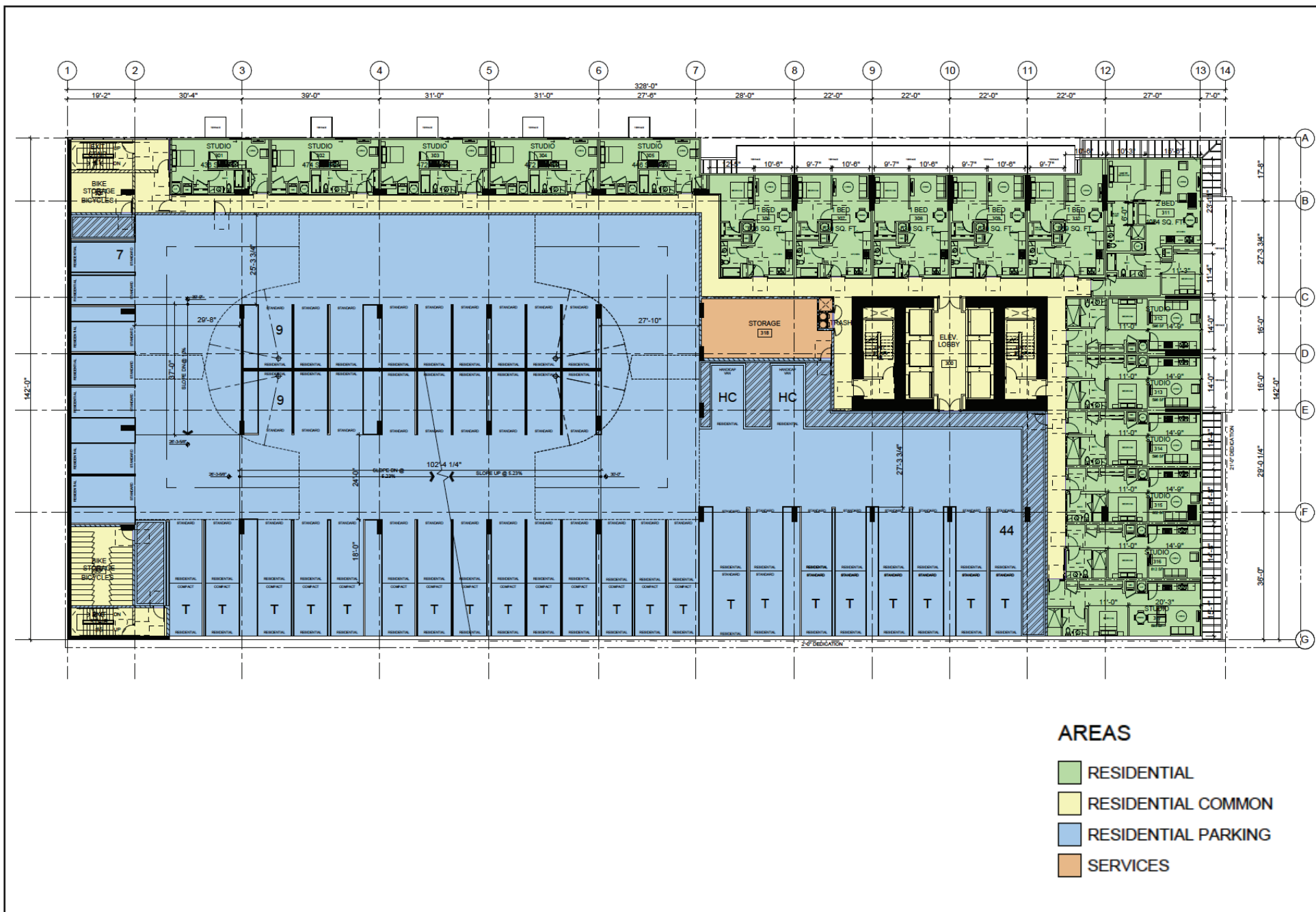
Source: Chris Dikeakos Architectural Corp. January 23, 2018.





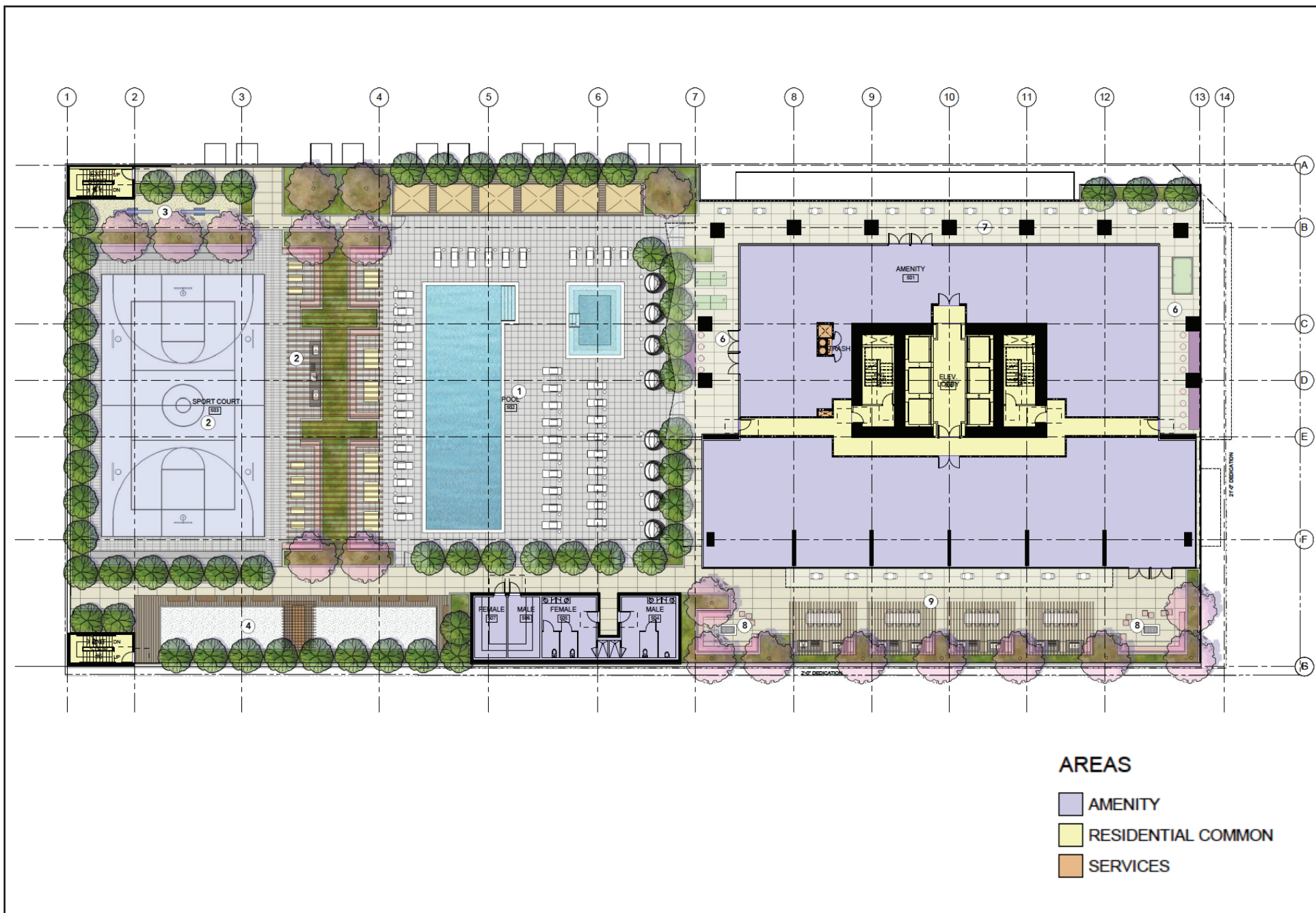
Source: Chris Dikeakos Architectural Corp. January 23, 2018.





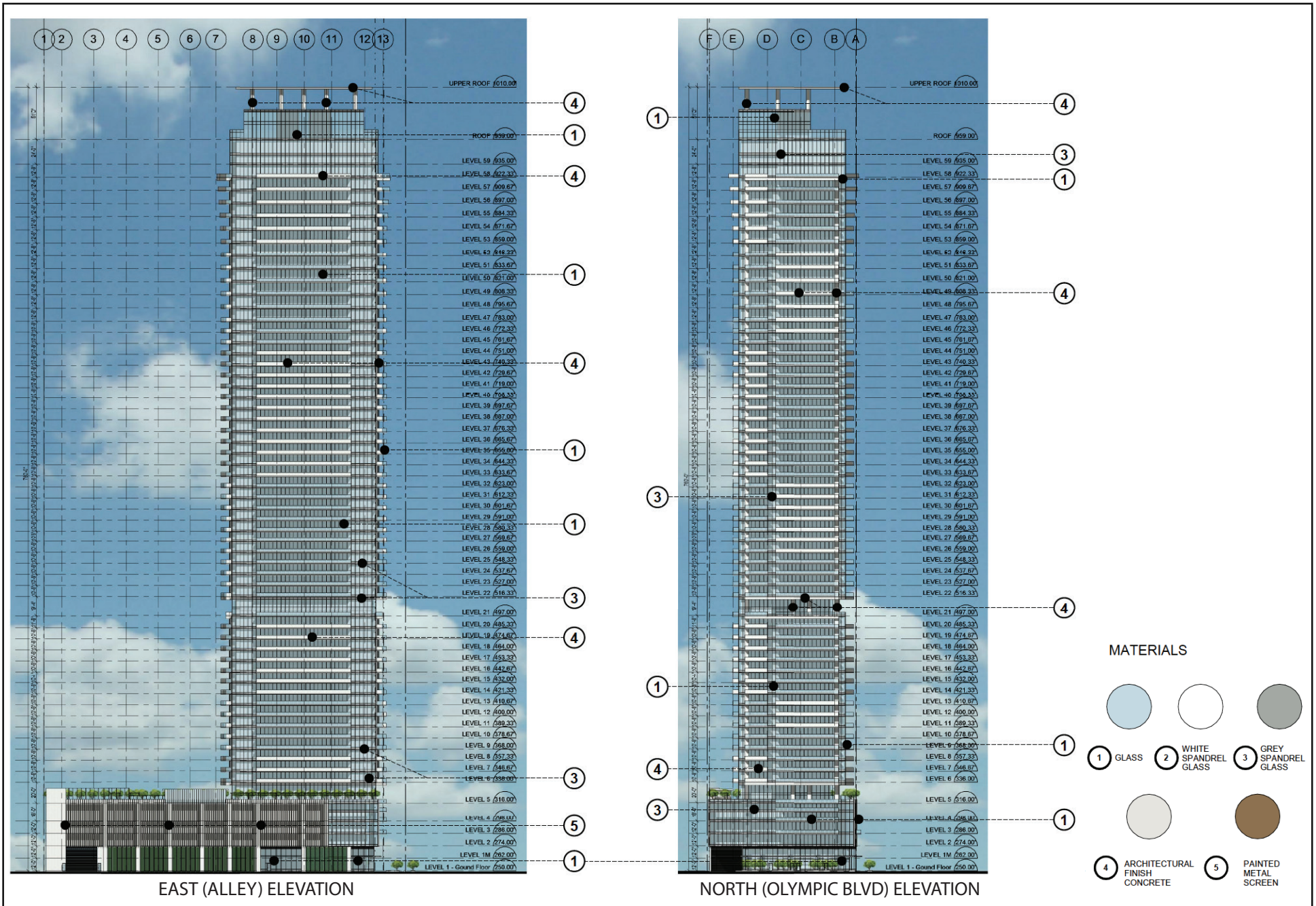
Source: Chris Dikeakos Architectural Corp. January 23, 2018.





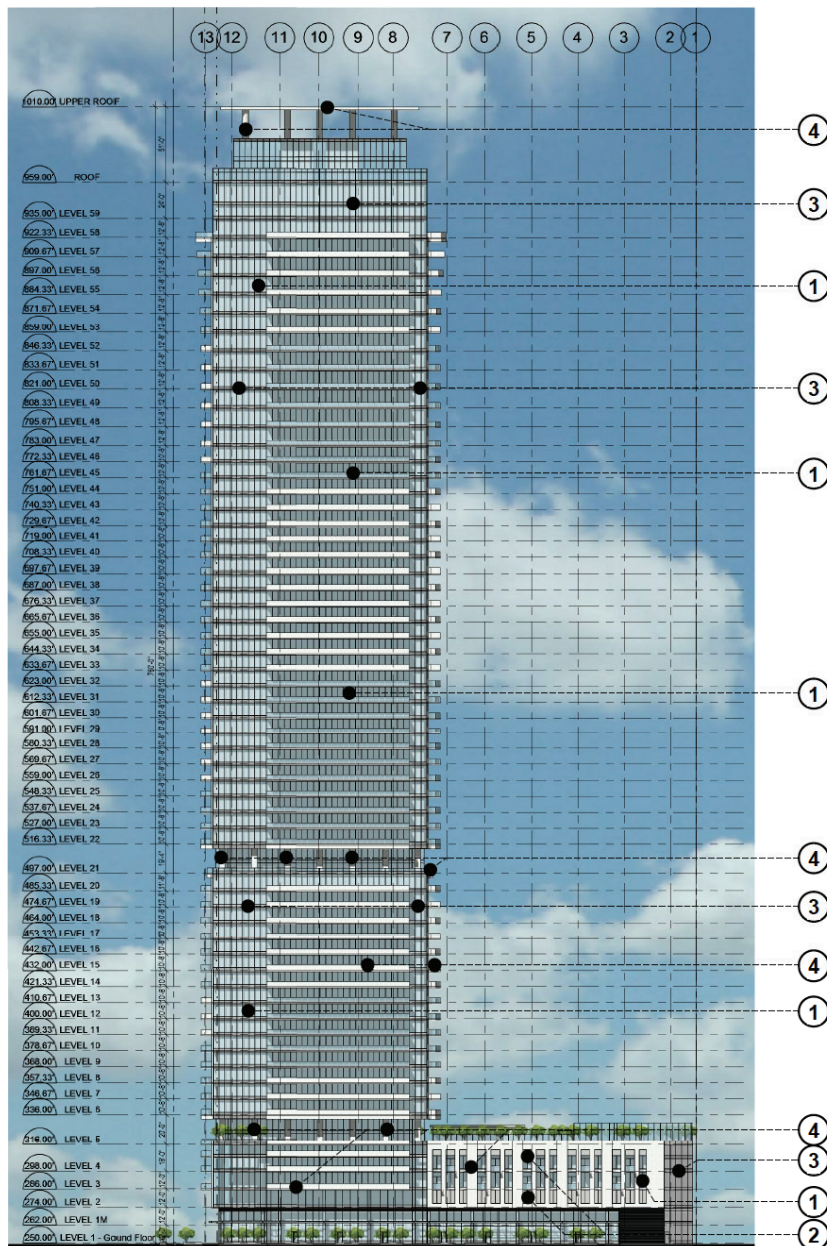
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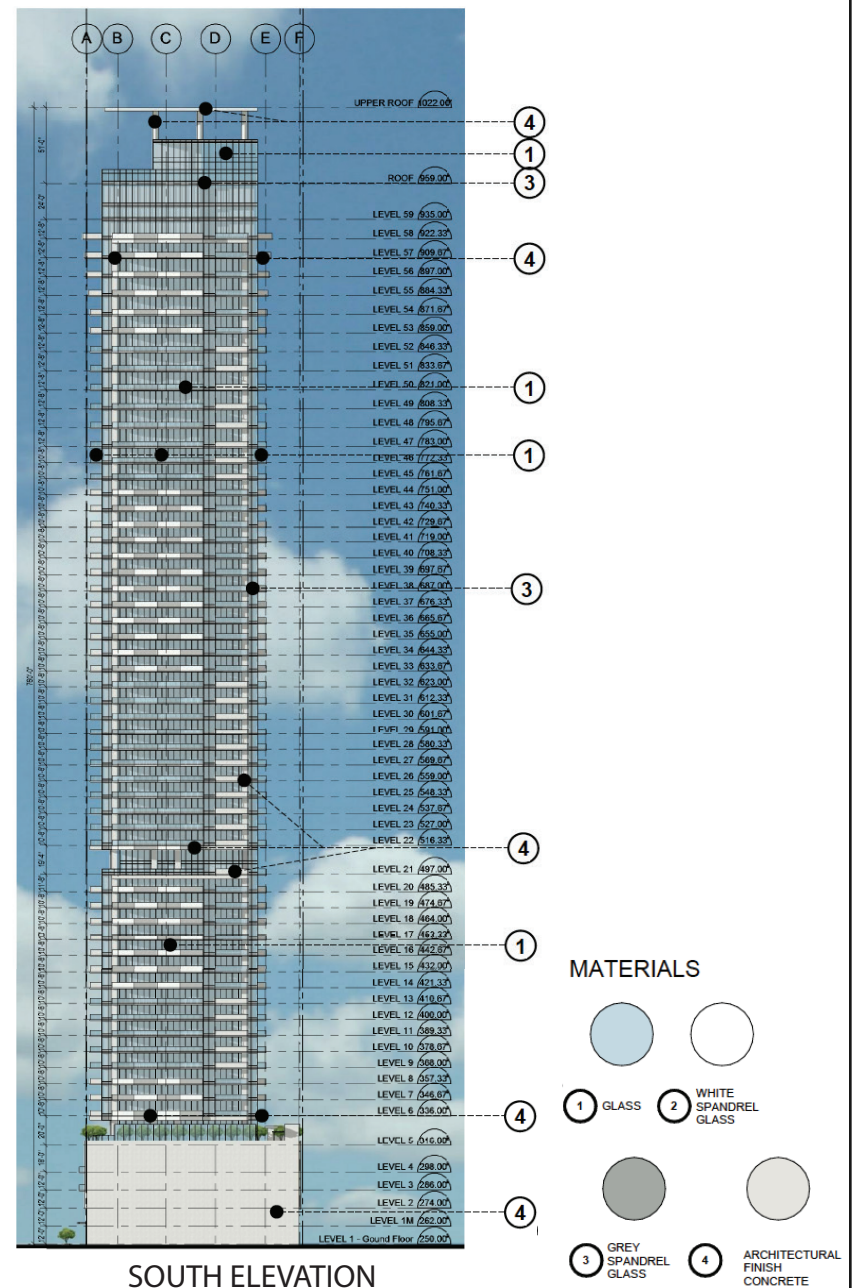


Source: Chris Dikeakos Architectural Corp. January 23, 2018.



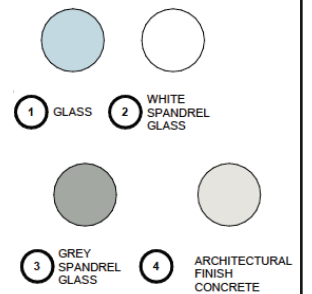


WEST (HILL STREET) ELEVATION



SOUTH ELEVATION

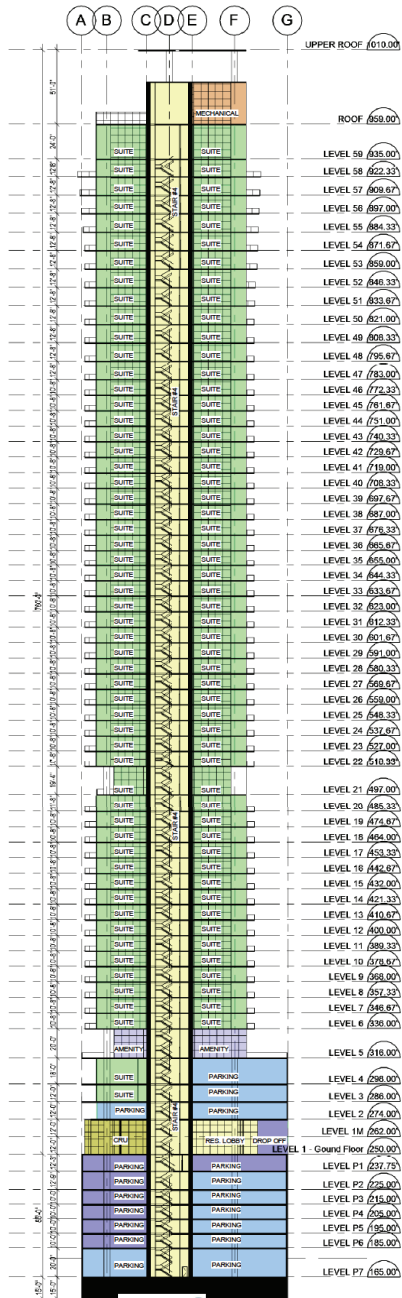
# MATERIALS



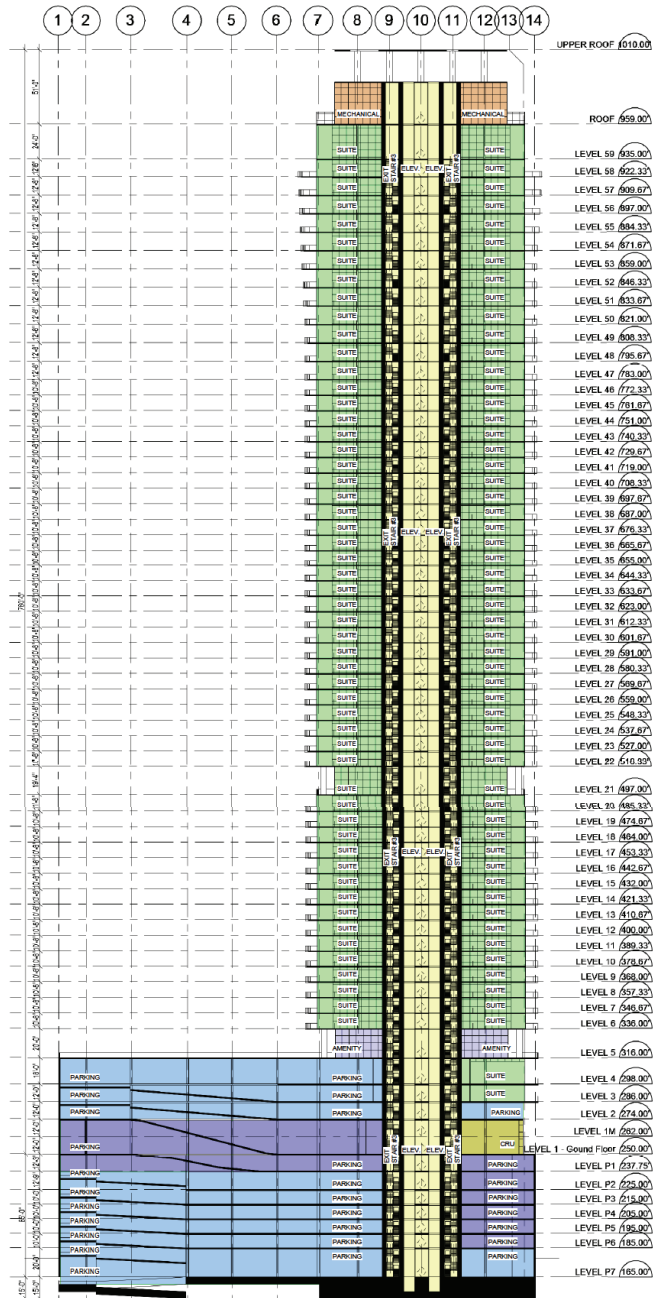
Source: Chris Dikeakos Architectural Corp. January 23, 2018.



# WEST-EAST BUILDING SECTION



# NORTH-SOUTH BUILDING SECTION



Source: Chris Dikeakos Architectural Corp. January 23, 2018.





VIEW FROM OLYMPIC BOULEVARD



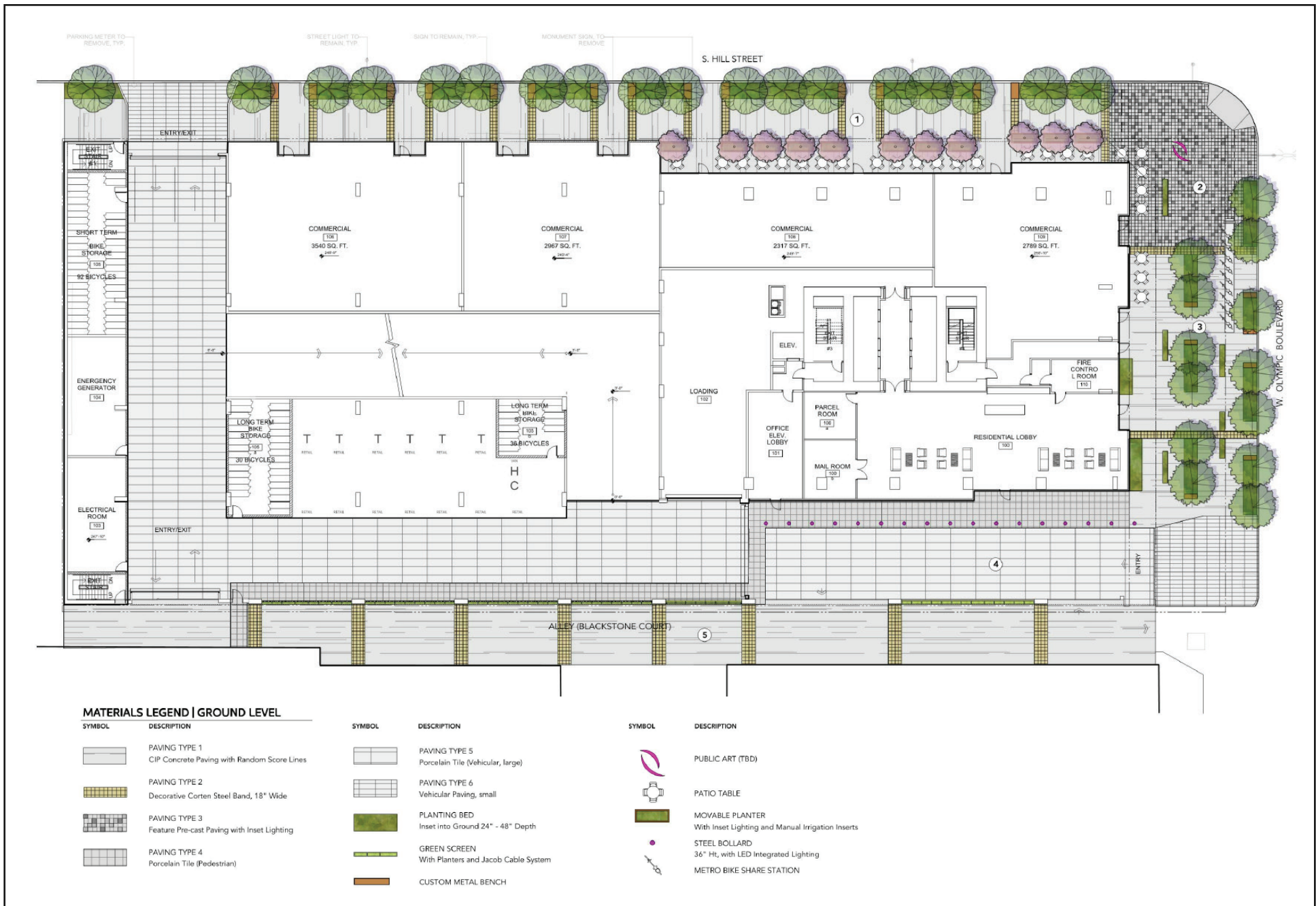
VIEW FROM HILL STREET



OVERALL PERSPECTIVE

Source: Chris Dikeakos Architectural Corp. January 23, 2018.





















Source: Enns Gauthier Landscape Architects, January 23, 2018.











SYMBOL	DESCRIPTION
	PAVING TYPE 7 Feature Porcelain Pavers TBD
	PAVING TYPE 8 12" x 12" Porcelain Pavers. TBD
	PAVING TYPE 9 Large Porcelain Pavers. TBD
	PAVING TYPE 10 Faux Wood Porcelain Tile TBD
	TERRACED CONCRETE SEAT STEPS at sports court

SYMBOL	DESCRIPTION
	PEA GRAVEL 8" Depth
	IFE WOOD BENCH TOP On Concrete Wall; Size Varies
	CIP CONCRETE PLANTER 36" HT Raised Planter:
	GUARD RAIL HT Varies - See Architecture
	SEATING TYPE 1 Poolside Lounge Beds TBD
	SEATING TYPE 2 Lounge Chair

SYMBOL	DESCRIPTION
	SEATING TYPE 3 Couch with Table
	SEATING TYPE 4 Movable Chairs
	SEATING TYPE 5 Bar and Stool Seating
	SEATING TYPE 6 Banquet Table Seating
	FIRE PIT Fire Pit with Gravel Surround

SYMBOL	DESCRIPTION
	WOOD TRELLIS STRUCTURE Wood Trellis Covering BBQ Area
	DOG TEETER-TOTTER
	POOL TABLE
	PING PONG TABLE
	CABANA
	MOVABLE PLANTER



**PARKER**  
ENVIRONMENTAL CONSULTANTS

Figure II-15  
Level 5 Landscape Plan



## 5. SUSTAINABILITY AND ENERGY CONSERVATION FEATURES

The Proposed Project would comply with the 2016 California Green Building Standards, the City of Los Angeles Green Building Code, including requirements for at least five percent of all parking spaces on-site shall include electric vehicle (EV) charging stations.

## 6. PARKING AND ACCESS

Parking for the proposed retail and residential uses on-site will be provided in the seven levels of subterranean parking, on the ground level, and levels one through four above grade. Vehicular access to the Project Site would be provided via one driveway on Hill Street at the southern end of the Project Site and one driveway along Blackstone Court (alley). A valet drop off service would also be located along Blackstone Court on the northeast portion of the Project Site. The parking areas are depicted in Figure II-12, Building Sections and Figure II-13, Architectural Renderings, Podium Level.

### *Vehicle Parking*

The Project Site is located within the Central City Parking Exception area (LAMC Section 12.21 A 4 (p)), which permits one (1) space for each dwelling unit, except where there are more than six (6) dwelling units of more than three (3) habitable rooms per unit on any lot, the ratio of parking spaces required for all of such units shall be at least one and one-quarter (1¼) parking spaces for each dwelling unit of more than three (3) habitable rooms. The Project Site is also located in the Downtown Parking District, which establishes parking for certain non-residential uses. Pursuant to the Downtown Parking District, one (1) parking space is required per 1,000 square feet of commercial uses. Table II-4, Summary of Required and Proposed Vehicle Parking Spaces, provides a summary of the LAMC parking requirements and amount of parking proposed for the residential and commercial uses.

**Table II-4  
Summary of Required and Proposed Vehicle Parking Spaces**

Description	Quantity	Parking Required		Parking Provided
		Rate	Spaces	
Residential				
Units with 3 or less Habitable Rooms	140	1 per du <sup>a</sup>	140	140
Units with more than 3 Habitable Rooms	560	1.25 per du <sup>a</sup>	700	700
Subtotal Residential	700 du		840	840
Commercial				
Retail/Restaurant	15,000 sf	1 per 1,000 sf <sup>b</sup>	15	15
Parking Provided for Adjacent Property <sup>c</sup>			220	220
TOTAL			1,075	1,075
Notes: du = dwelling unit, sf = square feet <sup>a</sup> Parking requirements as calculated by the Central City Parking District (CCPD) exceptions to the rates presented in Los Angeles Municipal Code (LAMC) Section 12.21 A 4 (a-f), City of Los Angeles, revised July 24, 2013. <sup>b</sup> Developments within the Downtown Parking District need to provide 1 parking space for every 1,000 sf of commercial uses, in excess of 7,500 square feet of commercial space. (LAMC 12.21 A 4 (i)(3)). <sup>c</sup> 220 parking spaces are proposed to serve the adjacent office building at 1023 Broadway. Source: Chris Dikeakos Architectural Corp. January 23, 2018.				



As summarized in Table II-4, above, the Proposed Project would provide a total of 1,075 parking spaces, which includes: 840 residential spaces, 15 commercial spaces, and 220 reserved spaces to accommodate the adjacent office building at 1023 Broadway, which is legally non-conforming and currently has no parking. The Proposed Project would provide 1,075 spaces, which meets the minimum applicable parking requirements of the LAMC.

### ***Bicycle Parking***

The Proposed Project provides on-site bicycle parking for short-term and long-term bike storage. As summarized in Table II-5, below, the Proposed Project would be consistent with the applicable parking requirements of the LAMC for bicycle parking spaces. The Proposed Project would include 290 bicycle parking spaces, including 258 long-term bicycle parking spaces and 32 short-term bicycle parking spaces. In the event the number of dwelling units is reduced from the current plans, the amount of vehicle and bicycle parking would be revised accordingly to meet the code requirements.

**Table II-5**  
**Summary of Required and Proposed Bicycle Parking Spaces**

Description	Quantity	Parking Required <sup>[a]</sup>		Total Spaces Required		Total Spaces Provided	
		Short Term	Long Term				
Residential				Short Term	Long Term	Short Term	Long Term
Dwelling Units	1-25	(1 per 10 DUs)	(1 per DU)	2	25	2	25
	26-100	(1 per 15 DUs)	(1 per 1.5 DUs)	5	50	5	50
	101-200	(1 per 20 DUs)	(1 per 2 DUs)	5	50	5	50
	201+	(1 per 40 DUs)	(1 per 4 DUs)	12	125	12	125
Total Dwelling Units	700 du			24	250	24	250
Commercial		(1 per 2,000 sf)	(1 per 2,000 sf)				
Retail/Restaurant	15,000 sf	8	8	8	8	8	8
TOTAL				32	258	32	258
<i>Notes:</i> <i>du = dwelling unit, sf = square feet</i> <i>[a] LAMC 12.21 A.16 (a)(1)(i) Required Short-Term and Long-Term Bicycle Parking Spaces by Residential Dwelling Unit.</i> <i>Source: Chris Dikeakos Architectural Corp, January 23, 2018.</i>							

## **7. CONSTRUCTION**

### ***Construction Schedule/Phasing***

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 30 months, with final buildout occurring in 2022. Construction activities associated with the Project would be undertaken in five main steps: (1) demolition/site clearing; (2) excavation, grading, and foundations; (3) vertical building construction; (4) finishing and architectural coatings; and (5) paving/landscaping. All construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 a.m. to 9:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would



comply with these restrictions. Mitigation Measure N-1 would further restrict construction and demolition to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.

### ***Site Clearing Phase***

This phase would include the demolition and removal of the existing asphalt covered surface parking lot. In addition, this phase may include the removal of street trees, walls, fences, and associated debris. It is estimated that approximately 1,126 tons of asphalt and inert debris would be exported from the site during the site clearing phase. The site clearing would be completed in approximately one week.

### ***Excavation, Grading and Foundation Phase***

After the completion of demolition/site clearing, the excavation phase for the Proposed Project would occur for approximately six months and would involve the cut and fill of land to ensure the proper base and slope for the building foundations. The Proposed Project would require approximately 206,100 cubic yards (cy) of soil to be hauled off-site in order to build the subterranean parking garage. Haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Deputy Advisory Agency as part of the Tract Map approval.

### ***Building Construction Phase***

The building construction phase consists of below grade and above grade structures and is expected to occur for approximately 18 months. The building construction phase includes the construction of the proposed building, connection of utilities to the building, building foundations, basement walls, parking structure, laying irrigation for landscaping, and landscaping the Project Site.

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on-site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by the City agencies and will conform to City standards.

### ***Finishing/Architectural Coating Phase***

The finishing/architectural coating phase is expected to occur over approximately four months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior wall finishing's and paint would be applied, and the installation of windows, doors, cabinetry, and appliances within the residential units.



### ***Paving and Landscaping Phase***

The final phase of construction would entail paving the sidewalks and installing hardscape and landscaping features throughout the common areas. Paving also involves the laying of concrete or asphalt along the adjacent roads, setbacks, and alleyway. This phase is expected to occur during the final month of construction.

### ***Haul Trucks***

All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon or Chiquita Canyon landfills, which accept construction and demolition debris and inert waste from areas within the City of Los Angeles. For recycling efforts, Downtown Diversion (operated by Waste Management, Inc.) accepts construction and demolition waste for recycling and is located approximately 2.2 miles southeast of the Project Site (approximately 4.4 miles round trip).<sup>8</sup> For soil hauling, it is anticipated that soil exported from the Project Site would be deposited at a donor or receiving site within a close proximity to the Project Site. In the event a donor site is not identified at the time of excavation, soil would be transported approximately 24 miles to the Azusa Land Reclamation Management Facility, which accepts soil and inert construction and demolition debris. Construction debris generated during the building construction phase would be hauled to the Downtown Diversion station for processing, recycling, and reclamation. Any waste materials that are not suitable for diversion would be disposed of at the Azusa Land Reclamation facility.

Approval of a haul route will be required prior to construction. For purposes of analyzing the construction-related impacts, it is anticipated that the excavation and soil export would involve haul trucks with up to a 14 cubic yard hauling capacity. All truck staging would either occur on-site or at designated off-site locations and radioed into the site to be filled.

Hauling hours are anticipated to be 7:00 AM to 4:00 PM, Monday through Friday, and 8:00 AM to 6:00 PM on Saturdays. The haul route for the project will be subject to final approval by the Deputy Advisory Agency, but will most likely be southbound on either Hill Street or Broadway to the I-10 Freeway. Trucks are expected to be staged on-site or in the roadway, where parking and travel lanes would be temporarily closed.

### ***Delivery Trucks***

In addition to haul trucks, the site is also expected to generate equipment and delivery trucks during both phases. One example would be concrete delivery. Other materials could include plumbing supplies, electrical fixtures, and items used in furnishing the building. These materials would be delivered to the site and stored on-site. These deliveries are expected to occur in variously sized vehicles including small delivery trucks to cement mixer trucks and 18-wheel trucks. Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other

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<sup>8</sup> *Construction and Demolition Debris Recycling Facilities in Los Angeles County, website: [https://dpw.lacounty.gov/epd/CD/cd\\_attachments/Recycling\\_Facilities.pdf](https://dpw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf), accessed May 2017.*



large items of machinery. Most of the heavy equipment is expected to be transported to the site on large trucks such as 18-wheelers or other similar vehicles.

#### *Construction Worker Parking*

During the site preparation phase and the first portion of the building construction, while the parking levels are under construction, construction employees will park in a parking lot nearby.

### **8. DISCRETIONARY ACTIONS**

The Onni Group (“Owner” and “Applicant”) is requesting approval of the following discretionary actions:

- (1) Pursuant to LAMC Section 14.5.6.B, a Transfer of Floor Area Rights (TFAR) Greater Than 50,000 square feet of floor area for the transfer of approximately 354,277 square feet of floor area;
- (2) Master Conditional Use Permit pursuant to LAMC Section 12.24.W.1 to allow the on-site sale and consumption of a full-line of alcoholic beverages within up to four establishments;
- (3) Site Plan Review pursuant to LAMC Section 16.05 for the construction of 700 residential units;
- (4) Vesting Tentative Tract Map pursuant to LAMC Section 17.15 for merger and re-subdivision of the Project Site for residential and commercial condominium purposes; and
- (5) Haul Route approval (for the export of approximately 206,100 cy of soil) in connection with the tract map approval pursuant to LAMC Section 17.05.

The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities which may include, but are not limited to, the following: excavation, shoring, grading, foundation, removal of street trees, and building and tenant improvements for the Project Site.



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## II. PROJECT DESCRIPTION

### C. RELATED PROJECTS

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In accordance with CEQA Guidelines Section 15064(h), this SCEA includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

*“(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*

*(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*

*(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. 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. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*

*(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.”*

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted



local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the “list” and “plan” approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table II-6, Related Projects List, below. A total of 111 related projects were identified within the affected Project area. An analysis of the cumulative impacts associated with these related projects and the Project are provided under each individual environmental impact category in Section III of this IS/MND. The locations of the related projects are shown in Figure II-16, Location of Related Projects.



<b>TABLE 6</b> <b>OLYMPIC &amp; HILL PROJECT</b> <b>RELATED PROJECTS</b>										
No.	Project Location	Land Use	Size		Estimated Trip Generation [a]					
					AM Peak Hour Trips			PM Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	400 W Washington Bl	School	21300	Enrollment	336	127	463	574	268	842
2	225 S Los Angeles St	Condominiums	300	Units	88	136	224	75	52	126
		Retail	3.4	ksf						
3	1027 W Wilshire Blvd	Condominiums	402	Units	21	92	113	83	53	136
		Retail	4728	ksf						
4	1133 S Hope St	Other			20	74	94	91	50	141
5	437 S Hill St	Apartments	600	Units	44	122	167	162	97	259
		Other	13.872	ksf						
6	1115 S Hill St	Mixed Use			-45	40	-5	50	-7	43
7	1102 W 6th St	Apartments	648	Units	61	195	256	232	155	387
		Retail	39.996	ksf						
8	2455 S Figueroa St	Apartments	145	Units	8	51	59	54	28	82
9	1130 W Wilshire Blvd	Office	88.224	ksf	92	12	104	28	61	89
		Other	2	ksf						
		Other	0.248	ksf						
		Other	5.375	ksf						
10	848 S Grand Av	Condominiums	420	Units	66	144	210	212	165	377
		Retail	38.5	ksf						
		Mixed Use								
11	1430 Beverly Blvd	Apartments	144	Units	13	49	60	47	25	73
12	250 S Hill St	Condominiums	330	Units	21	73	94	66	42	108
		Retail	12	ksf						
13	902 W Washington Blvd	Other	142	Units	2	25	27	35	16	51
14	900 W Wilshire Bl	Mixed Use			725	75	800	94	764	858
15	220 E Washington Bl	Retail	7.75	ksf	38	118	156	125	53	178
		Other	7.75	ksf						
		Apartments	357	Units						
		Mixed Use								
16	2100 S Figueroa St	Condominiums	291	Units	-82	66	-16	67	-28	39
		Retail	7.134	ksf						
17	1435 W 3rd St	Apartments	122	Units	11	42	53	41	25	66
		Retail	5	ksf						
18	899 S Francisco St	Condominiums	836	Units	307	318	625	387	512	899
		Office	988.23	ksf						
		Other	480	Rooms						
		Retail	49	ksf						
		Mixed Use								
19	150 N Los Angeles St	Office	712.5	ksf	930	118	1048	435	942	1374
		Retail	35	ksf						
		Other	2.5	ksf						
20	1300 S Hope St	Apartments	419	Units	88	105	194	136	102	238
		Retail	42	ksf						
21	928 S Broadway	Apartments	670	Units	21	229	250	272	109	381
		Condominiums	17	Units						
		Retail	58.8	ksf						



No.	Project Location	Land Use	Size	Estimated Trip Generation [a]					
				AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
22	1200 S Grand Av	Apartments	640 Units	92	148	240	181	134	315
		Retail	45 ksf						
23	1329 W 7th St	Apartments	94 Units	13	37	53	39	22	61
		Retail	2 ksf						
24	534 S Main St	Apartments	160 Units	52	75	127	87	58	145
		Retail	18 ksf						
		Other	3.5 ksf						
		Other	3.5 ksf						
25	840 S Olive St	Condominiums	303 Units	81	166	247	174	96	270
		Other	9.68 ksf						
		Retail	1.5 ksf						
26	950 E 3rd St	School	532 Other	162	177	339	245	212	458
		Retail	30.062 ksf						
		Apartments	635 Units						
27	1057 S San Pedro St	Other	254.5 ksf	837	434	1271	632	957	1589
		Retail	224.86 ksf						
		Other	744 Seats						
		Apartments	877 Units						
		Condominiums	68 Units						
		Other	210 Rooms						
		Office	217.38 ksf						
		Office	77.264 ksf						
28	1700 W Olympic Bl	Other	160 Rooms	44	32	76	45	42	87
29	233 W Washington Bl	Apartments	160 Units	25	66	81	89	71	160
		Retail	24 ksf						
30	400 S Broadway	Apartments	450 Units	36	147	183	139	73	212
		Retail	7.5 ksf						
		Other	5 ksf						
31	920 S Hill St	Apartments	239 Units	23	84	107	87	50	137
		Retail	5.4 ksf						
32	955 S Broadway	Apartments	201 Units	21	72	93	74	43	117
		Retail	6 ksf						
33	1212 S Flower St	Condominiums	730 Units	78	233	311	229	121	350
		Retail	10.5 ksf						
		Office	70.465 ksf						
34	820 S Olive St	Apartments	589 Units	63	202	264	195	106	302
		Retail	4.5 ksf						
35	601 S Main St	Condominiums	452 Units	36	144	179	152	87	238
		Retail	25 ksf						
36	1111 S Broadway	Mixed Use		144	176	319	258	274	532
37	1148 S Broadway	Apartments	94 Units	8	30	38	21	18	50
		Retail	2.5 ksf						
38	1120 S Grand Av	Apartments	666 Units	42	127	170	136	93	229
		Other	0 Rooms						
39	1230 S Olive St	Apartments	362 Units	31	126	157	127	69	196
		Retail	4 ksf						
40	1247 S Grand Av	Apartments	118 Units	10	41	51	42	25	67
		Retail	5.125 ksf						
41	1400 S Figueroa St	Apartments	106 Units	10	38	48	39	22	61
		Retail	4.834 ksf						
42	1550 W 8th St	Office	33.957 ksf	29	4	33	6	26	32



No.	Project Location	Land Use	Size	Estimated Trip Generation [a]					
				AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
43	940 S Figueroa St	Theatre	1942 Seats	5	4	9	99	35	134
		Other	10,056 ksf						
		Other	5,119 ksf						
44	1036 S Grand Av	Other	7,149 ksf	2	3	5	27	14	41
45	963 E 4th St	Office	78.6 ksf	106	22	128	113	138	251
		Retail	25 ksf						
		Other	20 ksf						
46	1335 W 1st St	Apartments	101 Units	10	40	50	42	24	66
		Retail	3,514 ksf						
47	1150 W Wilshire Blvd	Apartments	80 Units	-22	26	4	39	-5	34
		Other	4,589 ksf						
48	737 S Spring St	Apartments	320 Units	72	141	213	167	116	283
		Other	25 ksf						
49	1218 W Ingraham St	Apartments	80 Units	8	33	41	33	17	50
50	555 S Mateo St	Retail	153 ksf	5	30	35	220	205	425
51	1147 E Palmetto	Mixed Use		73	141	215	147	83	230
52	742 S Hartford Av	Apartments	58 Units	5	21	26	20	11	31
53	732 S Spring St	Apartments	400 Units	59	152	211	164	104	268
		Other	15 ksf						
54	340 S Hill St	Apartments	428 Units	34	129	163	141	79	219
		Other	6.7 ksf						
55	1728 W 7th St	Other	9.6 ksf	-30	-40	-70	50	14	64
		Other	3.5 ksf						
56	1145 W 7th St	Condominiums	126 Units	4	66	70	67	35	102
		Apartments	100 Units						
		Retail	7.2 ksf						
57	360 S Alameda St	Apartments	55 Units	25	33	58	35	26	61
		Other	2.5 ksf						
		Other	6.3 ksf						
58	1900 S Broadway	Condominiums	900 Units	390	552	942	637	566	1203
		Apartments	550 Units						
		Other	210 Rooms						
		Retail	143.1 ksf						
		Office	180 ksf						
		Other	17.6 ksf						
		Other	8 ksf						
59	1302 W Washington Bl	Other	16,572 ksf	-33	-18	-51	21	12	33
60	1929 W Pico Bl	School	480 Enrollment	140	66	206	20	42	62
61	118 S Astronaut E.S. Onizuka	Apartments	77 Units	-1	20	19	19	6	25
62	1525 E Industrial St	Apartments	328 Units	58	73	131	86	69	155
		Office	27.3 ksf						
		Retail	6.4 ksf						
		Other	5.7 ksf						
63	649 S Wall St	Office	66 Employees	24	5	29	3	24	27
		Other	55 Beds						
64	300 S Main St	Apartments	471 Units	143	243	386	257	153	410
		Other	27.78 ksf						
		Retail	5.19 ksf						
65	850 S Hill St	Mixed Use	300 Units	28	106	134	116	65	181
		Retail	3.5 ksf						
		Other	3.5 ksf						



No.	Project Location	Land Use	Size	Estimated Trip Generation [a]					
				AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
66	400 S Alameda St	Other	66 Rooms	19	17	36	23	14	37
		Other	2.13 ksf						
		Retail	840 ksf						
67	700 W 9th St	Condominiums	629 Units	37	146	183	143	95	238
		Retail	27 ksf						
68	649 S Olive St	Other	241 Rooms	6	44	109	63	60	123
69	1111 W 6th St	Apartments	369 Units	-71	117	46	104	-51	53
		Other	18.6 ksf						
		Other	2.2 ksf						
		Other	1.2 ksf						
70	1633 W 11th St	School	460 Seats	194	158	352	29	37	66
71	1229 S Grand Av	Condominiums	161 Units	23	62	85	62	33	95
		Other	3 ksf						
72	675 S Bixel St	Apartments	425 Units	74	173	247	184	116	300
		Other	126 Rooms						
		Retail	4.874 ksf						
73	740 S Hartford Av	Apartments	80 Units	7	30	37	29	15	45
74	1235 W 7th St	Condominiums	303 Units	23	95	118	100	54	154
		Retail	5.96 ksf						
75	940 S Hill St	Apartments	232 Units	20	80	100	115	53	168
		Other	14 ksf						
76	1322 W Linwood Ave	Apartments	84 Units	5	30	35	28	14	42
77	719 E 5th St	Apartments	160 Units	15	58	73	61	37	96
		Retail	7.5 ksf						
78	1340 S Olive St	Apartments	156 Units	51	82	133	89	57	146
		Retail	5 ksf						
		Other	10 ksf						
79	1334 S Flower St	Apartments	146 Units	-1	49	48	51	16	67
		Other	6.27 ksf						
80	929 E 2nd St	Retail	40.034 ksf	61	9	70	101	88	189
		Retail	0.985 ksf						
		Other	7.843 ksf						
		Other	10.369 ksf						
		Office	40.249 ksf						
		Other	5.383 ksf						
		Other	0.049 ksf						
81	633 S Spring St	Other	176 Rooms	83	33	116	97	99	196
		Other	8.43 ksf						
		Other	5.29 ksf						
82	1020 S Figueroa St	Condominiums	650 Units	204	274	478	312	227	539
		Other	300 Rooms						
		Retail	40 ksf						
		Other	40 ksf						
83	1800 E 7th St	Apartments	122 Units	26	45	71	45	37	82
		Office	13.6 ksf						
84	720 W Washington Blvd	Apartments	105 Units	7	12	19	13	12	25
85	1400 S Flower St	Apartments	147 Units	-1	49	48	51	17	68
		Retail	6.921 ksf						
86	1930 W Wilshire Blvd	Apartments	478 Units	-44	128	85	103	-41	61
		Other	850 Seats						
		Other	50 Enrollment						
		Other	220 Rooms						



No.	Project Location	Land Use	Size	Estimated Trip Generation [a]					
				AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
87	130 S Beaudry Av	Apartments	230 Units	8	76	84	76	29	105
		Other	9 ksf						
88	495 S Hartford Av	Apartments	220 Units	16	63	79	62	34	96
89	1122 W Washington Bl	Office	60 ksf	107	29	136	57	146	203
90	744 S Figueroa St	Apartments	438 Units	38	148	186	176	94	270
		Retail	10.156 ksf						
91	815 W Olympic Bl	Other	346 Rooms	137	133	270	167	165	332
		Retail	61.149 ksf						
		Office	36.256 ksf						
92	243 W Adams Bl	Apartments	300 Units	5	99	104	72	10	82
		Retail	2.5 ksf						
		Other	2.5 ksf						
93	433 S Main St	Condominiums	161 Rooms	85	147	62	66	48	113
		Mixed Use	6.9 ksf						
94	926 W James M Wood Bl	Other	225 Rooms	59	42	101	59	56	115
95	459 S Hartford Av	Apartments	101 Units	15	15	31	22	22	44
96	1100 S Main St	Apartments	379 Units	9	103	112	78	14	92
97	1250 S Figueroa St	Other	25.81 ksf	192	125	317	203	212	415
		Other	1162 Rooms						
		Other	6.573 ksf						
		Other	6.573 ksf						
98	2005 W James M Wood Bl	Other	100 Rooms	24	18	42	20	18	38
99	717 S Maple Ave [b]	Apartments	452 Units	54	190	244	206	124	330
100	527 N Spring St	Retail	2.89 ksf	49	118	167	189	131	320
		Apartments	345 Units						
		Restaurant	11 ksf						
		Retail	23 ksf						
		Retail	21 ksf						
101	333 S. Alameda St [b]	Apartments	994 Units	134	260	394	390	329	719
		Retail	100 ksf						
102	765 Wall St [a]	Office	53.2 ksf	108	82	191	164	141	305
		Apartments	323 Units						
		Retail	8.8 ksf						
		Other	125 Persons						
		Other	66.2 ksf						
103	668 S. Alameda St [a]	Apartments	475 Units	198	356	553	319	204	523
		Retail	45 ksf						
		Warehouse	130 ksf						
104	640 S. Alameda St [a]	Hotel	412 Rooms	1199	1369	2567	1246	1133	2379
		Apartments	1305 Units						
		Office	253.5 ksf						
		School	29.3 ksf						
		Retail	127.6 ksf						
		Art Space	23 ksf						
105	520 S. Mateo St [a]	Apartments	30 Units	77	227	304	255	133	388
		Office	15 ksf						
		Retail	15 ksf						
		Restaurant	15 ksf						
106	1100 E. 5th St [a]	Apartments	218 ksf	22	89	111	131	83	214
		Open Space	22 ksf						
107	330 S. Alameda St [a]	Apartments	186 Units	92	155	248	138	90	227
		Retail	22 ksf						



No.	Project Location	Land Use	Size	Estimated Trip Generation [a]					
				AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
108	232 W 2nd St [a]	Condominiums	107 Units	743	150	893	183	684	867
		Office	534 ksf						
		Retail	7.2 ksf						
109	2222 S. Figueroa St [a]	Condominiums	645 ksf	85	336	421	371	190	561
		Apartments	364 Units						
110	445 South Colyton [b]	Shopping Center	24.95 ksf	103	115	218	132	54	186
		Restaurant	25.38 ksf						
		Hotel	113 rooms						
		Residential	129 du						
		Art Gallery/School	13.5 ksf						
111	747 Warehouse St [b]	Condominiums	310 du	155	167	322	154	178	332
		Retail	11.375 ksf						
		Production Space	117 ksf						

**Notes:**

ksf = one thousand square feet

DU= dwelling units

n/a = not available

[a] Projects were not included in information provided by LADOT. Projects and land use from LADCP Major Projects Website: <https://ladcp.maps.arcgis.com/apps/MapJournal/index.html?appid=b06f97ccf94741fdaad27443013eead1>. Trip generation estimates based on ITE rates.

[b] Projects were not included in information provided by LADOT. Projects and land use from third party research. Trip generation estimates based on ITE rates.







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### III. SCEA CRITERIA AND TRANSIT PRIORITY PROJECT CONSISTENCY ANALYSIS

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#### A. SENATE BILL 375

The State of California adopted SB 375, The Sustainable Communities and Climate Protection Act of 2008, which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California’s greenhouse gas reduction mandates. SB 375 requires the State’s 18 metropolitan planning organizations to incorporate a “sustainable communities strategy” into the regional transportation plans to achieve their respective region’s greenhouse gas emission reduction targets set by California Air Resources Board (ARB). The Southern California Association of Governments (SCAG) is the metropolitan planning organization that has jurisdiction over the Project Site.

On April 7, 2016, SCAG’s Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). For the SCAG region, 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. By meeting and exceeding the then applicable SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016–2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state’s GHG emission reduction goals. The 2016 RTP/SCS outlines strategies to meet or exceed the targets set by ARB.<sup>1</sup>

#### B. TRANSIT PRIORITY PROJECT CRITERIA

SB 375 provides CEQA streamlining benefits to transit priority projects (TPPs). A TPP is a project that meets the following four criteria (see Public Resources Code, Section §21155 (a) and (b)):

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<sup>1</sup> *Southern California Association of Governments, 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy, Introduction, April 19, 2012.*



1. Be consistent with the use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the ARB has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets established by ARB;
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provide a minimum net density of at least 20 units per acre; and
4. Be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

As discussed below, the Proposed Project qualifies as a TPP pursuant to the criteria set by Public Resources Code, Section §21155 and outlined above.

### ***Consistency with Criterion #1***

On April 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. The 2016-2040 RTP/SCS balances the Southern California region's future mobility and housing needs with economic, environmental, and public health goals. On June 28, 2016, ARB accepted SCAG's quantification of GHG emission reductions from the 2016–2040 RTP/SCS and determined that the 2016–2040 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by ARB.<sup>2</sup>

### **Use Designation, Density, and Building Intensity**

Using data collected from local jurisdictions, including general plans, SCAG categorized existing land use into land use types, then combined the land use types into 35 Place Types, and then classified sub-regions into one of three land use development categories (LDCs): urban; compact; or standard. SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region. (2016-2040 RTP/SCS, pp. 20-21.) The SCAG 2016-2040 RTP/SCS, Sustainable Communities Strategy Background Documentation, Appendix (April 2016), forecasted LDCs by county and subregion for 2012 and 2040. Exhibit 13: Forecasted Regional Development Types by Land Development Categories (2012) - Los Angeles City Subregion, and Exhibit 14: Forecasted Regional Development Types by Land Development Categories (2040) - Los Angeles City Subregion are provided in Appendix M of this SCEA. SCAG notes that the LDCs utilized in the RTP/SCS are not intended to represent detailed land use policies, but are used to describe the general conditions likely to occur within a specific area if recently emerging trends, such as transit-oriented development, were to continue in concert with the implementation of the 2016 RTP/SCS. The forecasted land use development patterns by LDCs

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<sup>2</sup> ARB Executive Order No. 16-066



shown on the aforementioned exhibits are based on Transportation Analysis Zone (“TAZ”) level data utilized to conduct required modeling analyses. Data at the TAZ level or at a geography smaller than the jurisdictional level are advisory only and non-binding, because SCAG sub-jurisdictional forecasts were not adopted as part of the 2016 RTP/SCS. However, these data may be used at the discretion of local agencies, which maintain their existing authority over local planning and land use decisions and will be solely responsible for determining consistency of any future project with the 2016 RTP/SCS.

The Project Site area is located within an Urban Land Development Category, the highest density and most intense land development category assessed in the 2016-2040 RTP/SCS.

The 2016-2040 RTP/SCS describes the Urban Land Development Category as:

*These areas are often found within and directly adjacent to moderate and high density urban centers. Nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multifamily and attached single-family (townhome), which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle. (page 20)*

The Proposed Project would be consistent with the Urban Land Use Development Category. The Proposed Project is located within a highly urbanized area within the City of Los Angeles, near Downtown Los Angeles. The Proposed Project is an infill project that would provide mixed-use development with multi-family units, together with project- and neighborhood-serving retail and restaurant uses. The Proposed Project is well-served by bus and rail lines and is located within a High Quality Transit Area as defined by SCAG and a Transit Priority Area as defined by SB 743, which supports transit opportunities and promotes a walkable environment. Additionally, access to the Project Site is served by a well-connected street network, which consists of a grid pattern as is most of the City of Los Angeles. As such, the Proposed Project is highly connected and provides accessibility for persons who choose not to drive or do not have access to a vehicle.

The 2016-2040 RTP/SCS further demonstrates that HQTAs may include high-density development, support pedestrian and bike infrastructure, reduce parking requirements, and retain affordable housing near transit. The Proposed Project is a mixed-use project, which includes a 60-story mixed-use residential and commercial building with 700 residential dwelling units and 15,000 square feet of ground floor commercial space (7,000 square feet of retail and 8,000 square feet of restaurant space). The Proposed Project promotes pedestrian activity and bicycling activity by providing landscaping along the public right-of-way and retail spaces. The Proposed Project would provide parking that is consistent with LAMC standards. Therefore, the Proposed Project is similar to other developments within HQTAs.

The RTP/SCS includes various urban footprint place types, including mixed use, residential, commercial, office, R&D, industrial, civic and open space. (SCAG 2016-2040 RTP/SCS Background Documentation, p. 90, ‘Place Types Categorized Into Land Development Categories (LDCs); SCAG 2016-2040 RTP/SCS,



Urban Footprint Place Types, pp. 1-2). The Proposed Project is consistent with a range of place types within the urban land development category.

“Urban Mixed-Use districts are exemplified by a variety of intense uses and building types. Typical buildings are between 10 and 40+ stories tall, with offices and/or residential uses and ground-floor retail space. Parking is usually structured below or above ground. Workers, residents, and visitors are well-served by transit, and can walk or bicycle for many of their transportation needs.” The land use mix for this place type is typically approximately 18 percent residential, 16 percent employment, 45 percent mixed use, and 21 percent open space/civic. The residential mix is 100 percent multifamily. The average total net Floor Area Ratio (FAR) is 9.0, floors range from 15-100 feet, and the gross density ranges from 50- 500 employees per acre and 40-500+ households per acre. (SCAG 2016-2040 RTP/SCS, Urban Footprint Place Types, p. 1.)

‘Urban Residential’ place types “are typically found within or adjacent to major downtowns. They include high- and mid- rise residential towers, with some ground-floor retail space. Parking [is] usually structured below or above ground. Residents are well served by transit, and can walk or bicycle for many of their daily needs.” The land use mix for this place type is typically approximately 64 percent residential, 4 percent employment, 12 percent mixed use and 21 percent open space/civic. The residential mix is 100 percent multifamily. The average total net FAR is 9.0, floors range from 15-100, and the gross density ranges from 0-50 employees per acre 75-500+ households per acre. (SCAG 2016-2040 RTP/SCS, Urban Footprint Place Types, p. 1.)

The Proposed Project is a mixed-use development consisting of residential and retail/restaurant uses in a highly-urbanized part of Downtown Los Angeles, on a site that is currently occupied by a surface parking lot. Adjacent land uses include commercial/retail, offices, mixed-use multi-family residential buildings, and parking lots. The Proposed Project is approximately 98 percent residential, and approximately 2 percent non-residential with a non-residential FAR of 0.3 to 1. The Proposed Project area is supported by high levels of regional and local transit. The Proposed Project will construct approximately 603 dwelling units per acre and will have a total net FAR of 13 to 1.

Based on the regional growth projections in the 2016-2040 RTP/SCS, the City of Los Angeles had an estimated permanent population of approximately 3,845,500 persons and approximately 1,325,500 residences in 2012. By the year 2040, SCAG forecasts that the City of Los Angeles will increase to 4,609,400 persons (or a 20% increase since the year 2012) and approximately 1,690,300 residences (or a 28% increase since the year 2012). SCAG’s population and housing projections for the City of Los Angeles, Los Angeles County, and the SCAG region as a whole for 2012 and 2040 are further summarized in Table III-1, below.



**Table III-1**  
**SCAG Population and Housing Projections for the**  
**City of Los Angeles, Los Angeles County, and the SCAG Region**

<b>Population</b>			
<b>Region</b>	<b>2012</b>	<b>2040</b>	<b>% Growth (2012-2040)</b>
Los Angeles City <sup>a</sup>	3,845,500	4,609,400	20%
Los Angeles County <sup>b</sup>	9,923,000	11,514,000	16%
SCAG Region <sup>b</sup>	18,322,000	22,138,000	21%
<b>Households</b>			
<b>Region</b>	<b>2012</b>	<b>2040</b>	<b>% Growth (2012-2040)</b>
Los Angeles City <sup>a</sup>	1,325,500	1,690,300	28%
Los Angeles County <sup>b</sup>	3,257,000	3,946,000	21%
SCAG Region <sup>b</sup>	5,885,000	7,412,000	26%
<b>Employment</b>			
<b>Region</b>	<b>2012</b>	<b>2040</b>	<b>% Growth (2012-2040)</b>
Los Angeles City <sup>a</sup>	1,696,400	2,169,100	28%
Los Angeles County <sup>b</sup>	4,246,000	5,226,000	23%
SCAG Region <sup>b</sup>	7,440,000	9,872,000	33%
<i>Source: SCAG, adopted 2016-2040 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016.</i>			

The Proposed Project is an infill development project within the Central City Community Plan Area within the City of Los Angeles. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a population increase to 4.6 million persons by 2040. As shown in Table III-1, SCAG population and housing projections from 2012 through 2040 envisions a population growth of 763,900 additional persons (an approximate 20% growth rate) in the City of Los Angeles and 3,816,000 additional persons (an approximate 21% growth rate) in the entire SCAG Region. The number of households within the City of Los Angeles is anticipated to increase by 364,800 households, or approximately 28% between 2012 and 2040. The number of households within the SCAG Region is anticipated to increase by 1,527,000 households, or approximately 26% between 2012 and 2040. The number of employment opportunities is anticipated to increase by 472,700 jobs (approximately 28%) in the City of Los Angeles between 2012 and 2040, and the SCAG Region is anticipated to increase by 2,432,000 jobs (approximately 33%) between 2012 and 2040.

Based on the community's current household demographics (e.g., an average of 1.68 persons per multi-family household for the Central City Community Plan area), the construction of 700 additional residential dwelling units would result in an increase in approximately 1,176 net permanent residents in the City of Los Angeles.<sup>3</sup> Further, the Proposed Project includes a total of 15,000 square feet of ground-floor

<sup>3</sup> The 2015 Growth & Infrastructure Report estimates that the Central City Community Plan area had approximately 30,440 housing units and approximately 51,025 persons in July 1, 2015. Based on this information,



commercial space. The Proposed Project would generate approximately 72 employees.<sup>4</sup> The proposed increase in housing units, population, and employment would be consistent with SCAG's forecast of 364,800 additional households, approximately 763,900 persons, and 472,700 jobs in the City of Los Angeles between 2012 and 2040. As such, the Proposed Project would not cause growth (i.e., new housing) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Proposed Project occupancy/buildout or that would result in an adverse physical change in the environment.

#### Applicable Policies Specified for the Project Area

As set forth above, the Proposed Project is consistent with SCAG's growth projections for the City of Los Angeles, which supports the conclusion that the Proposed Project is consistent with SCAG policies. Refer to Section IV, Sustainable Communities Environmental Assessment, 10. Population and Housing, for a more detailed discussion of the Proposed Project's consistency with SCAG's population and housing growth.

The Proposed Project would be consistent with applicable goals and policies presented within SCAG's 2016-2040 RTP/SCS. Refer to Table III-2 below for the Proposed Project's consistency analysis.

**Table III-2**  
**Consistency Analysis with the**  
**2016-2040 Regional Transportation Plan / Sustainable Community Strategy**

<b>Goals and Policies</b>	<b>Consistency Assessment</b>
<b>2016-2040 RTP/SCS Goal 1</b> Align the plan investments and policies with improving regional economic development and competitiveness.	<b>Not Applicable.</b> This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project.
<b>2016-2040 RTP/SCS Goal 2</b> Maximize mobility and accessibility for all people and goods in the region.	<b>Consistent.</b> The Project Site is located in a highly urbanized area with the City of Los Angeles within a High Quality Transit Area (as defined by SCAG). The Proposed Project would develop 700 dwelling units and 15,000 square feet of retail/restaurant space within a High Quality Transit Area (HQTa) as defined by SCAG and a transit priority area as defined by SB 743. The Project Site is located less than one-half mile from two Metro Stations, the 7 <sup>th</sup> Street/Metro Center Station and the Pico Station. The Project Site is also served by number bus lines operated by the Metro, LADOT DASH, Commuter Express, Foothill Transit, Orange County Transportation Authority, Santa Monica Big Blue Bus, Gardena Municipal Bus Lines, and Montebello Bus Lines. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The location of the Proposed Project encourages a variety of transportation options and access and is therefore consistent with this Goal.

*the Central City Community Plan area has an average person per housing unit ratio of 1.68. See City of Los Angeles, Department of City Planning, 2015 Growth and Infrastructure Report, 2016 (at p. 9 and 11).*

<sup>4</sup> One employee would occupy approximately 588 square feet of retail space and one employee per 143 square feet of restaurant space. Source: United States Green Building Council, *Building Area Per Employee by Business Type*, May 13, 2008.



**Table III-2**  
**Consistency Analysis with the**  
**2016-2040 Regional Transportation Plan / Sustainable Community Strategy**

Goals and Policies	Consistency Assessment
<p><b>2016-2040 RTP/SCS Goal 3</b> Ensure travel safety and reliability for all people and goods in the region.</p>	<p><b>Consistent.</b> The Proposed Project would improve the public sidewalks adjacent to Project Site with landscaping and would include active ground floor uses to enhance the pedestrian experience and promote walkability. In addition, the Proposed Project will provide 290 bicycle spaces to promote travel by bicycle. Furthermore, the Proposed Project would comply with LAMC and LADOT standards for Project Site access. The Proposed Project would be subject to the site plan review requirements of the City of Los Angeles, and the Department of Building and Safety and the Los Angeles Fire Department review would ensure that all access roads, driveways and parking areas would not create a design hazard to local roadways. As such, the Proposed Project would support this goal.</p>
<p><b>2016-2040 RTP/SCS Goal 4</b> Preserve and ensure a sustainable regional transportation system.</p>	<p><b>Not Applicable.</b> This goal is directed towards SCAG and does not apply to the Proposed Project. The 2016-2040 RTP states, “A transportation system is sustainable if it maintains its overall performance over time in an equitable manner with minimum damage to the environment, and at the same time does not compromise the ability of future generations to address their transportation needs. Sustainability, therefore, pertains to how our decisions today impact future generations. One of the measures used to evaluate system sustainability is the total inflation-adjusted cost per capita to maintain our overall multimodal transportation system performance at current conditions. The 2016 RTP/SCS includes two additional new measures to support this outcome: State Highway System pavement condition and local roads pavement condition.”<sup>5</sup></p> <p>As discussed in the Proposed Project’s Traffic Study (located in Appendix H), the Proposed Project would not create a significant impact at any of the study intersections, with the exception of one intersection, Olympic Boulevard and Hill Street. However, the Traffic Study concluded that impacts to this intersection would be mitigated to a less than significant impact with the implementation of mitigation measures, such as a TDM program. Additionally, as discussed in the Traffic Study, the Proposed Project would not create a significant impact at any CMP monitoring location (including arterials and freeways) and public transit. As such, the Proposed Project would not conflict with the regional transportation system.</p> <p>The Project would minimize impacts on the existing roadway system by placing housing near jobs and transit and providing ample bicycle parking and bicycle and pedestrian infrastructure to disincentivize automobile use and encourage biking and walking. The Project also</p>

<sup>5</sup> SCAG, 2016-2040 RTP/SCS, April 2016 (page 164).



**Table III-2**  
**Consistency Analysis with the**  
**2016-2040 Regional Transportation Plan / Sustainable Community Strategy**

Goals and Policies	Consistency Assessment
	encourages transit use through the Project Sites' location near existing transit, thereby contributing to ridership and sustainability of the multimodal transportation system in the region.
<b>2016-2040 RTP/SCS Goal 5</b> Maximize the productivity of our transportation system.	<b>Consistent.</b> The Proposed Project includes 700 residential units and 15,000 square feet of commercial uses. Given the Proposed Project's location close to transit, the Proposed Project will encourage the utilization of transit as a mode of transportation to and from the Project area. Thus, the Proposed Project will contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. Moreover, as discussed in the Proposed Project's Traffic Study (located in Appendix H), with the implementation of mitigation measures, the Proposed Project would not create a significant impact at any of the study intersections. Additionally, as discussed in the Traffic Study, the Proposed Project would not create a significant impact at any CMP monitoring location.
<b>2016-2040 RTP/SCS Goal 6</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	<b>Consistent.</b> As discussed in Section III, Air Quality, of the IS/MND, the Proposed Project would result in a less than significant impact regarding air quality during construction and operation. The Proposed Project would place dwelling units and ground-floor commercial space in a Transit Priority Area. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Proposed Project would improve the public sidewalks adjacent to Project Site and would include active ground floor uses to enhance the pedestrian experience and promote walkability. In addition, the Project will provide 290 bicycle spaces to promote travel by bicycle. Thus, the Proposed Project would reduce vehicles-per-miles traveled and help improve air quality. The Proposed Project supports active transportation.
<b>2016-2040 RTP/SCS Goal 7</b> Actively encourage and create incentives for energy efficiency, where possible.	<b>Consistent.</b> The Proposed Project would comply with the City of Los Angeles Green Building Code, the California Green Building Code.
<b>2016-2040 RTP/SCS Goal 8</b> Encourage land use and growth patterns that facilitate transit and active transportation.	<b>Consistent.</b> As stated above, the Project Site is located in a highly urbanized area near downtown Los Angeles within a HQTa (as defined by SCAG) and a transit priority area (as defined by SB 743). The Project Site is located less than one-half mile from two Metro stations and numerous bus routes with peak commute service intervals of 15 minutes or less. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking. The Proposed Project would develop dwelling units and commercial uses near mass transit and in close proximity to services, retail stores, and employment opportunities. The location of the Proposed Project encourages a variety of transportation



**Table III-2**  
**Consistency Analysis with the**  
**2016-2040 Regional Transportation Plan / Sustainable Community Strategy**

Goals and Policies	Consistency Assessment
	options and access and is therefore consistent with this Goal.
<b>2016-2040 RTP/SCS Goal 9</b> Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<b>Not Applicable.</b> This goal is directed towards SCAG to ensure the safety and security of the regional transportation system. No further discussion is required.
<b>2016-2040 RTP/SCS Guiding Policy 1</b> Transportation investments shall be based on SCAG's adopted regional Performance Indicators.	<b>Not Applicable.</b> This policy is directed towards SCAG in allocating transportation investments. This goal does not apply to the individual development projects and no further analysis is required.
<b>2016-2040 RTP/SCS Guiding Policy 2</b> Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.	<b>Not Applicable.</b> This policy is directed towards SCAG in allocating transportation system funding. Nevertheless, the Proposed Project would contribute to a safe, well maintained, and efficient multimodal transportation system. The Proposed Project would provide landscaping along the public right-of-way and active ground floor uses, which promotes and supports pedestrian activity in the area. As discussed in the Proposed Project's Traffic Study (located in Appendix H), the Proposed Project would not create a significant impact at any CMP monitoring location.
<b>2016-2040 RTP/SCS Guiding Policy 3</b> RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.	<b>Not Applicable.</b> This Goal is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project. The Proposed Project would develop 700 dwelling units and 15,000 square feet of commercial area within a High Quality Transit Area (HQT) as defined by SCAG and a transit priority area as defined by SB 743. The Project Site's location near mass transit and proximity to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Proposed Project would be consistent with the SCAG's goals of increasing mixed commercial/residential uses in transit-rich areas near services, retail, and employment opportunities to reduce vehicles-per-miles traveled.
<b>2016-2040 RTP/SCS Guiding Policy 4</b> Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.	<b>Not Applicable.</b> This policy is directed towards transportation investment by SCAG. However, the Proposed Project would support active transportation (e.g. walking and bicycling) by providing a mixed-use development with pedestrian and bicycle facilities on site, and landscaping along the public rights of way and active ground floor uses, which promotes and supports pedestrian activity in the area. Additionally, the Proposed Project's location within a High Quality Transportation Area promotes the use of public transit and pedestrian activity.
<b>2016-2040 RTP/SCS Guiding Policy 5</b> HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	<b>Not Applicable.</b> This policy is directed towards transportation investment by SCAG to support HOV, transit and rideshare. Although this policy is not applicable to the Proposed Project, the Proposed Project's location in a High Quality Transportation Area promotes the use of public transit and pedestrian activity.



**Table III-2**  
**Consistency Analysis with the**  
**2016-2040 Regional Transportation Plan / Sustainable Community Strategy**

<b>Goals and Policies</b>	<b>Consistency Assessment</b>
<b>2016-2040 RTP/SCS Guiding Policy 6</b> The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	<b>Not Applicable.</b> This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles. Nevertheless, the Proposed Project is located within a HQTa (as defined by SCAG) and a transit priority area (as defined by SB 743). The Proposed Project would support public transportation and other alternative methods of transportation (e.g., walking and biking).
<b>2016-2040 RTP/SCS Guiding Policy 7</b> The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	<b>Not Applicable.</b> This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments.
<b>2016-2040 RTP/SCS Guiding Policy 8</b> Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	<b>Not Applicable.</b> This policy is directed towards SCAG and the City of Los Angeles and not does apply to the Proposed Project.
<b>2016-2040 RTP/SCS Land Use Policy 1</b> Identify regional strategic areas for infill and investment.	<b>Not Applicable.</b> This policy is directed towards SCAG to identify regional strategic areas. The Proposed Project is an infill development in a High Quality Transit Area (defined by SCAG) and within a transit priority area (as defined by SB 743). The Proposed Project would be providing dwelling units and commercial uses in a highly urbanized area within the City of Los Angeles.
<b>2016-2040 RTP/SCS Land Use Policy 2</b> Structure the plan on a three-tiered system of centers development. <sup>6</sup>	<b>Not Applicable.</b> This Land Use Policy is directed towards SCAG and not does apply to the Proposed Project. Nevertheless, the Project is located in an existing center where existing transportation infrastructure exists to support the proposed density of the Proposed Project.
<b>2016-2040 RTP/SCS Land Use Policy 3</b> Develop “Complete Communities.”	<p><b>Consistent.</b> SCAG describes the development of “complete communities” to provide areas that encourages households to be developed with a range of mobility options to complete short trips. The 2016-2040 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile.<sup>7</sup></p> <p>As stated above, the Proposed Project would place dwelling units and ground-floor commercial space in a transit-rich</p>

<sup>6</sup> The 2016-2040 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012-2035 RTP/SCS. The complete language from the original SCAG Advisory Land Use Policies is “Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment.” A more detailed description of these strategies and policies can be found on pages 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.

<sup>7</sup> SCAG, 2016-2040 RTP/SCS, April 2016 (page 79).



**Table III-2**  
**Consistency Analysis with the**  
**2016-2040 Regional Transportation Plan / Sustainable Community Strategy**

Goals and Policies	Consistency Assessment
	area. The Project Site's location near mass transit and in proximity to services, retail stores, and employment opportunities promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Proposed Project would be consistent with the SCAG's goals of increasing mixed commercial/residential uses in transit-rich areas near services, retail, and employment opportunities to reduce vehicles-per-miles traveled.
<b>2016-2040 RTP/SCS Land Use Policy 4</b> Develop nodes on a corridor.	<b>Not Applicable.</b> The 2016-2040 RTP/SCS describes nodes as mixed-use development centers at key locations that meet most of residents' daily needs and that support livable corridors. This policy is directed towards SCAG and City goals to identify and develop locations that promote nodes. The Proposed Project is located within a HQTa and a transit priority area. The Proposed Project's mixed-use design and location encourages the use of alternative transportation and walking and bicycling opportunities. Additionally, on-site commercial uses would provide employment and patronage opportunities for residents on the Project Site and in the Project Site area.
<b>2016-2040 RTP/SCS Land Use Policy 5</b> Plan for additional housing and jobs near transit.	<b>Consistent.</b> As discussed within this table, the Proposed Project includes a mixed-use development which would place housing and jobs (including retail and restaurant opportunities) on the same Project Site and in close proximity to an existing residential neighborhood. Additionally, the Proposed Project would support pedestrian and bicycle mobility and promote a variety of public transportation options to allow future residents to live and work within the community. The Proposed Project would place dwelling units and ground-floor commercial space in a HQTa and a transit priority area. The Project Site is located less than one-half mile from the intersection of two Metro Stations, the Pico Station and the 7 <sup>th</sup> Street/Metro Center Station. Additionally, the Metro Expo Line railway immediately borders the Project Site to the west, which would promote the use of a variety of transportation options, which includes walking, biking, and the use of public transportation.
<b>2016-2040 RTP/SCS Land Use Policy 6</b> Plan for changing demand in types of housing.	<b>Consistent.</b> The Proposed Project would provide 700 multi-family units within a mixed-use development within the City of Los Angeles. The multi-family units will meet the changing demand for units within walking distance of employment and patronage opportunities and transit options. The Proposed Project's units would be contributing to a range of housing choices and would be available to all persons, including existing employees and residents on the Project Site and in the Project area.
<b>2016-2040 RTP/SCS Land Use Policy 7</b> Continue to protect stable, existing single-family areas.	<b>Consistent.</b> The Proposed Project would not demolish any existing single-family homes. Additionally, the Project Site is not located near any low-density residential neighborhoods.



**Table III-2**  
**Consistency Analysis with the**  
**2016-2040 Regional Transportation Plan / Sustainable Community Strategy**

Goals and Policies	Consistency Assessment
<p><b>2016-2040 RTP/SCS Land Use Policy 8</b> Ensure adequate access to open space and preservation of habitat.</p>	<p><b>Consistent.</b> The Proposed Project would provide 86,976 square feet of open space that exceeds the required amount pursuant to the LAMC. The open space amenities would include, but not limited to, a ground-floor lobby area, 5<sup>th</sup> level landscaped deck and amenity area, and private balconies. The Proposed Project's on-site open space would reduce the Project's demand upon public recreational facilities. Proposed Project's open space would encourage open space necessary to support residential neighborhoods. Additionally, the Project Site is occupied with a surface parking lot, and the Proposed Project would not encroach on any existing natural habitat.</p>
<p><b>2016-2040 RTP/SCS Land Use Policy 9</b> Incorporate local input and feedback on future growth.</p>	<p><b>Not Applicable.</b> This Land Use Policy is directed towards SCAG and not does apply to the Proposed Project.</p>
<p><b>2016-2040 RTP/SCS Benefit 1:</b> The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.</p>	<p><b>Consistent.</b> The Proposed Project includes the development of a mixed-used project consisting of multi-family residential units and commercial space (consisting of restaurant and retail uses). The Proposed Project incorporates aspects of a compact development by providing the proposed development on a previously developed surface parking lot. The Proposed Project's mixed-use nature would place residences in close proximity to employment and patronage opportunities. The commercial uses on-site would further support the pedestrian activity along Hill Street and Olympic Boulevard by providing ground-floor commercial uses that would front these major commercial corridors.</p> <p>Further, the Proposed Project includes a mix of studio, one-bedroom, two-bedroom, and penthouse units. These units would be provided at market rates at different price points. As such, the Proposed Project increase housing options to accommodate a range of households.</p> <p>(As discussed above, the Proposed Project would include pedestrian and bicycling improvements and commercial development that would support bicycle and pedestrian activity on the Project Site and in the Project Site area. The Project Site is located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. As such, the Proposed Project would support bicycle and pedestrian improvements and promote efficient transportation.</p>
<p><b>2016 RTP/SCS Benefit 2:</b> The RTP/SCS will encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. Meanwhile, the Plan outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them.</p>	<p><b>Not Applicable.</b> Benefit 2 is directed towards SCAG and not does apply to the Proposed Project. The Proposed Project is a mixed-use project, which would provide multi-family residential apartments and commercial uses. The Project Site's location near mass transit and in walking distance to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation.</p>



**Table III-2**  
**Consistency Analysis with the**  
**2016-2040 Regional Transportation Plan / Sustainable Community Strategy**

Goals and Policies	Consistency Assessment
<p><b>2016 RTP/SCS Benefit 3:</b> The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households.</p>	<p><b>Consistent.</b> The Proposed Project includes numerous energy-efficient design features, such as ENERGY STAR-rated appliances and electric vehicle supply equipment. It will comply with the City of Los Angeles Green Building Code and the California Green Building Code, which provide provisions for energy and water conservation. The Project's incorporation of bicycle- and pedestrian-friendly elements and location near bus lines will provide future residents with various affordable transportation options.</p>
<p><b>2016 RTP/SCS Benefit 4:</b> Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.</p>	<p><b>Consistent.</b> While this Benefit is directed toward SCAG goals to improve placemaking and strategic transportation investments, the Proposed Project would support the intent of this Benefit. The Proposed Project would redevelop an underutilized site that is currently developed with a surface parking lot and construct a mixed-use development that would include multi-family residential units and approximately 15,000 square feet of commercial space. The commercial area would consist of a mix of restaurant and retail uses.</p> <p>The Proposed Project will encourage improved access and mobility by providing both residential and commercial uses on a single site. The on-site commercial uses would provide employment and patronage opportunities within walking distance of on-site residents and the nearby multi-family residential developments.</p> <p>In addition, the Project Site is located within ½ mile of two Metro stations and numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Thus, this would reduce vehicles-per-miles traveled, promote alternatives to driving, and aim to improve air quality.</p>
<p><i>Source: Southern California Association of Governments, 2016-2040 RTP/SCS, April 2016.</i></p>	

### ***Consistency with Criterion #2***

The Proposed Project includes the construction of a total floor area of 657,943 square feet. The Proposed Project includes 700 dwelling units (which encompasses approximately 642,943 square feet of residential floor area), comprising approximately 98 percent of the total floor area. The Proposed Project includes 15,000 square feet of commercial space (7,000 square feet retail and 8,000 square feet of restaurant space), comprising 2 percent of the total floor area. Therefore, the Proposed Project contains at least 50 percent of residential uses. As such, the Proposed Project would be consistent with this Criterion.

### ***Consistency with Criterion #3***



The Project Site is approximately 1.16 acres before street easements and dedications. The Proposed Project includes 700 dwelling units; as such, the Proposed Project provides approximately 603 dwelling units per acre. As such, the Proposed Project would be consistent with this Criterion.

#### ***Consistency with Criterion #4***

PRC Section 21155 (b) defines a “high-quality transit corridor” as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Public Resources Code Section 21099 defines a “transit priority area” as an area within one-half mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” Public Resources Code Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” PRC Section 21155 (b) states that a “major transit stop” is defined in PRC Section 21064.3, except that, for purposes of Section 21155 (b), it also includes major transit stops that are included in the applicable regional transportation plan.

The Project Site is located less than one-half mile of two Metro Stations, the Pico Station and the 7<sup>th</sup> Street/Metro Center Station and is located less than one-half mile of an intersection served by numerous bus routes with peak commute service intervals of 15 minutes or less (See Page II-4, Public Transit). Moreover, the 2016-2040 RTP/SCS identifies the Project Site as being within a HQT. Therefore, the Proposed Project is located within a high-quality transit corridor. The Proposed Project is consistent with this Criterion.

### **C. SB 375 STREAMLINING BENEFITS**

Pursuant to Public Resources Code, Section §21155.2(a), if the Proposed Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted in findings made pursuant to PRC Section 21081, then the Proposed Project shall be eligible for either the provisions of subdivision (b) (sustainable communities’ environmental assessment) or (c) (limited analysis EIR). The Proposed Project would follow subdivision (b), and the Proposed Project would be reviewed through a sustainable communities’ environmental assessment (SCEA), which provides streamlining benefits.

PRC Section §21155.2(b) states that an initial study shall be prepared to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports. Where the lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable. As such streamlining benefits include:



1. Cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports shall not be treated as cumulatively considerable for the Proposed Project (PRC Section §21155.2(b)(1));
2. Growth-inducing impacts are not required to be referenced, described, or discussed (PRC Section §21159.28(a));
3. Project-specific or cumulative impacts from cars and light-duty truck trips generated by the Proposed Project on global warming or the regional transportation network are not required to be referenced, described, or discussed (PRC Section §21159.28(a));
4. Reduced density alternatives are not required to be referenced, described, or discussed to address the effects of car and light-duty truck trips generated by the Proposed Project (Public Resources Code Section 21159.28(b)).

The City of Los Angeles, Department of City Planning would incorporate all applicable streamlining benefits in the environmental review of the Proposed Project.

#### **D. SCOPE OF ANALYSIS**

Pursuant to PRC Section §21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of the transit priority project, other than those, which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The SCEA would also be required to identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports. As such, the SCEA would analyze the following topics:

- Aesthetics
- Agriculture
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance



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## **IV. 2016-2040 RTP/SCS PROGRAM EIR MITIGATION MEASURES**

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### **A. INCORPORATION OF APPLICABLE MITIGATION MEASURES FROM PRIOR EIRS**

Public Resources Code Section 21151.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, including the 2016-2040 RTP/SCS Draft Program Environmental Impact Report for Southern California Association of Governments on December 2015 (RTP/SCS PEIR).

The Mitigation Monitoring and Reporting Program for the RTP/SCS PEIR (SCAG MMRP) does not include project level mitigation measures that are required of the Proposed Project. Rather, the SCAG MMRP provides a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects. The SCAG measures are not prescriptive on the Proposed Project unless the lead agency determines their applicability to the Project based on the circumstances and anticipated environmental impacts.

In accordance with the requirements set forth in PRC Section 21151.2, the Lead Agency has reviewed all of the suggested mitigation measures in the SCAG MMRP and determined their applicability to the Proposed Project. For each such mitigation measure, the City considered whether to use the SCAG MMRP mitigation measure or an equally effective City mitigation measure or federal, state, regional, or City regulation. The City's applicability determination is provided in Table IV-1 below.



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
<u>Aesthetics</u> <i>Scenic Vista</i>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-AES-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.</li> <li>• Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.</li> <li>• Use alternating facades to “break up” large facades and provide visual interest.</li> <li>• Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.</li> <li>• Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.</li> <li>• Retain or replace trees bordering highways, so that clear-cutting is not evident.</li> <li>• Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.</li> <li>• Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.</li> </ul>	<p>This Mitigation Measure is not incorporated because Public Resources Code Section 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>The Proposed Project is a mixed-use residential and commercial infill development project with 700 dwelling units and 15,000 square feet of commercial uses. The Project Site is located less than one-half mile from two Metro Stations, the Pico Station and the 7<sup>th</sup> Street/Metro Center Station. Therefore, the Proposed Project is located in a transit priority area as defined in Public Resources Code Section 21099. The Proposed Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.</p>
<u>Aesthetics</u> <i>Visual Character/Quality</i>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-AES-3(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction</p>	<p>This Mitigation Measure is not incorporated because Public Resources Code Section 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center</p>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.</li> <li>• Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.</li> <li>• Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.</li> <li>• Design projects consistent with design guidelines of applicable general plans.</li> <li>• Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable.</li> <li>• Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.</li> </ul>	<p>project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>The Proposed Project is a mixed-use residential and commercial infill development project with 700 dwelling units and 15,000 square feet of commercial uses. The Project Site is located less than one-half mile from two Metro Stations, the Pico Station and the 7<sup>th</sup> Street/Metro Center Station. Therefore, the Proposed Project is located in a transit priority area as defined in Public Resources Code Section 21099. The Proposed Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.</p>
<p><u>Aesthetics</u>  <i>Light/Glare/Shadow</i></p>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-AES-4(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such</p>	<p>This Mitigation Measure is not incorporated because Public Resources Code Section 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>The Proposed Project is a mixed-use residential and commercial infill development project with 700 dwelling units and 15,000 square feet of commercial uses. The Project Site is located less</p>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</li> <li>• Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations.</li> <li>• Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</li> <li>• Use unidirectional lighting to avoid light trespass onto adjacent properties.</li> <li>• Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.</li> <li>• Provide structural and/or vegetative screening from light-sensitive uses.</li> <li>• Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.</li> <li>• Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</li> <li>• Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.</li> </ul>	<p>than one-half mile from two Metro Stations, the Pico Station and the 7<sup>th</sup> Street/Metro Center Station. Therefore, the Proposed Project is located in a transit priority area as defined in Public Resources Code Section 21099. The Proposed Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099.</p>
<p><u>Agriculture and Forestry</u>  <i>Conversion of Farmland to Non-Ag Use, Conversion of Forest Land</i></p>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-AF-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> <li>• For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act).</li> <li>• Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.</li> </ul>	<p>This Mitigation Measure is not incorporated as no farmland or agricultural activity exists on or in the vicinity of the Project Site.</p>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<ul style="list-style-type: none"> <li>Maintain and expand agricultural land protections such as urban growth boundaries.</li> </ul> <p>Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see <a href="https://www.wildlife.ca.gov/Conservation/Planning/Banking">https://www.wildlife.ca.gov/Conservation/Planning/Banking</a>)</p> <p>“A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects.</p> <p>A privately owned conservation or mitigation bank is a free-market enterprise that:</p> <ul style="list-style-type: none"> <li>Offers landowners economic incentives to protect natural resources;</li> <li>Saves permittees time and money by providing them with the certainty of pre-approved compensation lands;</li> <li>Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values;</li> <li>Provides for long-term protection and management of habitat.</li> </ul> <p>A publicly owned conservation or mitigation bank:</p> <ul style="list-style-type: none"> <li>Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance.”</li> </ul> <p>In 2013, the University of California published an article entitled “Reforms could boost conservation banking by landowners” that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs.</p> <ul style="list-style-type: none"> <li>Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.</li> <li>Include underpasses and overpasses at reasonable intervals</li> </ul>	



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<p>to maintain property access.</p> <ul style="list-style-type: none"> <li>• Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.</li> <li>• Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.</li> <li>• Contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts.</li> </ul>	
<p><u>Agriculture and Forestry Zoning for Ag Use, Williamson Act Contract</u></p>	<p><b>Project-Level Mitigation Measure</b>  <b>MM-AF-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> <li>• Project relocation or corridor realignment to avoid lands in Williamson Act contracts.</li> <li>• Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.</li> <li>• Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.</li> </ul>	<p>This Mitigation Measure is not incorporated as the Project Site is not zoned for agricultural production, there is no farmland on the Project Site, and there are no Williamson Act Contracts in effect for the Project Site.</p>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
Air Quality Potential to Violate AQ Standard	<p><b>Project-Level Mitigation Measure</b>  <b>MM-AIR-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.</p> <p>CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:</p> <ul style="list-style-type: none"> <li>• Minimize land disturbance.</li> <li>• Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.</li> <li>• Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.</li> <li>• Cover trucks when hauling dirt.</li> <li>• Stabilize the surface of dirt piles if not removed immediately.</li> <li>• Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.</li> <li>• Minimize unnecessary vehicular and machinery activities.</li> <li>• Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</li> <li>• On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</li> <li>• Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.</li> <li>• Ensure that all construction equipment is properly tuned and maintained.</li> <li>• Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</li> </ul>	<p>This mitigation measure is not incorporated, because the City has determined that the existing regulatory measures listed below would apply to the Project and are equal to or more effective than SCAG RTP/SCS Program EIR MM-AIR-2(b). Specifically, applicable regulatory compliance measures are those identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible, as set forth below:</p> <ul style="list-style-type: none"> <li>• Site Clearing, Grading and Construction Activities: Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403: <ul style="list-style-type: none"> <li>○ All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.</li> <li>○ The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.</li> <li>○ All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.</li> <li>○ All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.</li> <li>○ All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.</li> <li>○ General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.</li> <li>○ Trucks having no current hauling activity shall not idle but be turned off.</li> </ul> </li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<ul style="list-style-type: none"> <li>• Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators.</li> <li>• Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through- traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.</li> <li>• As appropriate, require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.</li> <li>• Implement EPA's National Clean Diesel Program.</li> <li>• Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline-powered equipment if electric infeasible.</li> <li>• On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity.</li> <li>• If cranes are required for construction, they shall be rated at 200 hp or greater equipped with Tier 4 or equivalent engines.</li> <li>• Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines</li> <li>• Convert part of the construction truck fleet to natural gas.</li> <li>• Include "clean construction equipment fleet", defined as a fleet mix cleaner than the state average, in all construction contracts</li> <li>• Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road)</li> <li>• Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas</li> <li>• Use diesel construction equipment meeting ARB's Tier 4 certified engines or cleaner offroad heavy-duty diesel engines and comply with State off-road regulation</li> <li>• Use on-road, heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation</li> <li>• Use idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g.,</li> </ul>	<ul style="list-style-type: none"> <li>• In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.</li> <li>• In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.</li> <li>• The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.</li> <li>• The Project shall comply with South Coast Air Quality Management District Rule 1108 limiting the volatile organic compound content from cutback asphalt.</li> <li>• The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.</li> <li>• New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.</li> </ul>



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**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary</p> <ul style="list-style-type: none"> <li>Minimize idling time either by shutting off equipment when not in use or limit idling time to 3 minutes. Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 3 minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit.</li> <li>Prohibit diesel idling within 1,000 feet of sensitive receptors.</li> <li>Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.</li> <li>The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. <ul style="list-style-type: none"> <li>The engine size of construction equipment shall be the minimum practical size.</li> <li>Catalytic converters shall be installed on gasoline-powered equipment.</li> <li>Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit.</li> <li>Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch onsite.</li> <li>Use new or rebuilt equipment.</li> <li>Maintain all construction equipment in proper working order, according to manufacturer's specifications. The equipment must be checked by an ASE-certified mechanic and determined to be running in proper condition before it is operated.</li> <li>Use low rolling resistance tires on long haul class 8 tractor-trailers.</li> <li>Suspend all construction activities that generate air pollutant emissions during air alerts.</li> </ul> </li> <li>Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines.</li> </ul>	
<u>Air Quality</u> <i>Expose Sensitive Receptors to Pollutants</i>	<p><u>Project-Level Mitigation Measure</u></p> <p><b>MM-AIR-4(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk</p>	<p>This Mitigation Measure is not incorporated, as the Proposed Project does not involve a 2016-2040 RTP/SCS transportation project. As a mixed-use development, the Proposed Project cannot establish new regulatory standards or requirements, such as setting new engine standards or making improvements and enhancements to California's Smog Check Program. Moreover, Project impacts related to exposure of sensitive receptors to substantial pollutant concentrations</p>



**Table IV-1**  
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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>pursuant to the Air Toxics “Hot Spots” Act of 1987 (AB2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB’s strategy includes the following elements:</p> <ul style="list-style-type: none"> <li>• Set technology forcing new engine standards.</li> <li>• Reduce emissions from the in-use fleet.</li> <li>• Require clean fuels, and reduce petroleum dependency.</li> <li>• Work with US EPA to reduce emissions from federal and state sources.</li> <li>• Pursue long-term advanced technology measures</li> </ul> <p>Proposed new transportation-related SIP measures include:</p> <p>On-Road Sources</p> <ul style="list-style-type: none"> <li>○ Improvements and Enhancements to California’s Smog Check Program</li> <li>○ Expanded Passenger Vehicle Retirement</li> <li>○ Modifications to Reformulated Gasoline Program</li> <li>○ Cleaner In-Use Heavy-Duty Trucks</li> <li>○ Ship Auxiliary Engine Cold Ironing and Other Clean Technology Cleaner Ship Main Engines and Fuel</li> <li>○ Port Truck Modernization</li> <li>○ Accelerated Introduction of Cleaner Line-Haul Locomotives</li> <li>○ Clean Up Existing Commercial Harbor Craft</li> <li>○ Limited idling of diesel-powered trucks</li> <li>○ Consolidated truck trips and improve traffic flow</li> <li>○ Late model engines, Low emission diesel products, engine retrofit technology</li> <li>○ Alternative fuels for on-road vehicles</li> </ul> <p>Off-Road Sources</p> <ul style="list-style-type: none"> <li>○ Cleaner Construction and Other Equipment</li> <li>○ Cleaner In-Use Off-Road Equipment</li> <li>○ Agricultural Equipment Fleet Modernization</li> <li>○ New Emission Standards for Recreational Boats</li> <li>○ Off-Road Recreational Vehicle Expanded Emission Standards</li> </ul>	<p>would be less than significant, and no mitigation measures are required</p>
<p><u>Biological Resources</u>  <i>Adverse Effect on Candidate, Sensitive, or Special Status Species, Adverse Effect on Riparian Habitat or Other Sensitive</i></p>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-BIO-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential</p>	<p>This Mitigation Measure is not incorporated as the Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City. The Project Site is improved with surface parking lot.</p>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
<i>Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan</i>	<p>for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.</li> <li>• Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle: <ul style="list-style-type: none"> <li>○ Avoidance strategies</li> <li>○ Contribution of in-lieu fees</li> <li>○ Use of mitigation bank credits</li> <li>○ Funding of research and recovery efforts</li> <li>○ Habitat restoration</li> <li>○ Conservation easements</li> <li>○ Permanent dedication of habitat</li> <li>○ Other comparable measures</li> </ul> </li> <li>• Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.</li> <li>• Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources.</li> <li>• Appoint an Environmental Inspector to monitor implementation of mitigation measures.</li> <li>• Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.</li> <li>• Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance.</li> <li>• Where projects are determined to be within suitable habitat of listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or</li> </ul>	<p>Nevertheless, the City has required the following Mitigation Measure which is consistent with the SCAG EIR mitigation measures, as it is equal to or more effective than SCAG RTP/SCS Program EIR MM-BIO-12(b). with regard to avoiding potentially significant effects related to nesting native birds that are in the jurisdiction and responsibility of the City:</p> <ul style="list-style-type: none"> <li>• Mitigation Measure BIO-1 Habitat Modification (Nesting Native Birds) <ul style="list-style-type: none"> <li>○ Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).</li> <li>○ If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:</li> <li>○ Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.</li> <li>○ If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.</li> <li>○ Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor,</li> </ul> </li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.	<p>shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.</p> <ul style="list-style-type: none"> <li>○ The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.</li> </ul>
<u>Biological Resources</u> <i>Adverse Effect on Riparian Habitat or Other Sensitive Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Biological Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan</i>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-BIO-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act.</li> <li>• Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.</li> </ul>	<p>This Mitigation Measure is not incorporated as the Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City. The Project Site is improved with a surface parking lot and does not contain or support any natural habitat, vegetation, or wetlands.</p>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<ul style="list-style-type: none"> <li>• Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code.</li> <li>• Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to lakes and streambeds.</li> <li>• Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season.</li> <li>• Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities.</li> <li>• Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the <i>Manual of California Vegetation</i>, the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate.</li> <li>• Encourage project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.</li> <li>• Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats.</li> <li>• Install fencing and/or mark sensitive habitat to be avoided during construction activities.</li> <li>• Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area.</li> <li>• Revegetate with appropriate native vegetation following the completion of construction activities.</li> <li>• Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).</li> <li>• Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.</li> </ul>	



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
<u>Biological Resources</u> <i>Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan</i>	<p><u>Project-Level Mitigation Measure</u></p> <p><b>MM-BIO-3(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible.</li> <li>• Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB). Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE's Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation: <ul style="list-style-type: none"> <li>○ Permittee-responsible mitigation</li> <li>○ Contribution of in-lieu fees</li> </ul> </li> </ul>	<p>This Mitigation Measure is not incorporated as the Project Site is not located on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Moreover, the Project Site is an infill site in an urban setting in a region that is fully developed and would not affect species movement or policies or regulations protecting biological resources. Therefore, no impacts related to this issue would occur.</p>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<ul style="list-style-type: none"> <li>○ Use of mitigation bank credits</li> <li>● Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation.</li> </ul>	
<u>Biological Resources</u> <i>Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan</i>	<u>Project-Level Mitigation Measure</u> <b>MM-BIO-4(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and policies of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: <ul style="list-style-type: none"> <li>● Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur.</li> <li>● Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.</li> <li>● Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement.</li> <li>● Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.</li> <li>● Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1<sup>st</sup> through September 1<sup>st</sup>), where feasible.</li> <li>● Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.</li> <li>● Prohibit construction activities with 300 feet (500 feet for</li> </ul>	<p>This Mitigation Measure is not incorporated as the Project Site is not located within or adjacent to migratory fish, wildlife species, or established native resident and/or migratory wildlife corridors, and native wildlife nursery sites. The Project Site is improved with a surface parking lot and is located in an urbanized area of the City.</p>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete, or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.</p> <ul style="list-style-type: none"> <li>• Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.</li> <li>• Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDDB by a qualified biologist to determine the risk of habitat fragmentation.</li> <li>• Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</li> <li>• Demonstrate that proposed projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible.</li> <li>• Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern.</li> <li>• Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</li> <li>• Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide</li> </ul>	



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>connectivity to large-scale habitat areas.</p> <ul style="list-style-type: none"> <li>Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in <b>MM-BIO-1(b)</b>, where applicable: <ul style="list-style-type: none"> <li>Wildlife movement buffer zones</li> <li>Corridor realignment</li> <li>Appropriately spaced breaks in center barriers</li> <li>Stream rerouting</li> <li>Culverts</li> <li>Creation of artificial movement corridors such as freeway under- or overpasses</li> <li>Other comparable measures</li> </ul> </li> <li>Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</li> <li>Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.</li> <li>Establish native vegetation within habitat pockets or the “wildling of urbanized habitats” that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.</li> </ul>	
<u>Biological Resources</u> <i>Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural</i>	<u>Project-Level Mitigation Measure</u> <b>MM-BIO-5(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider	This Mitigation Measure is not incorporated as the Project Site is completely paved and developed, and no significant vegetation exists. No protected biological resources or tree species, such as oak trees, currently exist on the Project Site. As such, none of the mitigation measures that pertain to local policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance, are applicable.



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**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
<i>Community Conservation Plan, or Other Conservation Plan</i>	<p>mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.</li> <li>• Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist.</li> <li>• If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species.</li> <li>• Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree.</li> <li>• Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</li> <li>• Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</li> <li>• Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration.</li> <li>• If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree</li> </ul>	



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<p>cannot be preserved in a healthy state, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed.</p> <ul style="list-style-type: none"> <li>• Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations.</li> <li>• Design projects to avoid conflicts with local policies and ordinances protecting biological resources.</li> <li>• Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include: <ul style="list-style-type: none"> <li>○ Avoidance strategies</li> <li>○ Contribution of in-lieu fees</li> <li>○ Planting of replacement trees at a minimum ratio of 2:1</li> <li>○ Re-landscaping areas with native vegetation post-construction</li> <li>○ Other comparable measures</li> </ul> </li> </ul>	
<p><u>Biological Resources</u>  <i>Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan</i></p>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-BIO-6(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs.</li> <li>• Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program.</li> <li>• Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other</li> </ul>	<p>This Mitigation Measure is not incorporated as no locally designated natural communities are known to occur on or adjacent to the Project Site. No impacts related to this issue would occur. Therefore, none of the mitigation measures that pertain to Habitat Conservation Plans or Natural Community Conservation Plans are applicable.</p>



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**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in <b>MM-BIO-1(b)</b> , where applicable.	
<u>Cultural Resources</u> <i>Potential to Destroy Unique Paleontological Resources or Unique Geological Features</i>	<p><u>Project-Level Mitigation Measure</u></p> <p><b>MM-CUL-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature.</li> <li>Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources.</li> <li>Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible: <ul style="list-style-type: none"> <li>All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.</li> <li>Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP.</li> </ul> </li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following regulatory compliance measure, which is capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features, are equal to or more effective than the SCAG RTP/SCS Program EIR MM-CUL-1(b):</p> <p>Under California Public Resources Code Sections 5097.5 and 30244, if any paleontological materials are encountered during the course of project development, all further development activities shall halt and:</p> <ul style="list-style-type: none"> <li>The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.</li> <li>The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.</li> <li>The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.</li> <li>Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.</li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<ul style="list-style-type: none"> <li>○ Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.</li> <li>○ Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas.</li> <li>● Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance.</li> <li>● Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</li> </ul>	
<p><u>Cultural Resources</u>  <i>Substantial Adverse Change in Significance of a Historical Resource, Substantial Adverse Change in the Significance of an Archaeological Resource</i></p>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-CUL-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>● Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified.</li> <li>● Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project.</li> <li>● Comply with Section 106 of the National Historic</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-CUL-2(b)CUL in avoiding potential impacts to tribal cultural and archeological resources:</p> <ul style="list-style-type: none"> <li>● Mitigation Measure TRI-1 Tribal Cultural Resources: In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, 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: <ul style="list-style-type: none"> <li>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 at (213) 978-1454.</li> <li>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</li> </ul> </li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<p>Preservation Act including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>○ Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.</li> <li>○ Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.</li> <li>• Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource.</li> <li>• Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.</li> <li>• Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.</li> <li>• Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.</li> <li>• If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.</li> <li>• Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not</li> </ul>	<p>provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.</p> <ul style="list-style-type: none"> <li>c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.</li> <li>d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.</li> <li>e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.</li> <li>f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.</li> <li>g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to</li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated.</p> <ul style="list-style-type: none"> <li>Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.</li> </ul>	<p>the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.</p> <p>h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.</p> <p>Additionally, the Project is subject to the following regulatory compliance measure, which would avoid potential impacts on archeological resources:</p> <ul style="list-style-type: none"> <li>If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Proposed Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.</li> </ul>
<p><u>Cultural Resources</u>  <i>Disturb Human Remains</i></p>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-CUL-4(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible. Such measures may include the following, or other comparable measures identified</p>	<p>This mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-CUL-4(b):</p> <ul style="list-style-type: none"> <li>If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC)</li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>by the Lead Agency:</p> <ul style="list-style-type: none"> <li>In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.</li> <li>If any discovered remains are of Native American origin: <ul style="list-style-type: none"> <li>Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.</li> <li>If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur: <ul style="list-style-type: none"> <li>The Native American Heritage Commission is unable to identify a descendant;</li> <li>The descendant identified fails to make a recommendation; or</li> <li>The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.</li> </ul> </li> </ul> </li> </ul>	<p>Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:</p> <ul style="list-style-type: none"> <li>Stop immediately and contact the County Coroner:  1104 N. Mission Road  Los Angeles, CA 90033  323-343-0512  (8 a.m. to 5 p.m. Monday through Friday) or  323-343-0714  (After Hours, Saturday, Sunday, and Holidays)</li> <li>If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).</li> <li>The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.</li> <li>The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.</li> <li>If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.</li> </ul>
<p><i>Energy Increase Residential Energy Use, Increase Building Energy Use</i></p>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-EN-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, as</p>	<p>This mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-EN-2(b) with respect to avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies:</p>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<p>applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including: <ul style="list-style-type: none"> <li>Use energy efficient materials in building design, construction, rehabilitation, and retrofit.</li> <li>Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.</li> <li>Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight.</li> <li>Incorporate passive environmental control systems that account for the characteristics of the natural environment.</li> <li>Use high-efficiency lighting and cooking devices.</li> <li>Incorporate passive solar design.</li> <li>Use high-reflectivity building materials and multiple glazing.</li> <li>Prohibit gas-powered landscape maintenance equipment.</li> <li>Install electric vehicle charging stations.</li> <li>Reduce wood burning stoves or fireplaces.</li> <li>Provide bike lanes accessibility and parking at residential developments.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Building Code and as it may be subsequently amended or modified.</li> </ul>
<p><u>Geology and Soils</u>  <i>Adverse Effects due to Earthquake or Other Seismic Activity, Unstable Geologic Unit or Soil, Expansive Soil</i></p>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-GEO-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-GEO-1(b) with respect to avoiding or reducing the significant effects on the potential for the project to expose people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies:</p> <ul style="list-style-type: none"> <li>The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.</li> <li>The Proposed Project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.</li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault.</p> <ul style="list-style-type: none"> <li>• Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design, consistent with the CBC and UBC.</li> <li>• Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.</li> <li>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards.</li> <li>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</li> <li>• Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides.</li> <li>• Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.</li> </ul>	



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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<u>Geology and Soils</u> <i>Soil Erosion or Loss of Topsoil</i>	<p><b>Project-Level Mitigation Measure</b></p> <p><b>MM-GEO-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</li> <li>Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and conduct the following: <ul style="list-style-type: none"> <li>File a Notice of Intent (NOI) with the SWRCB.</li> <li>Prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.</li> <li>Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project.</li> <li>After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB.</li> </ul> </li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-GEO-2(b) with respect to avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies:</p> <ul style="list-style-type: none"> <li>Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The Applicant shall implement Best Management Practices (“BMPs”) during grading and excavation to reduce erosion, including, but not limited to the following: <ul style="list-style-type: none"> <li>Excavation and grading activities shall be scheduled during dry weather periods to the extent practical. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.</li> <li>Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.</li> </ul> </li> <li>National Pollutant Discharge Elimination System General Permit. Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water</li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<ul style="list-style-type: none"> <li>Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.</li> <li>Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.</li> </ul>	<p>Pollution Prevention Plan shall be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.</p>
<u>Greenhouse Gases</u> <i>Cumulative Impacts, Forest Land Conversion</i>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-GHG-3(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency:</p> <ul style="list-style-type: none"> <li>Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency's decision.</li> <li>Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.</li> <li>Off-site measures to mitigate a project's emissions.</li> <li>Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: <ul style="list-style-type: none"> <li>Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency</li> </ul> </li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following project design features and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-GHG-3(b) with respect to avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Such features and measures include the following:</p> <ul style="list-style-type: none"> <li>The Proposed Project is located on an infill development site that is currently improved with a paved surface parking lot. The Project Site is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.</li> <li>The Project must meet Title 24 2016 standards and include ENERGY STAR appliances. Energy Star-rated appliances would reduce the projects energy demand during the operational life of the 700 dwelling units.</li> <li>The Project is subject to construction waste reduction of at least 65 percent. In addition, Project Site operations are subject to AB 939 requirements to divert 65 percent of solid waste to landfills through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.</li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<p>and emission reduction;</p> <ul style="list-style-type: none"> <li>○ Use alternative (non-petroleum based) fuels;</li> <li>○ Deployment of zero- and/or near zero emission technologies as defined by CARB;</li> <li>○ Use lighting systems that are energy efficient, such as LED technology;</li> <li>○ Use the minimum feasible amount of GHG-emitting construction materials that is feasible;</li> <li>○ Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production;</li> <li>○ Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse;</li> <li>○ Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy;</li> <li>○ Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption;</li> <li>○ Use lighter-colored pavement where feasible;</li> <li>○ Recycle construction debris to maximum extent feasible;</li> <li>○ Protect and plant shade trees in or near construction projects where feasible; and</li> <li>○ Solicit bids that include concepts listed above.</li> </ul> <ul style="list-style-type: none"> <li>• Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit-active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles.</li> <li>• Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network.</li> <li>• Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations.</li> <li>• Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs.</li> <li>• Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles.</li> <li>• Land use siting and design measures that reduce GHG emissions, including: <ul style="list-style-type: none"> <li>○ Developing on infill and brownfields sites;</li> <li>○ Building high density and mixed-use developments near transit;</li> <li>○ Retaining on-site mature trees and vegetation, and planting new canopy trees;</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• As mandated by the LA Green Building Code, the Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs. An approximate 20% reduction in water demand and associated GHG emissions is attributable to compliance with this feature.</li> <li>• The Proposed Project would use energy from the Los Angeles Department of Water and Power (LADWP), which has goals to diversify its portfolio of energy sources to increase the use of renewable energy.</li> <li>• The Proposed Project would use water-efficient landscaping including point-to-point irrigation and a smart controller drip system to reduce water use.</li> <li>• The Proposed Project would include a minimum of five percent of the total number of parking spaces to include Electric Vehicle (EV) Charging Stations.</li> <li>• The Project would 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: <ul style="list-style-type: none"> <li>○ Compact growth in areas accessible to transit;</li> <li>○ More multi-family housing;</li> <li>○ Jobs and housing closer to transit;</li> <li>○ New housing and job growth focused in High Quality Transit Areas (HQTAs); and</li> <li>○ Biking and walking infrastructure to improve active transportation options, transit access</li> </ul> </li> <li>• In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Code and as it may be subsequently amended or modified.</li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<ul style="list-style-type: none"> <li>Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and</li> <li>Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.</li> </ul>	
<u>Hazards and Hazardous Materials</u> <i>Significant Hazard due to Routine Transport, Use, or Disposal of Hazardous Materials, Reasonably Foreseeable Upset and Accident Conditions, Hazardous Emissions or Materials Near School</i>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-HAZ-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.</li> <li>Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.</li> <li>Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.</li> <li>Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project.</li> <li>Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-HAZ-1(b) with respect to avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies:</p> <ul style="list-style-type: none"> <li>Mitigation Measure HAZ-1 Soil Management Plan: <ul style="list-style-type: none"> <li>Due to the historic UST removed from 1022 S. Hill Street, when mass excavation/grading is to be conducted at this portion of the Project Site, proper soil management protocols pursuant to SCAQMD Rule 1166 would need to be followed in the event that petroleum hydrocarbon impacted soil is encountered and displaced.</li> <li>Construction and grading activities on-site shall implement Soil Management Protocols to the satisfaction of the Los Angeles Fire Department and the Department of Building and Safety if hydrocarbon impacted soil is found.</li> </ul> </li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<ul style="list-style-type: none"> <li>○ The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.</li> <li>○ The location of such hazardous materials.</li> <li>○ An emergency response plan including employee training information.</li> <li>○ A plan that describes the manner in which these materials are handled, transported and disposed.</li> <li>• Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects.</li> <li>• Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.</li> <li>• Avoid overtopping construction equipment fuel gas tanks.</li> <li>• During routine maintenance of construction equipment, properly contain and remove grease and oils.</li> <li>• Properly dispose of discarded containers of fuels and other chemicals.</li> </ul>	
<u>Hazards and Hazardous Materials</u> <i>Located on a Hazardous Materials Site Section 65962.5</i>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-HAZ-4(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Government Code Section 65962.5, Occupational Safety and Health Code of 197; the Response Conservation, and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release and Clean-up Act, and the Uniform Building Code, and County and City building standards, and all applicable federal, state, and local laws and regulations governing hazardous waste sites, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.</li> <li>• Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-HAZ-4(b) with respect to avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies:</p> <ul style="list-style-type: none"> <li>• Mitigation Measure HAZ-1 Soil Management Plan: <ul style="list-style-type: none"> <li>○ Due to the historic UST removed from 1022 S. Hill Street, when mass excavation/grading is to be conducted at this portion of the Project Site, proper soil management protocols pursuant to SCAQMD Rule 1166 would need to be followed in the event that petroleum hydrocarbon impacted soil is encountered and displaced.</li> <li>○ Construction and grading activities on-site shall implement Soil Management Protocols to the satisfaction of the Los Angeles Fire Department and the Department of Building and Safety if hydrocarbon impacted soil is found.</li> </ul> </li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.</p> <ul style="list-style-type: none"> <li>• Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.</li> <li>• Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.</li> <li>• Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</li> <li>• Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</li> <li>• Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</li> <li>• Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.</li> <li>• Use best management practices (BMPs) regarding potential soil and groundwater hazards.</li> <li>• Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and</li> </ul>	



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<p>federal laws and policies.</p> <ul style="list-style-type: none"> <li>• Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</li> <li>• Prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</li> <li>• Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.</li> <li>• If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations.</li> <li>• Where projects include the demolitions or modification of buildings constructed prior to 1968, complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.</li> <li>• Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting,</li> </ul>	



**Table IV-1**  
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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>and/or disposing of such materials.</p> <ul style="list-style-type: none"> <li>Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</li> </ul>	
<u>Hazards and</u> <u>Hazardous</u> <u>Materials</u> <i>Wildland Fire</i> <i>Risk</i>	<p><b>Project-Level Mitigation Measure</b></p> <p><b>MM-HAZ-8(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers.</li> <li>Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach.</li> <li>Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat.</li> <li>Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives.</li> <li>Submit a fire safety plan (including phasing) to the Lead</li> </ul>	<p>This Mitigation Measure is not incorporated as the Project Site is located in a fully urbanized area and there are no wildlands in the vicinity. Furthermore, the Project is subject to regulatory compliance measures, such as adherence to fire code requirements.</p>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>Agency and local fire agency for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.</p> <ul style="list-style-type: none"> <li>• Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.</li> <li>• Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts.</li> <li>• Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.</li> </ul>	
<p><u>Hydrology and Water Quality</u>  <i>Violate Water Quality Standards or Waste Discharge Requirements, Alteration of Site Drainage Pattern, Runoff Exceeding Stormwater Drainage System Capacity, Otherwise Degrade Water Quality</i></p>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-HYD-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms with applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.</li> <li>• Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.</li> <li>• Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.</li> <li>• Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.</li> <li>• Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.</li> <li>• Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-HYD-1(b) with respect to avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies:</p> <ul style="list-style-type: none"> <li>• National Pollutant Discharge Elimination System General Permit: Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be</li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>watercourse:</p> <ul style="list-style-type: none"> <li>○ U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act.</li> <li>○ Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above.</li> <li>○ California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW.</li> </ul> <ul style="list-style-type: none"> <li>• Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.</li> <li>• Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.</li> <li>• Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies.</li> <li>• Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.</li> <li>• Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.</li> <li>• Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.</li> <li>• Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm</li> </ul>	<p>implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.</p> <ul style="list-style-type: none"> <li>• Stormwater Pollution (Demolition, Grading, and Construction Activities) Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life. <ul style="list-style-type: none"> <li>○ Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.</li> <li>○ All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.</li> <li>○ Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.</li> <li>○ Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.</li> </ul> </li> <li>• Prior to the issuance of a grading permit, the Project shall comply with the SUSMP and/or the Site Specific Mitigation Plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of BMP devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works.</li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.</p> <ul style="list-style-type: none"> <li>• Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.</li> <li>• Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.</li> <li>• Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.</li> <li>• If a proposed project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.</li> </ul>	
<p><u>Hydrology and Water Quality</u>  <i>Deplete Groundwater Supply or Interfere with Groundwater Recharge</i></p>	<p><b>Project-Level Mitigation Measure</b>  <b>MM-HYD-2(b):</b> Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms with federal, state, regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-HYD-2(b) with respect to avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies:</p> <ul style="list-style-type: none"> <li>• Low Impact Development Plan: Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.</li> </ul>



**Table IV-1**  
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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>the Uniform Building Code.</p> <ul style="list-style-type: none"> <li>Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation.</li> <li>Avoid designs that require continual dewatering where feasible.</li> <li>Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.</li> <li>Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.</li> </ul>	<ul style="list-style-type: none"> <li>Development Best Management Practices: The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period or the rainfall from an 85<sup>th</sup> percentile 24-hour runoff event, which ever is greater, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.</li> </ul>
<u>Hydrology and Water Quality</u> <i>Structures within a 100-Year Floodplain Hazard Area, Risk due to Levee or Dam Failure, Risks due to Seiche, Tsunami, or Mudflow</i>	<p><u>Project-Level Mitigation Measure</u></p> <p><b>MM-HYD-8(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.</li> <li>Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</li> </ul>	<p>This Mitigation Measure is not incorporated as the Project Site is not, according to the Federal Emergency Management Agency (FEMA) flood insurance rate map, located within a designated flood zone.</p>
<u>Land Use and Planning</u> <i>Conflict with Applicable Land Use Plan, Policy, or Regulation</i>	<p><u>Project-Level Mitigation Measure</u></p> <p><b>MM-LU-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has</p>	<p>This Mitigation Measure is not incorporated as the Proposed Project would not conflict with local and regional plans applicable to the Project Site. The Proposed Project substantially complies with this Mitigation Measure because the proposed uses and building envelope are consistent with and do not conflict with any applicable land use plan, policy,</p>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<p>identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Where an inconsistency with the adopted general plan is identified at the proposed project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan.</li> </ul>	<p>or regulation of an agency with jurisdiction over the Proposed Project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies:</p> <ul style="list-style-type: none"> <li>The Proposed Project includes a mix of uses, including dwelling units and commercial space which could accommodate retail or restaurant uses which is consistent with the existing pattern of development in the vicinity.</li> </ul>
<u>Land Use and Planning</u> <i>Physically Divide a Community</i>	<p><b>Project-Level Mitigation Measure</b>  <b>MM-LU-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Consider alignments within or adjacent to existing public rights-of-way.</li> <li>Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.</li> <li>Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).</li> <li>Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods.</li> <li>Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: <ul style="list-style-type: none"> <li>Alignment shifts to minimize the area affected.</li> <li>Reduction of the proposed right-of-way take to minimize the overall area of impact.</li> <li>Provisions for bicycle, pedestrian, and vehicle access</li> </ul> </li> </ul>	<p>For permanent impacts relating to physically dividing a community, this mitigation measure is not incorporated as the Proposed Project does not result in new right-of-way alignments or street vacations. The Proposed Project will replace a surface parking lot and will provide all required street dedications and improvements.</p> <p>For any temporary impacts related to construction, this mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-LU-2(b) with respect to avoiding or reducing the significant effects related to the physical division of an established community during construction:</p> <ul style="list-style-type: none"> <li>Mitigation Measure T-1 Compliance with LADOT Requirements: <ul style="list-style-type: none"> <li>DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.</li> </ul> </li> <li>Mitigation Measure T-3 Construction Management Plan: <ul style="list-style-type: none"> <li>The following will be implemented prior to construction</li> </ul> </li> </ul>



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**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>across improved roadways.</p> <ul style="list-style-type: none"> <li>Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of the project, community amenities and facilities in the design of the project.</li> <li>Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby community facilities.</li> </ul>	<ul style="list-style-type: none"> <li>As traffic lane, parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.</li> <li>Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.</li> <li>Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.</li> </ul>
<p><u>Mineral Resources</u>  <i>Loss of Availability of a Known Mineral Resource</i></p>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-MIN-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies.</p> <p>Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.</li> <li>Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures:</li> </ul>	<p>The Project Site is zoned [Q]R5-4D-O, the “O” designation indicates the Project Site is located in an oil drilling district, specifically the Los Angeles Downtown Oil Field.<sup>1</sup> The Project Site is located within a Mineral Resources Zone 2 (MRZ-2).<sup>2</sup> However, the Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has been historically used for the extraction of mineral resources. The Project Site is currently developed with a paved surface parking lot. Development of the Project Site would not block or hinder access or availability of mineral resources. Therefore, the development of the Proposed Project would not result in the loss of availability of a known mineral resource, and no impact would occur.</p>

<sup>1</sup> City of Los Angeles Department of City Planning, *Environmental and Public Facilities Maps: Oil field and oil drilling areas in the City of Los Angeles*, September 1996.

<sup>2</sup> City of Los Angeles Department of City Planning, *Environmental and Public Facilities Maps: Areas containing Significant Mineral Deposits in the City of Los Angeles*, September 1996.



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<ul style="list-style-type: none"> <li>○ Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.</li> <li>○ Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.</li> <li>○ Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.</li> <li>○ Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.</li> </ul>	
<p>Noise Exposure of Persons to Noise in Excess of Local Standards, Excessive Groundborne Vibration or Noise Levels, Substantial Permanent Increase in Noise Level, Substantial Temporary Increase in Noise Levels</p>	<p><b>Project-Level Mitigation Measure</b></p> <p><b>MM-NOISE-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor's Office of Planning and Research Noise Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Install temporary noise barriers during construction.</li> <li>• Include permanent noise barriers and sound-attenuating features as part of the project design.</li> <li>• Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-NOISE-1(b) with respect to avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies:</p> <ul style="list-style-type: none"> <li>• The Proposed Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.</li> <li>• Mitigation Measure N-1 through N-6 Increased Noise Levels (Demolition, Grading, and Construction Activities):</li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>undertaken by the individual, including temporary relocation or use of hearing protective devices.</p> <ul style="list-style-type: none"> <li>• Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.</li> <li>• Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.</li> <li>• Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.</li> <li>• Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.</li> <li>• Designate an on-site construction complaint and enforcement manager for the project.</li> <li>• Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.</li> <li>• Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</li> <li>• Ensure that construction equipment are not idle for an extended time in the vicinity of noise-sensitive receptors.</li> <li>• Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.</li> <li>• Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible.</li> </ul>	<p>N-1 Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.</p> <p>N-2 To the maximum extent possible, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.</p> <p>N-3 The project contractor shall use power construction equipment with noise shielding and muffling devices.</p> <p>N-4 The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 5-dBA reduction in sound level.</p> <p>N-5 During structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses does not exceed 5 dBA over the ambient noise levels.</p> <p>N-6 An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.</p> <ul style="list-style-type: none"> <li>• Mitigation Measure N-8 Increased Noise Levels (Parking Structure Ramps): <ul style="list-style-type: none"> <li>○ Concrete, not metal, shall be used for construction of parking ramps.</li> <li>○ The interior ramps shall be textured to prevent tire squeal at turning areas.</li> </ul> </li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<ul style="list-style-type: none"> <li>Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way.</li> <li>Use noise barriers to protect sensitive receptors from excessive noise levels during construction.</li> <li>Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls.</li> <li>Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.</li> <li>Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.</li> <li>Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.</li> </ul>	
<p>Noise Exposure of Persons to Excessive Groundborne Vibration or Noise Levels</p>	<p><b>Project-Level Mitigation Measure</b>  <b>MM-NOISE-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.</li> <li>For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.</li> <li>For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-NOISE-2(b) with respect to avoiding or reducing the significant effects of vibration impacts to less than significant:</p> <ul style="list-style-type: none"> <li>Mitigation Measure N-1 through N-6 Increased Noise Levels (Demolition, Grading, and Construction Activities): <ul style="list-style-type: none"> <li>N-1 Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.</li> <li>N-2 To the maximum extent possible, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.</li> <li>N-3 The project contractor shall use power construction equipment with noise shielding and muffling devices.</li> <li>N-4 The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site</li> </ul> </li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.</p> <ul style="list-style-type: none"> <li>For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.</li> </ul>	<p>receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 5-dBA reduction in sound level.</p> <p>N-5 During structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses does not exceed 5 dBA over the ambient noise levels.</p> <p>N-6 An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.</p> <ul style="list-style-type: none"> <li>Mitigation Measure N-7 Temporary Groundborne Vibration Impacts: <ul style="list-style-type: none"> <li>All new construction work shall be performed so as not to adversely affect the structural integrity of the adjacent buildings. Prior to commencement of construction, the applicant shall retain a qualified structural engineer to survey the existing foundations and structures of the adjacent buildings, and provide a plan to protect them from potential damage. The performance standards of the structure monitoring plan shall including the following: <ol style="list-style-type: none"> <li>Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the buildings. A registered structural engineer shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the</li> </ol> </li> </ul> </li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
		<p>adjacent structures from construction-related damage.</p> <p>b) The monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction related damage to historic resources.</p> <p>c) In the event damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant and, if warranted, in a manner that meets the Secretary of the Interior's Standards.</p> <p>d) The structure monitoring program and initial survey documentation shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to construction.</p>
<p><u>Population and Housing Displacement of Housing, Requiring Replacement Housing Elsewhere</u></p>	<p><u>Project-Level Implementation Measures</u></p> <p><b>MM-PHE-2(b).</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction's housing elements of their general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.</li> <li>• Prioritize the use existing ROWs, wherever feasible.</li> <li>• Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.</li> </ul>	<p>This Mitigation Measure is not incorporated as the Project would consist of the development of new housing and commercial land uses on a site that is currently occupied by a paved surface parking lot. No displacement of existing housing would occur with the development of the Proposed Project, and no impacts would occur.</p>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
Public Services Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Fire and Emergency Services	<p><b>Project-Level Mitigation Measure</b>  <b>MM-PS-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> <li>Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements.</li> <li>During project-level review of government facilities projects, require implementation of Mitigation Measures <b>MM-AES-1(b)</b>, <b>MM-AES-3(b)</b>, <b>MM-AES-4(b)</b>, <b>MM-AF-1(b)</b>, <b>MM-AF-2(b)</b>, <b>MM-BIO-1(b)</b>, <b>MM-BIO-2(b)</b>, <b>MM-BIO-3(b)</b>, <b>MM-CUL-1(b)</b>, <b>MM-CUL-2(b)</b>, <b>MM-CUL-3(b)</b>, <b>MM-CUL-4(b)</b>, <b>MM-GEO-1(b)</b>, <b>MM-GEO-1(b)</b>, <b>MM-HYD-1(b)</b>, <b>MM-USS-3(b)</b>, <b>MM-USS-4(b)</b>, and <b>MM-USS-6(b)</b> to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</li> </ul>	<p>This Mitigation Measure is not incorporated because existing facilities are capable of providing acceptable response times for fire protection and emergency response services. Specifically, the Los Angeles Fire Department considers fire protection services for a project adequate if a project is within the maximum response distance (1.5 miles in this instance). The Project Site is served by LAFD Station No. 10, approximately 0.6 miles south of the Project Site. Therefore, fire protection response with existing facilities is therefore considered adequate, and Project impacts would not be significant.</p> <p>Additionally, this mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-PS-1(b) with respect to avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions:</p> <ul style="list-style-type: none"> <li>The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: <ul style="list-style-type: none"> <li>Fire lanes, where required, shall be a minimum of 20 feet in width;</li> <li>All structures must be within 300 feet of an approved fire hydrant; and</li> <li>Entrances to any dwelling unit shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.</li> </ul> </li> <li>Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features</li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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		within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.
<u>Public Services</u> <i>Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Security Services</i>	<u>Project-Level Mitigation Measure</u> <b>MM-PS-2(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible, including: <ul style="list-style-type: none"> <li>• Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated into the project description.</li> <li>• Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements and/or personnel.</li> <li>• During project-level review of government facilities projects, require implementation of Mitigation Measures <b>MM-AES-1(b)</b>, <b>MM-AES-3(b)</b>, <b>MM-AES-4(b)</b>, <b>MM-AF-1(b)</b>, <b>MM-AF-2(b)</b>, <b>MM-BIO-1(b)</b>, <b>MM-BIO-2(b)</b>, <b>MM-BIO-3(b)</b>, <b>MM-CUL-1(b)</b>, <b>MM-CUL-2(b)</b>, <b>MM-CUL-3(b)</b>, <b>MM-CUL-4(b)</b>, <b>MM-GEO-1(b)</b>, <b>MM-GEO-1(b)</b>, <b>MM-HYD-1(b)</b>, <b>MM-USS-3(b)</b>, <b>MM-USS-4(b)</b>, and <b>MM-USS-6(b)</b> to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</li> </ul>	<p>This mitigation measure is not incorporated because existing facilities are capable of providing acceptable response times for police protection. The Project Site is currently served by the City of Los Angeles Police Department's (LAPD) Central Bureau, which oversees LAPD operations in the Central, Hollenbeck, Newton, and Rampart areas. The Central Community Police Station, located at 251 East 6<sup>th</sup> Street, approximately 0.8 miles northeast (driving distance) from the Project Site. Project impacts would not be significant.</p> <p>Additionally, this mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-PS-2(b), with respect to avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions:</p> <ul style="list-style-type: none"> <li>• Mitigation Measure PS-1 Public Services (Police – Demolition/Construction Sites): <ul style="list-style-type: none"> <li>◦ Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.</li> </ul> </li> <li>• Mitigation Measure PS-2 Public Services (Police): <ul style="list-style-type: none"> <li>◦ The plans shall incorporate the design features (outlined in LAPD's "Design Out Crime Guidelines: Crime Prevention Through Environmental Design") relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building</li> </ul> </li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
		entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to “Design Out Crime Guidelines: Crime Prevention Through Environmental Design,” published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
<u>Public Services</u> <i>Adverse Impacts Associated with New or Physically Altered Governmental Facilities for School Services</i>	<u>Project-Level Mitigation Measure</u> <b>MM-PS-3(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible: <ul style="list-style-type: none"> <li>Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</li> <li>During project-level review of government facilities projects, require implementation of Mitigation Measures <b>MM-AES-1(b)</b>, <b>MM-AES-3(b)</b>, <b>MM-AES-4(b)</b>, <b>MM-AF-1(b)</b>, <b>MM-AF-2(b)</b>, <b>MM-BIO-1(b)</b>, <b>MM-BIO-2(b)</b>, <b>MM-BIO-3(b)</b>, <b>MM-CUL-1(b)</b>, <b>MM-CUL-2(b)</b>, <b>MM-CUL-3(b)</b>, <b>MM-CUL-4(b)</b>, <b>MM-GEO-1(b)</b>, <b>MM-GEO-1(b)</b>, <b>MM-HYD-1(b)</b>, <b>MM-USS-3(b)</b>, <b>MM-USS-4(b)</b>, and <b>MM-USS-6(b)</b> to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-PS-3(b) with respect to avoiding or reducing the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions:</p> <ul style="list-style-type: none"> <li>Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.</li> </ul>
<u>Recreation</u>	<u>Project-Level Mitigation Measure</u> <b>MM-REC-1(b):</b> Consistent with the provisions of Section 15091	



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
<i>Increased Use or Physical Deterioration of Recreational Facilities</i>	<p>of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.</li> <li>• Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: <ul style="list-style-type: none"> <li>○ Increasing the accessibility to natural areas for outdoor recreation.</li> <li>○ Promoting infill development and redevelopment to revitalize existing communities.</li> <li>○ Utilizing “green” development techniques.</li> <li>○ Promoting water-efficient land use and development.</li> <li>○ Encouraging multiple uses.</li> <li>○ Including trail systems and trail segments in General Plan recreation standards.</li> </ul> </li> <li>• Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing neighborhood parks can be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQTA.</li> <li>• Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation Measures <b>MM-AES-1(b)</b>, <b>MM-AES-3(b)</b>, <b>MM-AES-4(b)</b>, <b>MM-AF-1(b)</b>, <b>MM-AF-2(b)</b>, <b>MM-BIO-1(b)</b>, <b>MM-BIO-2(b)</b>, <b>MM-BIO-3(b)</b>, <b>MM-CUL-1(b)</b>, <b>MM-CUL-2(b)</b>, <b>MM-CUL-3(b)</b>, <b>MM-CUL-4(b)</b>, <b>MM-GEO-1(b)</b>, <b>MM-GEO-1(b)</b>, <b>MM-HYD-1(b)</b>, <b>MM-USS-3(b)</b>, <b>MM-USS-4(b)</b>, and <b>MM-USS-</b></li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following project design features and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-REC-1(b) with respect to avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies:</p> <ul style="list-style-type: none"> <li>• The Project Applicant would be required to pay all applicable fees pursuant to the Parks Dedication and Fee Update Ordinance (Ordinance No. 184,505) or Quimby Fees, which would be used to provide additional park facilities in the Project area.</li> <li>• The Proposed Project would include 86,976 square feet of open space, including a 5th level amenity deck with a pool, lounging area, outdoor landscaped terrace, and roof deck. These areas provide the opportunity for Project residents, neighbors, and patrons of the retail space to gather.</li> </ul>



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**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p><b>6(b)</b> to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.</p>	
<p><u>Transportation/</u>  <u>Traffic</u>  <i>Conflict with</i>  <i>Measures of</i>  <i>Effectiveness For</i>  <i>Performance of</i>  <i>the Circulation</i>  <i>System</i></p>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-TRA-1(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.</li> <li>• Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.</li> <li>• Provide a vanpool for employees.</li> <li>• Fund capital improvement projects to accommodate future traffic demand in the area.</li> <li>• Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including: <ul style="list-style-type: none"> <li>○ Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement</li> <li>○ Construction of bike lanes per the prevailing Bicycle Master Plan (or other similar document)</li> <li>○ Signage and striping onsite to encourage bike safety</li> <li>○ Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials</li> <li>○ Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan.</li> </ul> </li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following project design features and mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-TRA-1(b) with respect to avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies:</p> <ul style="list-style-type: none"> <li>• As an infill mixed-use development in an urban area, the Proposed Project is expected to have a higher percentage of internal and pass-by trips. Furthermore, because of its proximity to public transit, employment, and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Proposed Project will be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area.</li> <li>• The Proposed Project would include 290 on-site bicycle parking spaces, which is pursuant to the standards and requirements of the City's Bicycle Ordinance (182386, effective March 13, 2013). The residential units would be provided 770 bicycle parking spaces, and the commercial/retail component would be provided 16 bicycle parking spaces. A bicycle maintenance area is provided.</li> <li>• Mitigation Measure T-1: Compliance with LADOT Requirements:  The Applicant shall implement the project requirements detailed in DOT's communication to the Planning Department (DOT Case No. CEN 17-45630 dated July 12, 2017, attached) and as listed below:</li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<ul style="list-style-type: none"> <li>○ Direct transit sales or subsidized transit passes</li> <li>○ Guaranteed ride home program</li> <li>○ Pre-tax commuter benefits (checks)</li> <li>○ On-site car-sharing program (such as City Car Share, Zip Car, etc.)</li> <li>○ On-site carpooling program</li> <li>○ Distribution of information concerning alternative transportation options</li> <li>○ Parking spaces sold/leased separately</li> <li>○ Parking management strategies; including attendant/valet parking and shared parking spaces.</li> </ul> <ul style="list-style-type: none"> <li>• Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.</li> <li>• Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible.</li> <li>• Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.</li> <li>• Encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.</li> <li>• Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs.</li> <li>• Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.</li> <li>• Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.</li> <li>• Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles.</li> <li>• Purchase, or create incentives for purchasing, low or zero-emission vehicles.</li> <li>• Create local “light vehicle” networks, such as neighborhood electric vehicle systems.</li> <li>• Enforce and follow limits idling time for commercial vehicles,</li> </ul>	<ul style="list-style-type: none"> <li>○ <u>Construction Impacts</u> DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.</li> <li>○ <u>Transportation Demand Management (TDM) Program</u> A final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to the following strategies: <ul style="list-style-type: none"> <li>• Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;</li> <li>• Administrative support for the formation of carpools/vanpools;</li> <li>• Design the project to ensure a bicycle, transit, and pedestrian friendly environment;</li> <li>• Establish bike and walk to work promotions;</li> <li>• Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;</li> <li>• Accommodate flexible/alternative work schedules and telecommuting programs;</li> <li>• Coupled with the unbundled parking, provide on-site car share amenities for residents;</li> <li>• Guaranteed ride home program;</li> <li>• A provision requiring compliance with the State Parking Cash-out Law in all leases;</li> <li>• Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);</li> <li>• Provide on-site transit routing and schedule information;</li> </ul> </li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>including delivery and construction vehicles.</p> <ul style="list-style-type: none"> <li>• Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.</li> <li>• Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives.</li> <li>• Project Selection: <ul style="list-style-type: none"> <li>○ Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.</li> <li>○ Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints.</li> </ul> </li> <li>• Public Involvement: <ul style="list-style-type: none"> <li>○ Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services.</li> </ul> </li> <li>• Transit and Multimodal Impact Fees: <ul style="list-style-type: none"> <li>○ Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations.</li> <li>○ Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions.</li> </ul> </li> <li>• System Monitoring: <ul style="list-style-type: none"> <li>○ Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency.</li> </ul> </li> <li>• Arterial Traffic Management: <ul style="list-style-type: none"> <li>○ Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary.</li> </ul> </li> <li>• Signal Synchronization: <ul style="list-style-type: none"> <li>○ Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic.</li> </ul> </li> <li>• HOV Lanes: <ul style="list-style-type: none"> <li>○ Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions.</li> </ul> </li> <li>• Delivery Schedules:</li> </ul>	<ul style="list-style-type: none"> <li>• Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;</li> <li>• Provide rideshare matching services;</li> <li>• Preferential rideshare loading/unloading or parking location;</li> <li>• Contribute a one-time fixed fee contribution of \$50,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.</li> <li>○ <u>Highway Dedication and Street Widening Requirements</u> The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.</li> <li>○ <u>Parking Requirements</u> The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.</li> <li>○ <u>Driveway Access and Circulation</u> The traffic study indicates that two proposed driveways will provide access to the building's underground parking, including shared access for residents and retail and restaurant customers. The conceptual site plan for the project illustrated in Attachment 3 is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case 2 - designed with a recommended width of 30 feet for two-way operations or 16 feet for one-way operations. Delivery truck loading and unloading should take place on site with</li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<ul style="list-style-type: none"> <li>○ Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas.</li> <li>○ Implement and supporting trip reduction programs.</li> <li>○ Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives.</li> <li>• Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities.</li> <li>• Bicycle and Pedestrian Trails: <ul style="list-style-type: none"> <li>○ Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations.</li> </ul> </li> <li>• Bicycle Safety Program: <ul style="list-style-type: none"> <li>○ Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers.</li> </ul> </li> <li>• Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects.</li> <li>• Bicycle Parking: <ul style="list-style-type: none"> <li>○ Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists).</li> </ul> </li> <li>• Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following: <ul style="list-style-type: none"> <li>○ Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation;</li> <li>○ Eliminate or reduce minimum parking requirements for new buildings;</li> <li>○ “Unbundle” parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space);</li> <li>○ Use parking pricing to discourage private vehicle use, especially at peak times;</li> <li>○ Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities;</li> <li>○ Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times;</li> </ul> </li> </ul>	<p>no vehicles having to back into the project via the proposed project driveways on any adjacent street. However, the truck loading dock off of the alley (Blackstone Court) is acceptable.</p> <ul style="list-style-type: none"> <li>○ <u>Development Review Fees</u> An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.</li> <li>• Mitigation Measure T-2: Transportation Demand Management Plan and Monitoring Program: The Applicant shall prepare and submit a preliminary Transportation Demand Management (TDM) Plan to the Department of Transportation prior to the issuance of the first building permit for the Project. A final TDM Plan shall be submitted and approved by the Department of Transportation prior to the issuance of the first certificate of occupancy for the Project. The TDM Plan shall include strategies, as determined to be appropriate by the Department of Transportation, that would have a minimum fifteen (15) percent effectiveness in reducing new vehicle trips. TDM program elements should include, but not be limited to, the strategies listed in Mitigation Measure T-1 and the following: <ul style="list-style-type: none"> <li>○ Site Design – The site will be designed to encourage walking, biking, and transit. Amenities would include: <ul style="list-style-type: none"> <li>▪ New sidewalks and street trees along the perimeter</li> <li>▪ Improved street and pedestrian lighting.</li> </ul> </li> <li>○ Unbundled Parking – Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of the purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as</li> </ul> </li> </ul>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<ul style="list-style-type: none"> <li>○ Encourage shared parking programs in mixed-use and transit-oriented development areas.</li> <li>• Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including:               <ul style="list-style-type: none"> <li>○ Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking;</li> <li>○ Encourage special event center operators to advertise and offer discounted transit passes with event tickets;</li> <li>○ Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking</li> <li>○ Promote the use of bicycles by providing space for the operation of valet bicycle parking service.</li> </ul> </li> <li>• Parking “Cash-out” Program:               <ul style="list-style-type: none"> <li>○ Require new office developments with more than 50 employees to offer a Parking “Cash-out” Program to discourage private vehicle use.</li> </ul> </li> <li>• Pedestrian and Bicycle Promotion:               <ul style="list-style-type: none"> <li>○ Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.</li> </ul> </li> <li>• Fleet Replacement:               <ul style="list-style-type: none"> <li>○ Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>○ a disincentive that discourages auto ownership and trip-making.</li> <li>○ Bicycle Parking – As described in Chapter 7, the Project will provide both long term and short-term bicycle parking. In addition, the Project could provide complementary amenities such as a self-service bike repair area.</li> </ul>
<p><u>Transportation/</u>  <u>Traffic</u>  <i>Conflict with</i>  <i>Applicable</i>  <i>Congestion</i>  <i>Management</i>  <i>Program</i></p>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-TRA-2(b).</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions:</p> <ul style="list-style-type: none"> <li>• Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute</li> </ul>	<p>This Mitigation Measure is not incorporated as the Proposed Project incorporates project design features that avoid or reduce the potential for conflicts with an applicable congestion management program, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. As a mixed-use development in an urban area, the Proposed Project is expected to have a higher percentage of internal and pass-by trips. Furthermore, because of its proximity to public transit, employment and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Proposed Project will be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area.</p>



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**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation:</p> <ul style="list-style-type: none"> <li>○ Advocate for a regional, market-based system to price or charge for auto trips during peak hours.</li> <li>○ Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.</li> <li>○ Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology.</li> <li>○ Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation.</li> <li>○ Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay.</li> </ul> <ul style="list-style-type: none"> <li>• Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency: <ul style="list-style-type: none"> <li>○ A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.</li> <li>○ Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.</li> <li>○ Location of construction staging areas for materials, equipment, and vehicles at an approved location.</li> <li>○ A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit.</li> <li>○ Provision for accommodation of pedestrian flow.</li> </ul> </li> </ul>	<p>The Proposed Project would include 290 on-site bicycle parking spaces, which is pursuant to the standards and requirements of the City's Bicycle Ordinance (182386, effective March 13, 2013). The residential units would be provided 770 bicycle parking spaces, and the commercial/retail component would be provided 16 bicycle parking spaces. A bicycle maintenance area is provided.</p> <p>Additionally, this mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-TRA-2(b) with respect to avoiding or reducing the potential for conflicts with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways:</p> <ul style="list-style-type: none"> <li>• Mitigation Measure T-1: Compliance with LADOT Requirements:  The Applicant shall implement the project requirements detailed in DOT's communication to the Planning Department (DOT Case No. CEN 17-45630 dated July 12, 2017, attached) and as listed below: <ul style="list-style-type: none"> <li>○ <u>Construction Impacts</u>  DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.</li> <li>○ <u>Transportation Demand Management (TDM) Program</u>  A final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to the following strategies: <ul style="list-style-type: none"> <li>• Provide an internal Transportation Management Coordination Program</li> </ul> </li> </ul> </li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<ul style="list-style-type: none"> <li>○ As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces.</li> <li>○ Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense., within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, r Repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy.</li> <li>○ Any heavy equipment brought to the construction site shall be transported by truck, where feasible.</li> <li>○ No materials or equipment shall be stored on the traveled roadway at any time.</li> <li>○ Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.</li> <li>○ All equipment shall be equipped with mufflers.</li> <li>○ Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.</li> <li>○ Promote “least polluting” ways to connect people and goods to their destinations.</li> <li>• Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency: <ul style="list-style-type: none"> <li>○ Ensure transportation centers are multi-modal to allow transportation modes to intersect.</li> <li>○ Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail.</li> <li>○ To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges.</li> <li>○ Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations.</li> <li>○ Coordinate schedules and routes across service lines with neighboring transit authorities.</li> <li>○ Support programs to provide “station cars” for short trips to and from transit nodes (e.g., neighborhood electric</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>with an on-site transportation coordinator;</li> <li>• Administrative support for the formation of carpools/vanpools;</li> <li>• Design the project to ensure a bicycle, transit, and pedestrian friendly environment;</li> <li>• Establish bike and walk to work promotions;</li> <li>• Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;</li> <li>• Accommodate flexible/alternative work schedules and telecommuting programs;</li> <li>• Coupled with the unbundled parking, provide on-site car share amenities for residents;</li> <li>• Guaranteed ride home program;</li> <li>• A provision requiring compliance with the State Parking Cash-out Law in all leases;</li> <li>• Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);</li> <li>• Provide on-site transit routing and schedule information;</li> <li>• Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;</li> <li>• Provide rideshare matching services;</li> <li>• Preferential rideshare loading/unloading or parking location;</li> <li>• Contribute a one-time fixed fee contribution of \$50,000 to be deposited into the City’s Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.</li> <li>○ <u>Highway Dedication and Street Widening Requirements</u> The applicant should check with Bureau of Engineering’s Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.</li> <li>○ <u>Parking Requirements</u></li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>vehicles).</p> <ul style="list-style-type: none"> <li>○ Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so.</li> <li>○ Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles.</li> <li>○ Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.</li> <li>○ Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible.</li> <li>• Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including: <ul style="list-style-type: none"> <li>○ Ensure transit stops and bus lanes are safe, convenient, clean and efficient.</li> <li>○ Ensure transit stops have clearly marked street-level designation, and are accessible.</li> <li>○ Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate.</li> <li>○ Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile.</li> </ul> </li> <li>• Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including: <ul style="list-style-type: none"> <li>○ Develop a Regional Pass system to reduce the number of different passes and tickets required of system users.</li> <li>○ Implement “Smart Bus” technology, using GPS and electronic displays at transit stops to provide customers with “real-time” arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service).</li> <li>○ Investigate the feasibility of an on-line trip-planning program.</li> </ul> </li> <li>• Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including: <ul style="list-style-type: none"> <li>○ Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic.</li> <li>○ Before funding transportation improvements that</li> </ul> </li> </ul>	<p>The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.</p> <ul style="list-style-type: none"> <li>○ <u>Driveway Access and Circulation</u>  The traffic study indicates that two proposed driveways will provide access to the building’s underground parking, including shared access for residents and retail and restaurant customers. The conceptual site plan for the project illustrated in Attachment 3 is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT’s Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case 2 - designed with a recommended width of 30 feet for two-way operations or 16 feet for one-way operations. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveways on any adjacent street. However, the truck loading dock off of the alley (Blackstone Court) is acceptable.</li> <li>○ <u>Development Review Fees</u>  An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.</li> </ul> <p>• Mitigation Measure T-2: Transportation Demand Management Plan and Monitoring Program:</p>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<p>increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access.</p> <ul style="list-style-type: none"> <li>Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including: <ul style="list-style-type: none"> <li>Designate a certain percentage of parking spaces for ride-sharing vehicles.</li> <li>Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles.</li> <li>Provide a web site or message board for coordinating shared rides.</li> <li>Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit.</li> <li>Hire or designate a rideshare coordinator to develop and implement ridesharing programs.</li> </ul> </li> <li>Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including: <ul style="list-style-type: none"> <li>Provide assistance to regional and local ridesharing organizations.</li> <li>Advocate for legislation to maintain and expand incentives for employer ridesharing programs.</li> <li>Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes.</li> <li>Provide public recognition of effective programs through awards, top ten lists, and other mechanisms.</li> </ul> </li> <li>Implement a “guaranteed ride home” program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program.</li> <li>Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations.</li> <li>Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers.</li> <li>Work with existing shuttle service providers to coordinate their services.</li> <li>Facilitate employment opportunities that minimize the need for private vehicle trips, including: <ul style="list-style-type: none"> <li>Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.</li> <li>Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.</li> </ul> </li> <li>Enforce state idling laws for commercial vehicles, including delivery and construction vehicles.</li> <li>Organize events and workshops to promote GHG-reducing</li> </ul>	<p>The Applicant shall prepare and submit a preliminary Transportation Demand Management (TDM) Plan to the Department of Transportation prior to the issuance of the first building permit for the Project. A final TDM Plan shall be submitted and approved by the Department of Transportation prior to the issuance of the first certificate of occupancy for the Project. The TDM Plan shall include strategies, as determined to be appropriate by the Department of Transportation, that would have a minimum fifteen (15) percent effectiveness in reducing new vehicle trips. TDM program elements should include, but not be limited to, the strategies listed in Mitigation Measure T-1 and the following:</p> <ul style="list-style-type: none"> <li>Site Design – The site will be designed to encourage walking, biking, and transit. Amenities would include: <ul style="list-style-type: none"> <li>New sidewalks and street trees along the perimeter</li> <li>Improved street and pedestrian lighting.</li> </ul> </li> <li>Unbundled Parking – Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of the purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making.</li> <li>Bicycle Parking – As described in Chapter 7, the Project will provide both long term and short-term bicycle parking. In addition, the Project could provide complementary amenities such as a self-service bike repair area.</li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

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	<p>activities.</p> <ul style="list-style-type: none"> <li>Implement a Parking Management Program to discourage private vehicle use, including: <ul style="list-style-type: none"> <li>Encouraging carpools and vanpools with preferential parking and a reduced parking fee.</li> <li>Institute a parking cash-out program.</li> <li>Renegotiate employee contracts, where possible, to eliminate parking subsidies.</li> <li>Install on-street parking meters with fee structures designed to discourage private vehicle use.</li> <li>Establish a parking fee for all single-occupant vehicles.</li> </ul> </li> <li>Work with school districts to improve pedestrian and bicycle to schools and restore school bus service</li> <li>Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities.</li> <li>Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency.</li> <li>Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers.</li> <li>Synchronize traffic signals to reduce congestion and air quality.</li> <li>Work with community groups and business associations to organize and publicize walking tours and bicycle events.</li> <li>Support legislative efforts to increase funding for local street repair.</li> </ul>	
<u>Transportation/</u> <u>Traffic</u> <i>Inadequate</i> <i>Emergency</i> <i>Access</i>  <u>Hazards and</u> <u>Hazardous</u> <u>Materials</u> <i>Impair or</i> <i>Interfere with</i> <i>Emergency</i> <i>Response or</i> <i>Evacuation Plan</i>	<p><u>Project-Level Mitigation Measure</u></p> <p><b>MM-TRA-5(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-TRA-5(b) with respect to avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies:</p> <ul style="list-style-type: none"> <li>Mitigation Measure T-1 Compliance with LADOT Requirements: <ul style="list-style-type: none"> <li>DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related</li> </ul> </li> </ul>



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**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>construction. Traffic control plans can and should include the following requirements:</p> <ul style="list-style-type: none"> <li>○ Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.</li> <li>○ Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.</li> <li>○ Scheduling of truck trips outside of peak morning and evening commute hours.</li> <li>○ Limiting of lane closures during peak hours to the extent possible.</li> <li>○ Usage of haul routes minimizing truck traffic on local roadways to the extent possible.</li> <li>○ Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.</li> <li>○ Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</li> <li>○ Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.</li> <li>○ Storage of construction materials only in designated areas.</li> </ul> <ul style="list-style-type: none"> <li>• Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.</li> <li>• Enhance emergency preparedness awareness among public agencies and with the public at large.</li> <li>• Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following: <ul style="list-style-type: none"> <li>○ Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities.</li> <li>○ Provide a regional repository of GIS data for use by local</li> </ul> </li> </ul>	<p>traffic be restricted to off-peak hours to the extent possible.</p> <ul style="list-style-type: none"> <li>• Mitigation Measure T-3 Construction Management Plan: <ul style="list-style-type: none"> <li>○ The following will be implemented prior to construction: <ul style="list-style-type: none"> <li>▪ As traffic lane, parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.</li> <li>▪ Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.</li> </ul> </li> </ul> </li> </ul> <p>Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.</p>



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**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>agencies in emergency planning, and response, in a standardized format.</p> <ul style="list-style-type: none"> <li>Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction's ability to function.</li> </ul>	
<p><u>Utilities and Service Systems</u>  <i>Require New Water or Wastewater Treatment Facilities</i></p>	<p><b>Project-Level Mitigation Measure</b>  <b>MM-USS-3(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan.</p> <p>Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities.</p>	<p>This mitigation measure is not incorporated because the City has determined that the following regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-USS-3-(b) with respect to avoiding or reducing the significant effects on utilities and service systems:</p> <ul style="list-style-type: none"> <li>Low Impact Development Plan. Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.</li> <li>As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase.</li> <li>The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).</li> <li>The Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development in order to exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1</li> </ul>



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**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
		through 4.303.1.4.4 of the California Plumbing Code in accordance with the California Building Energy Efficiency Standards by 20%. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.
<u>Utilities and Service Systems</u> <i>Require New or Expanded Entitlements for Water Supply</i>	<p><u>Project-Level Mitigation Measure</u>  <b>MM-USS-4(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.</li> <li>• Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.</li> <li>• Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.</li> <li>• Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code.</li> <li>• Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.</li> <li>• Avoid designs that require continual dewatering where</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-USS-4(b) with respect to avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs:</p> <ul style="list-style-type: none"> <li>• As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase.</li> <li>• The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).</li> <li>• The Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development in order to exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code in accordance with the California Building Energy Efficiency Standards by 20%. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.</li> </ul>



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**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	feasible. Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface	
<u>Utilities and Service Systems</u> <i>Landfill with Sufficient Capacity</i>	<p><u>Project-Level Mitigation Measure</u></p> <p><b>MM-USS-6(b):</b> Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following: <ul style="list-style-type: none"> <li>○ Reuse and minimization of construction and demolition (C&amp;D) debris and diversion of C&amp;D waste from landfills to recycling facilities.</li> <li>○ Inclusion of a waste management plan that promotes maximum C&amp;D diversion.</li> <li>○ Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).</li> <li>○ Reuse of existing structure and shell in renovation projects.</li> <li>○ Design for deconstruction without compromising safety.</li> <li>○ Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components.</li> <li>○ Development of indoor recycling program and space.</li> <li>○ Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.</li> <li>○ Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and</li> </ul> </li> </ul>	<p>This mitigation measure is not incorporated because the City has determined that the following mitigation and regulatory compliance measures are equal to or more effective than the SCAG RTP/SCS Program EIR MM-USS-6(b) with respect to avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent:</p> <ul style="list-style-type: none"> <li>• Utilities (Solid Waste Recycling) <ul style="list-style-type: none"> <li>○ (Operational) All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.</li> <li>○ (Operational) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.</li> <li>○ (Construction/Demolition) Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.</li> <li>○ (Construction/Demolition) To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction.</li> </ul> </li> </ul>



**Table IV-1**  
**Applicability of Project-Level Mitigation Measures from the**  
**2016-2040 Regional Transportation Plan / Sustainable Communities Strategy**

Topic	Measure	Applicability to the Project
	<p>consistency with SCAQMD and 2016 RTP/SCS policies can and should be required.</p> <ul style="list-style-type: none"> <li>○ Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target.</li> <li>○ Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.</li> <li>○ Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.</li> <li>○ Develop alternative waste management strategies such as composting, recycling, and conversion technologies.</li> <li>○ Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.</li> <li>○ Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>○ Integrate reuse and recycling into residential industrial, institutional and commercial projects.</li> <li>○ Provide recycling opportunities for residents, the public, and tenant businesses.</li> <li>○ Provide education and publicity about reducing waste and available recycling services.</li> <li>○ Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates.</li> <li>○ Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.</li> </ul>	<p>These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.</p>

*Source: Southern California Association of Governments, Final 2016 2016-2040 RTP/SCS Program Environmental Impact Report, Mitigation Monitoring and Reporting Program, April 2016.*



**CITY OF LOS ANGELES**  
**OFFICE OF THE CITY CLERK**  
**ROOM 395, CITY HALL**  
**LOS ANGELES, CALIFORNIA 90012**  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY and CHECKLIST**  
**(CEQA Guidelines Section 15063)**

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 14 - Jose Huizar	<b>DATE:</b> April 2019
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2019-1792-SCEA; ENV-2016-4711-MND	<b>RELATED CASES:</b> CPC-2016-4710-TDR-MCUP-SPR, VTT 74760	
<b>PREVIOUS ACTIONS CASE NO.</b>	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
<p><b>PROJECT DESCRIPTION:</b> The Proposed Project includes the demolition of the existing surface parking lot on the Project Site and the construction of a 60-story mixed-use building (760 feet in height), which includes 700 residential dwelling units and 15,000 square feet of ground floor commercial/retail spaces. The Proposed Project would be 60 stories high with seven levels of parking below grade, ground floor commercial/retail uses, a five-story podium with an amenity deck having glass railings, and an additional 55-story residential tower above the amenity deck. The Proposed Project would provide a total of 1,075 vehicle parking spaces, which includes 840 spaces for the residential uses, 15 spaces for commercial/retail use in accordance with the Los Angeles Municipal Code ("LAMC") requirements, and 220 spaces for an adjacent office building by private contract agreement. Parking on the Project Site would be provided in seven subterranean levels, the ground level, and on levels one through four. Primary vehicular access for residential and commercial uses would be provided via two full-access driveways: one on Hill Street and one from the adjacent alley, Blackstone Court. Vehicular access for a proposed porte cochere that exits onto Blackstone Court would be provided from Olympic Boulevard. Pursuant to the Bicycle Ordinance, the Proposed Project would provide 290 bicycle parking spaces including 258 long-term and 32 short-term spaces. The Proposed Project meets the LAMC requirements for open space by providing approximately 86,976 square feet of open space and amenity areas. The Proposed Project would include 657,943 square feet of total floor area resulting in a floor area ratio (FAR) of 13:1. Seven street trees (five Canary Island pine and two Southern Magnolia) would be removed from the public right-of-way; 184 new trees would be provided, including 42 street trees. Trees in the public right-of-way would be replaced at a minimum 2:1 ratio.</p> <p>The Applicant is requesting the following discretionary actions: (1) Pursuant to LAMC Section 14.5.6.B, a Transfer Of Floor Area Rights (TFAR) Greater Than 50,000 square feet of floor area for the transfer of approximately 354,277 square feet of floor area; (2) Pursuant to LAMC Section 12.24.W.1, a Master Conditional Use Permit to allow the on-site sale and consumption of alcoholic beverages within the Project's commercial spaces; (3) Pursuant to LAMC Section 16.05, a Site Plan Review for the construction of 700 residential units; (4) Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map for merger and re-subdivision of the Project Site for residential and commercial condominium purposes; and (5) Pursuant to LAMC Section 17.05, haul route approval in connection with the tract map approval. The Proposed Project would also require approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including, but not limited to, the following: excavation, shoring, grading, foundation, haul route (for the export of approximately 206,100 cy of soil), and removal of existing street trees (requires Board of Public Works approval).</p>		
<p><b>ENVIRONMENTAL SETTING:</b> The Project Site includes seven parcels (Assessor Parcel No. 5139-013-003, 5139-013-004, 5139-013-005, 5139-013-006, 5139-013-015, 5139-013-017, and 5139-013-018) that includes 50,617 square feet of lot area (1.16 acres). The Project Site is currently occupied by a paved surface parking lot. The surrounding properties are developed with commercial/retail, office, and mixed-use land uses. Further details are provided in the expanded IS/SCEA analysis (attached).</p>		
<b>PROJECT LOCATION:</b> 1000-1034 S. Hill Street and 220-226 W. Olympic Boulevard, Los Angeles, CA 90015		
<b>COMMUNITY PLAN AREA:</b> Central City  <b>STATUS:</b> <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> ADOPTED in 2003	<input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b>  Central  <b>CERTIFIED NEIGHBORHOOD COUNCIL:</b>  Downtown Los Angeles
<b>EXISTING ZONING:</b> [Q]R5-4D-O	<b>MAX DENSITY ZONING:</b> 6:1, up to 13:1 with TFAR	<b>LA River Adjacent:</b> No
<b>GENERAL PLAN LAND USE:</b> High Density Residential	<b>MAX. DENSITY PLAN:</b> 6:1, up to 13:1 with TFAR	<b>PROPOSED PROJECT DENSITY:</b> 13:1



**Determination (To be completed by Lead Agency)****On the basis of this initial evaluation:**

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
- ☒ I find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Initial Study/Sustainable Communities Environmental Assessment (SCEA) identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.



Signature

City Planner Associate

Title

213-978-1345

Phone

**Evaluation of Environmental Impacts:**

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).



2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significant.



## V. INITIAL STUDY CHECKLIST FORM

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

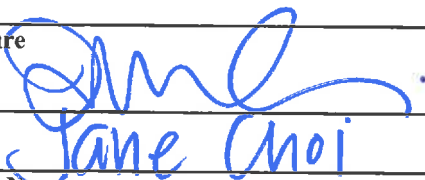
- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Greenhouse Gases                           | <input type="checkbox"/> Population and Housing                        |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Air Quality                        | <input type="checkbox"/> Hydrology and Water Quality                | <input type="checkbox"/> Recreation                                    |
| <input checked="" type="checkbox"/> Biological Resources    | <input type="checkbox"/> Land Use and Planning                      | <input checked="" type="checkbox"/> Transportation and Traffic         |
| <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Mineral Resources                          | <input checked="" type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Geology and Soils                  | <input checked="" type="checkbox"/> Noise                           | <input type="checkbox"/> Utilities and Service Systems                 |
|   |   | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

### DETERMINATION: (To be completed by the Lead Agency)

#### On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
- ☒ I find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Initial Study/Sustainable Communities Environmental Assessment (SCEA) identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

Signature

  
Jane Choi

Date

Printed Name



**INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)****BACKGROUND****PROPONENT NAME**

Onni Group

**PHONE NUMBER**

(213) 629-2041

**PROPONENT ADDRESS**315 W. 9<sup>th</sup> Street, Suite 801, Los Angeles, CA 90015**AGENCY REQUIRING CHECKLIST**

City of Los Angeles Department of City Planning

**DATE SUBMITTED****PROPOSAL NAME (If Applicable)**

Olympic and Hill Project

**ENVIRONMENTAL IMPACTS**

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urban areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>II. AGRICULTURE AND FORESTRY RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project, and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				



- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. | Conflict the existing zoning for agricultural use, or a Williamson Act Contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. | Result in the loss of forest land or conversion of forest land to non-forest use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. | Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**III. AIR QUALITY.** Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:

- |    |  |                          |                          |                                     |                          |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Conflict with or obstruct implementation of the applicable air quality plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. | Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**IV. BIOLOGICAL RESOURCES.** Would the project:

- |    |  |                          |                                     |                          |                                     |
|----|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. | Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b. | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the local or regional plans, policies, and regulations by the California Department of Fish and Game or U.S. Fish and Wildlife  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



## Service?

- |    |   |                          |                          |                                     |                                     |
|----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c. | Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d. | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e. | Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g. oak trees or California walnut woodlands)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f. | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**V. CULTURAL RESOURCES:** Would the project:

- |    |  |                          |                          |                                     |                          |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Cause a substantial adverse change in significance of a historical resource as defined in <i>State CEQA Guidelines</i> §15064.5?                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Cause a substantial adverse change in significance of an archaeological resource pursuant to <i>State CEQA Guidelines</i> §15064.5?                                    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Disturb any human remains, including those interred outside of formal cemeteries (see Public Resources Cod, Ch. 1.75 §5097.98, and Health and Safety Code §7050.5(b))? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**VI. ENERGY.** Would the project:

- |    |  |                          |                          |                                     |                          |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**VII. GEOLOGY AND SOILS.** Would the project:

- |      |   |                          |                          |                                     |                                     |
|------|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a.   | Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:   |                          |                          |                                     |                                     |
| i.   | Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| ii.  | Strong seismic ground shaking?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iii. | Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |



- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| iv. Landslides?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**VIII. GREENHOUSE GAS EMISSIONS.** Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**IX. HAZARDS AND HAZARDOUS MATERIALS.** Would the project:

- |   |                          |                                     |                                     |                                     |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. 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?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code 65962.5 and, as a result, would it create a significant hazard to the public or the environment?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project exacerbate current environmental conditions so as to result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |



f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X.</b>	<b>HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
	i) result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? Or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI.</b>	<b>LAND USE AND PLANNING.</b> Would the project:				
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



**XII. MINERAL RESOURCES.** Would the project:

- |    |  |                          |                          |                                     |                          |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**XIII. NOISE.** Would the project result in:

- |    |  |                          |                                     |                          |                                     |
|----|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. | 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?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| b. | Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| c. | A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| d. | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| e. | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. | For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XIV. POPULATION AND HOUSING.** Would the project:

- |    |  |                          |                          |                                     |                                     |
|----|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. | Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. | Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c. | Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**XV. PUBLIC SERVICES.**

- |    |   |
|----|---|
| a. | Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to |
|----|---|



maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- |      |                          |                          |                                     |                                     |                          |
|------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| i.   | Fire protection?         | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii.  | Police protection?       | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| iii. | Schools?                 | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv.  | Parks?                   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| v.   | Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

#### **XVI. RECREATION.**

- |    |   |                          |                          |                                     |                          |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

#### **XVII. TRANSPORTATION AND TRAFFIC.** Would the project:

- |    |  |                          |                                     |                                     |                          |
|----|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. | Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. | Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. | Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | Result in inadequate emergency access?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**XVIII. TRIBAL CULTURAL RESOURCES.** Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:



- |    |   |                          |                                     |                                     |                          |
|----|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. | Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

**XIX. UTILITIES AND SERVICE SYSTEMS.** Would the project:

- |    |   |                          |                          |                                     |                          |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Require or result in the construction or relocation of new or expanded water or wastewater treatment or storm drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years ?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. | Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**XX. WILDFIRE.** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project:

- |    |   |                          |                          |                          |                                     |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. | Substantially impair an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. | Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. | Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



changes?

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE.**

- |    |   |                          |                                     |                                     |                          |
|----|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. | Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |



**DISCUSSION OF THE ENVIRONMENTAL EVALUATION** (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE	DATE
Parker Environmental Consultants		661-257-2282	April 2019



## **SUMMARY OF MITIGATION MEASURES**

### **I. AESTHETICS**

No mitigation measures are required.

### **II. AGRICULTURE AND FORESTRY RESOURCES.**

No mitigation measures are required.

### **III. AIR QUALITY**

No mitigation measures are required.

### **IV. BIOLOGICAL RESOURCES**

#### **MM-BIO-1 Habitat Modification (Nesting Native Birds):**

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1-August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.



**V. CULTURAL RESOURCES**

No mitigation measures are required.

**VI. ENERGY**

No mitigation measures are required.

**VII. GEOLOGY AND SOILS**

No mitigation measures are required.

**VIII. GREENHOUSE GAS EMISSIONS**

No mitigation measures are required.

**IX. HAZARDS AND HAZARDOUS MATERIALS****MM-HAZ-1 Soil Management Plan**

- Due to the historic UST removed from 1022 S. Hill Street, when mass excavation/grading is to be conducted at this portion of the Project Site, proper soil management protocols pursuant to SCAQMD Rule 1166 would need to be followed in the event that petroleum hydrocarbon impacted soil is encountered and displaced.
- Construction and grading activities on-site shall implement Soil Management Protocols to the satisfaction of the Los Angeles Fire Department and the Department of Building and Safety if hydrocarbon impacted soil is found.

**X. HYDROLOGY AND WATER QUALITY**

No mitigation measures are required.

**XI. LAND USE AND PLANNING**

No mitigation measures are required.

**XII. MINERAL RESOURCES**

No mitigation measures are required.

**XIII. NOISE****Increased Noise Levels (Demolition, Grading, and Construction Activities)**

**MM-N-1** Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.



- MM-N-2** To the maximum extent possible, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- MM-N-3** The project contractor shall use power construction equipment with noise shielding and muffling devices.
- MM-N-4** The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-sight of construction equipment and off site receptors at the ground level. The sound barrier shall include  $\frac{3}{4}$  inch plywood or other sound absorbing material capable of achieving a 5-dBA reduction in sound level.
- MM-N-5** During structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses does not exceed 5 dBA over the ambient noise levels.
- MM-N-6** An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

**MM-N-7 Temporary Groundborne Vibration Impacts**

All new construction work shall be performed so as not to adversely affect the structural integrity of the adjacent buildings. Prior to commencement of construction, the applicant shall retain a qualified structural engineer to survey the existing foundations and structures of the adjacent buildings, and provide a plan to protect them from potential damage. The performance standards of the structure monitoring plan shall including the following:

- a) Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the buildings. A registered structural engineer shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the adjacent structures from construction-related damage.
- b) The monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction related damage to historic resources.
- c) In the event damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant and, if warranted, in a manner that meets the Secretary of the Interior's Standards.
- d) The structure monitoring program and initial survey documentation shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to construction

**MM-N-8 Increased Noise Levels (Parking Structure Ramps)**

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.



#### **XIV. POPULATION AND HOUSING**

No mitigation measures are required.

#### **XV. PUBLIC SERVICES**

No mitigation measures are required.

##### **MM-PS-1 Public Services (Police – Demolition/Construction Sites)**

- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

##### **MM-PS-2 Public Services (Police)**

- The plans shall incorporate the design features (outlined in LAPD's "Design Out Crime Guidelines: Crime Prevention Through Environmental Design") relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1<sup>st</sup> Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

#### **XVI. RECREATION**

No mitigation measures are required.

#### **XVII. TRANSPORTATION AND TRAFFIC**

##### **MM-T-1: Compliance with LADOT Requirements**

The Applicant shall implement the project requirements detailed in DOT's communication to the Planning Department (DOT Case No. CEN 17-45630 dated July 12, 2017, attached) and as listed below:

###### Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

###### Transportation Demand Management (TDM) Program

A final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to the following strategies:

The TDM program should include, but not be limited to the following strategies:



- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Administrative support for the formation of carpools/vanpools;
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Establish bike and walk to work promotions;
- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- Coupled with the unbundled parking, provide on-site car share amenities for residents;
- Guaranteed ride home program;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Contribute a one-time fixed fee contribution of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.

#### Highway Dedication and Street Widening Requirements

The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

#### Parking Requirements

The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

#### Driveway Access and Circulation

The traffic study indicates that two proposed driveways will provide access to the building's underground parking, including shared access for residents and retail and restaurant customers. The conceptual site plan for the project illustrated in Attachment 3 is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case 2 - designed with a recommended width of 30 feet for two-way operations or 16 feet for one-way operations. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveways on any adjacent street. However, the truck loading dock off of the alley (Blackstone Court) is acceptable.



### Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

### **MM-T-2: Transportation Demand Management Plan and Monitoring Program**

The Applicant shall prepare and submit a preliminary Transportation Demand Management (TDM) Plan to the Department of Transportation prior to the issuance of the first building permit for the Project. A final TDM Plan shall be submitted and approved by the Department of Transportation prior to the issuance of the first certificate of occupancy for the Project. The TDM Plan shall include strategies, as determined to be appropriate by the Department of Transportation, that would have a minimum fifteen (15) percent effectiveness in reducing new vehicle trips.<sup>1</sup> TDM program elements should include, but not be limited to, the strategies listed in Mitigation Measure T-1 and the following:

- Site Design – The site will be designed to encourage walking, biking, and transit. Amenities would include:
  - New sidewalks and street trees along the perimeter
  - Improved street and pedestrian lighting.
- Unbundled Parking – Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of the purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making.
- Bicycle Parking – As described in Chapter 7, the Project will provide both long term and short-term bicycle parking. In addition, the Project could provide complementary amenities such as a self-service bike repair area.

### **MM-T-3: Construction Management Plan**

- The following will be implemented prior to construction:
  - As traffic lane, parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
  - Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.
  - Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.

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<sup>1</sup> This assessment is based on a 15% reduction to the Proposed Project's trip generation as identified in the Traffic Impact Report. Should something other than apartment or condominium residential units be provided (e.g., short-term rentals, suites, etc.), the TDM percent effectiveness shall be adjusted accordingly to the satisfaction of DOT.



## **XVIII. TRIBAL CULTURAL RESOURCES**

### **MM-TRI-1 Tribal Cultural Resources**

- In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities<sup>2</sup>, 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 at (213) 978-1454.
  - 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 Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
  - c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
  - d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
  - e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
  - f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
  - g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

## **XIX. UTILITIES AND SERVICE SYSTEMS**

No mitigation measures are required.

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<sup>2</sup> *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*



## **XX. WILDFIRE**

No mitigation measures are required.

## **XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

See MM-BIO-1, MM-HAZ-1, MM-N-1, MM-N-2, MM-N-3, MM-N-4, MM-N-5, MM-N-6, MM-N-7, MM-N-8, MM-PS-1, MM-PS-2, MM-T-1, MM-T-2, MM-T-3, and MM-TRI-1, above.



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## VI. SUSTAINABLE COMMUNITIES ENVIRONMENTAL ANALYSIS

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### INTRODUCTION

This section of the SCEA contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, (C.C.R. Title 14, Chapter 3, 15000-15387), as amended in 2019. The analytical methodology and thresholds of significance are generally based on the *L.A. CEQA Thresholds Guide*, unless otherwise noted.

Pursuant to PRC Section §21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The SCEA would also be required identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified environmental impact reports (refer to Section 4 [2016-2040 RTP/SCS Program EIR Mitigation Measures]). The following analysis discusses the following topics:

- Aesthetics
- Agriculture
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal and Cultural Resources
- Utilities and Service Systems
- Wildfire
- Energy Conservation
- Mandatory Findings of Significance

### ENVIRONMENTAL ANALYSIS

#### 1. AESTHETICS

##### *Senate Bill 743*

In 2013, the State of California enacted Senate Bill 743 (SB 743). Among other things, SB 743 adds Public Resources Code Section 21099, 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.” Public Resources Code Section 21099 defines a “transit priority area” as an area within one-half mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal



Regulations.” Public Resources Code Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” Public Resources Code Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact threshold in the *L.A. CEQA Thresholds Guide*.

The Proposed Project is a mixed-use infill development with 700 residential units and 15,000 square feet of commercial uses. SB 743 defines an infill site as a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. The Project Site meets this definition. The Project Site is served by two nearby Metro Stations within one-half mile of the Project Site: the Pico Station, located approximately 0.4 mile west of the Project Site; and the 7<sup>th</sup> Street/Metro Center Station, located approximately 0.5 mile northwest of the Project Site. Both stations provide frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods and are identified as located within a transit priority area. As discussed in Section II, Project Description, the Project Site is designated as a “Transit Priority Area” per the Department of City Planning’s Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA<sup>1</sup>

Accordingly, the Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. The aesthetics analysis below is provided for informational purposes only. While Section 21099 prohibits aesthetic impacts from being considered significant environmental impacts pursuant to CEQA, it does not affect the ability of the City of Los Angeles to implement design review through its ordinances or other discretionary powers.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urban areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>1</sup> Zoning Information No. 2452 Transit Priority Areas (TPAs)/exemptions to aesthetics and parking within TPAs pursuant to CEQA (ZI-2452), <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>, accessed, January 2019 (See Appendix N).



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
conflict with applicable zoning and other regulations governing scenic quality?				
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## PROJECT-SPECIFIC IMPACTS

### a) Would the project have a substantial adverse effect on a scenic vista?

**Less Than Significant Impact.** As stated above, Senate Bill (SB) 743 was signed into law by Governor Brown in September 2013, which made several changes to CEQA for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Specifically, 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 to have a significant impact on the environment.

SB 743 defines a transit priority area as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the A.M. and P.M. peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. However, the exemption for aesthetic impacts does not include impacts to historic or cultural resources, per Section 21099 of the Public Resources Code (PRC).

The Proposed Project is a mixed-use infill development with 700 residential dwelling units and 15,000 square feet of retail/restaurant space. The Project Site is served by two nearby Metro Stations within one-half mile of the Project Site. The Pico/Flower Station is located approximately 0.4 miles west of the Project Site and the 7<sup>th</sup> Street/Metro Center Station is located approximately 0.5 miles northwest of the Project Site, both with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods and are identified as located within a transit priority area. Furthermore, the Project Site does not contain any historic or cultural resources, as discussed in Section 5, Cultural Resources of this Initial Study/SCEA. As such, the proposed project meets all criteria specified in Section 21099 of the PRC. Therefore, the project's impact on visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, State Scenic Highways, and parking are considered less than significant per SB 743.



- b) **Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway?**

**Less Than Significant Impact.** Refer to Response to Checklist Question 1(a) above.

- c) **Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less Than Significant Impact.** Refer to Response to Checklist Question 1 (a) above.

- d) **Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less Than Significant Impact.** Refer to Response to Checklist Question 1(a) above.

## CUMULATIVE IMPACTS

**Less Than Significant Impact.** Refer to Response to Checklist Question 1(a) above. The application of Public Resources Code Section 21099 provides that the aesthetic impacts of a mixed-use project, such as the Proposed Project, upon an infill site within a transit priority area shall not be considered significant impacts on the environment. Therefore, cumulative aesthetic impacts would be less than significant. Under SB 743 and ZI No. 2542, aesthetic impacts of the Proposed Project shall not be considered a significant impact on the environment.

## II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project, and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. | Conflict the existing zoning for agricultural use, or a Williamson Act Contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. | Result in the loss of forest land or conversion of forest land to non-forest use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. | Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### PROJECT-SPECIFIC IMPACTS

- a) **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** An impact would occur if the Proposed Project would convert valued farmland to non-agricultural uses. The Project Site is located in a highly developed area of Downtown Los Angeles. No farmland or agricultural activity exists on the Project Site, nor are there any farmland or agricultural activities in the vicinity of the Project Site. According to the “Los Angeles County Important Farmland 2014” map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site are not candidate for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>2</sup> Therefore, no impact to agricultural lands would occur.

- b) **Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?**

**No Impact.** The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC). The Project Site is currently zoned [Q]R5-4D-O with a General Plan land use designation of High Density Residential and is not zoned for agricultural production, and no farmland activities exist on-site. In addition, no Williamson Act Contracts are in effect for the Project Site.<sup>3</sup> Therefore, no impact would occur.

<sup>2</sup> State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2014, Map. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf>, accessed March 2017.

<sup>3</sup> State of California Department of Conservation, Los Angeles County Williamson Act FY 2015-2016, website: <http://www.conservation.ca.gov/dlrp/lca>, accessed March 2017.



- c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.** The Project Site is zoned [Q]R5-4D-O, which has a land use designation of High Density Residential in the Central City Community Plan Area. The Project Site is not zoned as forestland or timberland, and there is no timberland production at the Project Site. Therefore, no impact would occur.

- d) **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** The Project Site is zoned [Q]R5-4D-O, which has a land use designation of High Density Residential in the Central City Community Plan Area. The Project Site is not zoned as forestland or timberland, and there is no timberland production at the Project Site. Therefore, no impact would occur.

- e) **Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**No Impact.** Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. As discussed above, the Project Site is not classified in any “Farmland” category designated by the State of California. According to the “Los Angeles County Important Farmland 2014” map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site is not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>4</sup> Therefore, no impact would occur.

## CUMULATIVE IMPACTS

**No Impact.** Development of the Proposed Project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of any forest land or conversion of forest land to non-forest use. The Los Angeles County Important Farmland 2014 Map maintained by the California Division of Land Resource Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.<sup>5</sup> The Project Site is located in an urbanized area in the Central City Community within the City of Los Angeles and does not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

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<sup>4</sup> *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2014, Map. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf>, accessed March 2017.*

<sup>5</sup> *Ibid.*



### III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### **Regulatory Compliance Measures - Air Pollution**

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

- Site Clearing, Grading and Construction Activities: Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
  - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
  - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - Trucks having no current hauling activity shall not idle but be turned off.
- In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.



- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
- The Project shall comply with South Coast Air Quality Management District Rule 1108 limiting the volatile organic compound content from cutback asphalt.
- The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
- New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

## PROJECT-SPECIFIC IMPACTS

### a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

**Less Than Significant Impact.** A significant air quality impact could occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The most recent AQMP was adopted by the Governing Board of the South Coast Air Quality Management District (SCAQMD) on March 3, 2017 (“2016 AQMP”). The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gasses and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and incentives that encourage the accelerated transition to cleaner vehicles, and the modernization of buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. In addition, the Southern California Association of Governments (SCAG) recently approved their 2016 RTP/SCS that include transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the 2016 AQMP. The transportation strategy and transportation control measures (TCMs), included as part of the 2016 AQMP and the State Implementation Plan (SIP) for the South Coast Air Basin, are based on SCAG’s 2016 RTP/SCS and Federal Transportation Improvement Program (FTIP). For purposes of assessing a project’s consistency with the AQMP, projects that are consistent with the growth forecast projections of employment and population forecasts identified in the RTP/SCS are considered consistent with the AQMP, since the growth projections contained in the RTP/SCS form the basis of the land use and transportation control portions of the AQMP.

As discussed in Section 13(a), the Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is consistent with the smart growth policies of the 2016 RTP/SCS to increase housing density within close proximity to High-Quality Transit Areas (HQTAs). An HQTAs is



defined as a generally walkable transit village or corridor within one half-mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Proposed Project would concentrate new development and jobs within a half of a mile (walking distance) of several Metro bus lines that connect to all regions of the Los Angeles area. Additionally, the Project Site is served by two nearby Metro Stations within one-half mile of the Project Site: the 7<sup>th</sup> Street/Metro Center Station is located approximately 0.5 miles northwest of the Project Site and the Pico/Flower Station is located approximately 0.4 miles west of the Project Site. Thus, the Project's location provides opportunities for employees, guests, and visitors to use public transit to reduce vehicle trips. The Project Site is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's mixed-use nature and close proximity to neighborhood-serving restaurant/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone land uses that are not located in close proximity to transit. Thus, because the Proposed Project would be consistent with the growth projections and regional land use planning policies of the 2016 RTP/SCS (as discussed in greater detail in response to Checklist Question 7(a), Greenhouse Gas Emissions), the Proposed Project would not conflict with or obstruct implementation of the 2016 AQMP, and Project impacts would be less than significant.

A project would conflict with the applicable AQMP if the project were to exceed the adopted thresholds of significance as adopted by the SCAQMD. The following analysis discusses and quantifies the Project's construction and operational air quality emissions and addresses the project's consistency with the SCAQMD's construction and operational thresholds of significance.

### Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 30 months with buildout anticipated in 2022. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in five main steps: (1) site clearing; (2) grading/excavation; (3) building construction; (4) architectural coatings; and (5) paving. The entire construction phase includes the demolition/site clearing of the surface parking lot, construction of the proposed building, connection of utilities to the building, and landscaping the Project Site. Construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving foundation preparation would primarily generate PM<sub>2.5</sub> and PM<sub>10</sub> emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO<sub>x</sub> emissions. The application of architectural coatings would primarily result in the release of ROG/VOC emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

As required by CEQA, the Proposed Project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod *Version 2016.3.2*) as recommended by the SCAQMD. Table VI-1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to



occur on peak construction days for each phase of the Proposed Project construction. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD.

**Table VI-1  
Estimated Peak Daily Construction Emissions**

Emission Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Site Clearing</b>						
On-Site Fugitive Dust	--	--	--	--	2.62	1.33
On-Site Off-Road (Diesel Equipment)	2.33	24.66	11.80	0.02	1.22	1.14
Off Site (Hauling, Vendor, Worker)	0.36	11.31	2.57	0.03	0.77	0.24
<b>Total Emissions</b>	<b>2.69</b>	<b>35.97</b>	<b>14.37</b>	<b>0.05</b>	<b>4.61</b>	<b>2.71</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Grading/Excavation</b>						
On-Site Fugitive Dust	--	--	--	--	2.96	1.52
On-Site Off-Road (Diesel Equipment)	2.38	27.50	13.22	0.03	1.22	1.12
Off Site (Hauling, Vendor, Worker)	2.14	71.56	14.83	0.19	11.62	3.18
<b>Total Emissions</b>	<b>4.52</b>	<b>99.06</b>	<b>28.05</b>	<b>0.22</b>	<b>15.80</b>	<b>5.82</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Building Construction</b>						
On-Site Off-Road Diesel Equipment	3.41	25.71	23.29	0.04	1.49	1.45
Off Site (Hauling, Vendor, Worker)	4.08	14.02	31.05	0.10	8.49	2.36
<b>Total Emissions</b>	<b>7.49</b>	<b>39.73</b>	<b>54.34</b>	<b>0.14</b>	<b>9.98</b>	<b>33.81</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Architectural Coating</b>						
On-Site Architectural Coating	44.61	--	--	--	--	--
On-Site Off-Road Diesel Equipment	1.39	10.36	11.43	0.02	0.67	0.66
Off-Site Hauling/Vendor/Worker Trips	0.85	5.70	6.47	0.03	1.90	0.54
<b>Total Emissions</b>	<b>46.85</b>	<b>16.06</b>	<b>17.90</b>	<b>0.05</b>	<b>2.57</b>	<b>1.20</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Paving</b>						
On-Site Off-Road (Diesel Equipment)	0.77	7.74	8.86	0.01	0.42	0.38
Off Site (Hauling, Vendor, Worker)	0.13	2.42	1.07	<0.01	0.31	0.09
<b>Total Emissions</b>	<b>0.90</b>	<b>10.16</b>	<b>9.93</b>	<b>0.01</b>	<b>0.73</b>	<b>0.47</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings.  Calculation sheets are provided in Appendix A to this SCEA.  Parker Environmental Consultants, 2017.</i>						



As shown in Table VI-1, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, construction impacts are considered to be less than significant.

### Operational Emissions

The existing Project Site currently consists of a surface parking lot that accommodates existing parking demand in the vicinity. Therefore, this analysis assumes there are no existing air quality emissions from the Project Site as the vehicle parking at the Project Site are originating from other land uses in the area.

The Proposed Project would result in the site clearing of the existing surface parking lot and the development and operation of a high-rise mixed-use building with 700 residential dwelling units and approximately 15,000 square feet of ground floor commercial space. Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Proposed Project. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site.

The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod (*Version 2016.3.2*) recommended by the SCAQMD. The analysis of operational air quality impacts was based on the net external vehicle trips identified in the Project Traffic Study (3,392 average daily trips), which included trip credits for internal capture, transit, and pass-by trip reductions. The modeling inputs included default diverted trips and pass-by trips in the trip characteristics calculation in which CalEEMod, internally calculates trip length reductions associated with each type of trip. To provide a more conservative estimate of the Project's vehicle miles travelled, the air quality model input was adjusted to remove the diverted and pass-by trip characteristics and assign 100 percent of the Project's estimated trips as primary trips, with no trip length reductions for diverted or pass-by trips.<sup>6</sup> The results of these calculations are presented in Table VI-2, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

- b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?**

**Less Than Significant Impact.** Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project adds a considerable cumulative contribution to federal or state non-attainment pollutants. As the Basin is currently in State non-attainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>, related projects could exceed an air

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<sup>6</sup> *It should be noted that this approach is overly conservative in assigning 100 percent of the net driveway trips as "primary trips" as the CalEEMod default trip characteristics for primary, diverted, and pass-by trips is based on regional trip length data provided by each air district and is well supported.*



quality standard or contribute to an existing or projected air quality exceedance. With regard to determining the significance of the Project incremental contribution to cumulative air quality emissions, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As discussed under Question 3(b) above, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in non-attainment, and impacts would be less than significant.

**Table VI-2**  
**Proposed Project Estimated Daily Operational Emissions**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summertime (Smog Season) Emissions</b>						
Area	17.47	12.28	62.87	0.08	1.26	1.26
Energy	0.25	2.13	1.11	0.01	0.17	0.17
Mobile Sources	6.23	32.30	86.83	0.33	27.73	7.59
<b>NET Project Emissions</b>	<b>23.95</b>	<b>46.71</b>	<b>150.81</b>	<b>0.42</b>	<b>29.16</b>	<b>9.02</b>
<b>SCAQMD Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Potentially Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Wintertime (Non-Smog Season) Emissions</b>						
Area	17.47	12.28	62.87	0.08	1.26	1.26
Energy	0.25	2.13	1.11	0.01	0.17	0.17
Mobile Sources	5.92	33.00	80.74	0.32	27.73	7.59
<b>NET Project Emissions</b>	<b>23.64</b>	<b>47.41</b>	<b>151.32</b>	<b>0.41</b>	<b>29.16</b>	<b>9.02</b>
<b>SCAQMD Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Potentially Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>Note: Calculation worksheets are provided in Appendix A to this SCEA.</i> <i>Source: Parker Environmental Consultants 2018.</i>						

**c) Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health



care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.<sup>7</sup>

### Localized Significance Thresholds

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the “Final Localized Significance Threshold Methodology” document prepared by the SCAQMD,<sup>8</sup> apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. 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 standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For PM<sub>10</sub>, the LSTs were derived based on requirements in SCAQMD Rule 403 – Fugitive Dust. For PM<sub>2.5</sub>, the LSTs were derived based on a general ratio of PM<sub>2.5</sub> to PM<sub>10</sub> for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD’s 38 source receptor areas (SRA) at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the Central Los Angeles area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include the surrounding multi-family residences. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions for each construction phase. Sensitive receptors located further than 25 meters would be less impacted by localized emissions.

### Localized Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in Table VI-3, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate 1-acre site in SRA 1. These calculations reflect compliance with appropriate dust control measures as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining

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<sup>7</sup> *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, page 5-1.*

<sup>8</sup> *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*



**Table VI-3  
Localized On-Site Peak Daily Construction Emissions**

Construction Phase <sup>a</sup>	Total On-site Emissions (Pounds per Day)			
	NO <sub>x</sub> <sup>b</sup>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Clearing	24.66	11.80	3.84	2.47
Grading/Excavation	27.50	13.22	4.18	2.64
Building Construction	25.71	23.29	1.49	1.45
Architectural Coatings	10.36	11.43	0.67	0.66
Paving	7.74	8.86	0.42	0.38
<b>SCAQMD Localized Thresholds <sup>c</sup></b>	<b>74</b>	<b>680</b>	<b>5</b>	<b>3</b>
<i>Potentially Significant Impact?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
<ul style="list-style-type: none"> <li><i>The localized thresholds for all phases are based on a receptor within a distance of 82 feet (25 meters) in SCAQMD's SRA 1 for a Project Site of 1 acre.</i></li> <li><i>The localized thresholds listed for NO<sub>x</sub> takes into consideration the gradual conversion of NO<sub>x</sub> to NO<sub>2</sub>, and are provided in the mass rate look-up tables in the SCAQMD's "Final Localized Significance Threshold Methodology" guidance document. The analysis of localized air quality impacts associated with NO<sub>x</sub> emissions is focused on NO<sub>2</sub> levels as they are associated with adverse health effects.</i></li> </ul> <p><i>Source: CalEEMod 2016.3.2, Calculation sheets are provided in Appendix A to this SCEA.</i></p>				

effective cover over exposed areas. Therefore, with implementation of the regulatory code compliance measures identified above, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

#### Localized Operational Emissions

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The South Coast Air Basin is currently designated as a CO attainment area for both the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS). The Basin has been in attainment for CO since 2007, and CO levels in the Source Receptor Area (SRA) 1 remain substantially below the federal and state standards. The maximum CO levels during 2016 were recorded at 1.9 ppm (one-hour average) and 1.4 ppm (eight-hour average), compared to the thresholds of 20 ppm (one-hour average) and 9.0 (eight-hour average).<sup>9</sup> In its 2003 AQMP, the SCAQMD conducted CO hot-spot analyses at the four worst-case intersections in the Air Basin. The SCAQMD noted that the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of approximately 100,000 vehicles per day. The data provided in Table 4-10 of Appendix V of the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions at all four intersections was 4.6 ppm (one-hour average) and 3.2 (eight-hour average) at Wilshire Boulevard and Veteran Avenue. When added to the existing [2003] background CO concentrations, the worst-case CO levels in the Basin was estimated to be 7.6 ppm (one-hour average) and 5.6 ppm (eight-hour average), respectively, which is below the CO thresholds of significance for both the CAAQS and NAAQS. The

<sup>9</sup> The most recent annual ambient air quality data is for the year 2016, <http://www.aqmd.gov/docs/default-source/air-quality/historical-data-by-year/2016-air-quality-data-tables.pdf?sfvrsn=14>



AQMP therefore concluded that because the Basin is in attainment for CO, and the studied congested intersections do not exceed state thresholds, CO hotspots are less than significant under extreme conditions. Comparatively, recent ambient CO levels in 2016 are substantially lower than they were in 2013 and the volume of traffic at the intersection of Grand Avenue and Olympic Boulevard is substantially lower than the studied intersections in the 2003 AQMP study.<sup>10</sup> Therefore, it is reasonable to conclude that the Proposed Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. Therefore, no further analysis for CO hotspots is warranted and localized operational emissions would be less than significant.

### Toxic Air Contaminants (TAC)

#### *Construction Emissions*

The Proposed Project's construction activities would generate toxic air contaminants in the form of diesel particulate emissions associated with the use of heavy trucks and construction equipment. The SCAQMD CEQA Air Quality Handbook does not recommend analysis of TACs from short-term construction activities associated with land use development projects. The rationale for not requiring a health risk assessment for construction activities is the limited duration of exposure. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. Specifically, "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of toxic air contaminants (TACs) over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Because the construction schedule for the Project estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading/excavation, would last for a much shorter duration (e.g., approximately six months) and the overall construction schedule would be limited to approximately 30 months (2.5 years), construction of the Project would not result in a substantial, long-term (i.e., 70-year) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period (30 out of 840 months of a 70-year lifetime), further evaluation of construction TAC emissions is not warranted. In addition, construction activities would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. The Proposed Project would be required to comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location.

Although a construction HRA is not required per the Thresholds Guide nor by the SCAQMD, for informational purposes only, an HRA has been prepared by Eyestone Environmental in accordance with current SCAQMD Guidance to provide the City with additional supporting evidence that health risk impacts from Project construction would be less than significant. The HRA is provided as Appendix L to this SCEA.

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<sup>10</sup> Based on the peak hour data provided in Appendix H to this SCEA, the ADT at the Olympic Boulevard and Grand Avenue intersection is estimated to be approximately 35,000 as compared to 100,000 ADT at the four study intersections in the 2003 AQMP.



It provides an estimate of the potential risks and hazards to individuals through inhalation of Project construction diesel particulate matter (DPM) emissions over a 30-month duration. The estimated risks and hazards include: lifetime excess cancer risk estimates, and cumulative chronic HI estimates for the receptor locations of concern. As shown in Appendix L, the results of the HRA yields a maximum off-site individual cancer risk of 4.3 in a million at the residences located north-east of the Project site. The maximum chronic risk of 0.057 occurs within this same residential area. As the Project would not emit carcinogenic or toxic air contaminants that result in impacts which exceed the maximum individual cancer risk of ten in one million or the chronic index of 1.0, Project-related toxic emission impacts would be less than significant. Therefore, the Proposed Project would result in a less than significant impact related to construction TACs.

### *Operational Emissions*

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes and automotive repair facilities. The Proposed Project consists of a mixed-use development containing multi-family residential and retail/commercial uses that would not support any land uses or activities that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. As such, no significant toxic airborne emissions would result from Proposed Project implementation. The SCAQMD published and adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The SCAQMD recommends that HRAs be conducted for substantial 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). None of these situations apply to the Proposed Project.

The Project proposes to construct a total of 700 residential dwelling units, 7,000 square feet of retail space, 8,000 square feet of restaurant space, and 1,075 parking spaces. A conservative estimate of the number of daily/annual truck trips is provided below.

- It is conservatively assumed that each residential unit would require one move in/move out per year and would require a heavy-duty diesel truck (1,400 trucks per year). (It is anticipated that move in/move outs would be less per year and many would not require heavy-duty diesel trucks.) In addition, it is conservatively assumed that each residential unit would receive on average one package per week from a heavy-duty diesel truck. This would be equivalent to approximately five deliveries (e.g., UPS or FedEx) per day since a single truck would delivery multiple packages at the Project Site during each visit (1,825 trucks per year). Approximately four trash trucks would be required per week (208 trucks per year). Using these conservative assumptions, the total trucks related to the proposed residential uses would equal 3,433 per year or nine per day. Please note that this conservatively assumes that all trucks would be diesel.
- It is conservatively estimated that the 15,000 square feet of retail/restaurant space would generate a maximum of five deliveries per day and require two trash trucks per week. This is equivalent to



1,929 trucks per year or just over five trucks per day. Once again, this conservatively assumes that all trucks would be diesel.

As shown above, the Project is conservatively estimated to generate approximately 14 trucks per day. Based on the SCAQMD guidance, there was no quantitative analysis required for future cancer risk within the Project Area as the Project is consistent with the recommendations regarding the siting of new sensitive land uses near potential sources of TAC emissions provided in the SCAQMD Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. Specifically, the Project is not considered to be a substantial source of diesel particulate matter 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. Therefore, operational impacts associated with the release of toxic air contaminants would be less than significant.

**d) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

**Less Than Significant Impact.** A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Proposed Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Garbage collection areas for the Project Site would have the potential to generate foul odors if the areas are located in close proximity to habitable areas. Good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. Further, the Proposed Project would be required to install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138 to control odors from any operational activities within the proposed commercial uses. With compliance with SCAQMD Rules 402 and 1138, described above, potential objectionable odor impacts would be less than significant.

During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors could be a temporary source of nuisance to adjacent uses. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, no construction activities or materials that would create a significant level of objectionable odors are proposed. Therefore, impacts associated with objectionable odors would be less than significant.

## **CUMULATIVE IMPACTS**

**Less Than Significant Impact.** Development of the Proposed Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles.



### AQMP Consistency

Cumulative development can affect implementation of the 2016 AQMP. The 2016 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2016 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2016 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2016 AQMP would be less than significant.

### Construction and Operational Emissions

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Question 3(c) above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

### Odor Impacts

With respect to cumulative odor impacts, potential sources that may emit odors during construction activities at each related project include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rule 1108 and 1113 limits the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Proposed Project and related projects would not combine to create objectionable construction odors. With respect to operations, SCAQMD Rules 402 (Nuisance) and Rule 1138 (Odor Reducing Equipment) would regulate any objectionable odor impacts from the related projects and the Proposed Project's long-term operations phase. Thus, cumulative odor impacts would be less than significant.



#### IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the local or regional plans, policies, and regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g. oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:**

##### **MM-BIO-1 Habitat Modification (Nesting Native Birds):**

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).



- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

## PROJECT-SPECIFIC IMPACTS

- a) **Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**Less Than Significant with Mitigation Incorporated.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in a highly urbanized area in the City of Los Angeles and is improved a paved surface parking lot. The Project Site does not contain any critical habitat or support any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Vegetation on the Project Site is limited to five street trees (Canary Island pine) in the public right-of-way along Hill Street and two street trees (Southern Magnolia) in the public right-of-way along Olympic Boulevard. It is anticipated that all of these trees would be removed. The removal and placement of street trees would be subject to the review and approval of the Board of Public



Works, Urban Forestry Division. None of these trees in the public right-of-way are designated protected trees.<sup>11</sup> Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. Therefore, the Proposed Project would have a less than significant impact upon removal of non-protected trees.

With respect to the proposed removal of non-protected trees currently along the public right-of-way, the removal of trees has the potential to impact nesting bird species if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (*Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20*) and Section 3503 of the California Department of Fish and Game Code. To ensure compliance with the MBTA, the City of Los Angeles Department of City Planning advises applicants to avoid tree removal activities during the breeding season. If avoidance is not feasible, the Department recommends weekly bird surveys be conducted to ensure that the trees proposed for removal are not occupied by nesting birds. Thus, with implementation of Mitigation Measure BIO-1, listed above, the Proposed Project would have a less than significant impact on sensitive biological species or habitat.

**b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is occupied by a paved surface parking lot. The Project Site is an infill lot located in a developed neighborhood within the City of Los Angeles. No riparian or other sensitive natural vegetation communities are located on or adjacent to the Project Site. Therefore, implementation of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities, and no impact would occur.

**c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The Project Site is entirely developed with impermeable surfaces and does not contain any wetlands or natural drainage channels. Further, the Project Site is located in a developed area within the

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<sup>11</sup> Wayne Romanek, California Registered Landscape Architect, Carter, Romanek Landscape Architects, Inc., April 27, 2017.



City of Los Angeles. The Project Site nor the surrounding area contain any wetlands or riparian habitat. Therefore, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Question 4(b), above). No impacts to riparian or wetland habitats would occur with implementation of the Proposed Project.

**d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally result in a significant impact on biological resources if it results in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in a heavily urbanized area of Downtown Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites on the Project Site or in the Project Site vicinity. Thus, the Proposed Project would not interfere with the movement of any residents or migratory fish or wildlife. Therefore, no impact would occur.

**e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404. As stated above, the Project Site is improved with a surface parking lot. There are no protected tree species located on the Project Site. Therefore, the Proposed Project would not have the potential to conflict with the City of Los Angeles Protected Tree Ordinance. However, all street trees in the public right-of-way are expected to be removed as a result of the Proposed Project. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the Project Site proposed for removal shall be replaced at a 2:1 ratio with a minimum 24-inch box tree. Further, the Proposed Project would be required to comply with the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibits take of all birds and their active nests including raptors and other migratory non-game birds. Thus, any impacts upon the loss of on-site trees would be less than significant levels.

**f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** A significant impact would occur if the Proposed Project would be inconsistent with maps or policies in any conservation plans of the types cited. The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with implementation of the Proposed Project.



## CUMULATIVE IMPACTS

**Less Than Significant Impact.** The Proposed Project would have a less than significant impact upon biological resources with regulatory compliance and mitigation measures. Development of the Proposed Project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project Site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance. Thus, cumulative impacts to biological resources would be considered less than significant.

## V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in significance of a historical resource as defined in <i>State CEQA Guidelines</i> §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to <i>State CEQA Guidelines</i> §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries (see Public Resources Cod, Ch. 1.75 §5097.98, and Health and Safety Code §7050.5(b))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based on the following report: Olympic + Hill Development, Los Angeles, California, Historical Resource Technical Report, prepared by GPA Consulting, dated May 2017.

### Regulatory Compliance Measures:

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

- **Cultural Resources (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Proposed Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.



- **Cultural Resources (Paleontological):** Under California Public Resources Code Sections 5097.5 and 30244, if any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
  - The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  - The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
  - The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
  - Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
  
- **Cultural Resources (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
  - Stop immediately and contact the County Coroner:  
 1104 N. Mission Road  
 Los Angeles, CA 90033  
 323-343-0512  
 (8 a.m. to 5 p.m. Monday through Friday) or  
 323-343-0714  
 (After Hours, Saturday, Sunday, and Holidays)
  - If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
  - The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
  - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
  - If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

## PROJECT-SPECIFIC IMPACTS

- a) **Would the project cause a substantial adverse change in the significance of an historic resource pursuant to §15064.5?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Proposed Project results in a substantial adverse change in the



significance of a historic resource. Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain State guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.<sup>12</sup>

According to available historical sources, the Project Site was formerly developed with residential structures from at least 1888 to 1906. A single structure is depicted to replace the residential structures in 1920. From 1950-1963, a commercial structure with restaurant, stores, and a parking structure occupy the Project Site. Since 1972 through the present, the Project Site has remained with asphalt paved surface parking.<sup>13</sup> As previously stated, the Project Site is currently developed with a paved surface parking lot. As such, no buildings, structures, or other property types that could be considered eligible for listed in the National Register of Historic Places, California Register of Historical Resources, or as a Los Angeles Historic-Cultural Monument occur on-site. Therefore, there are no known or potential historic resources on the Project Site.

GPA Consulting ("GPA") conducted the Historical Resource Report to identify historical resources in the vicinity of the Project Site, to assess any potential impacts the Proposed Project may have on the identified historical resources. Two buildings are included in the study area: 1) Mayan Theater, located at 1036-1038 S. Hill Street, immediately south of the Project Site; and 2) Western Pacific Building, located at 1023-1039 S. Broadway, immediately east of the Project Site. The Proposed Project would be within the same block as these two historical resources.

### Mayan Theater

The Mayan Theater is located on S. Hill Street, immediately south of the Project Site. It was designated as HCM #460 in 1989 and was identified as eligible for listing in the National Register in the Central Business District Historic Resources Survey in 1983. At that time, the California Register was not yet established, so the survey form did not address California Register eligibility. However, it is understood that properties eligible for listing in the National Register are eligible for listing in the California Register as the criteria are essentially the same. The property was not included in SurveyLA, the Citywide historic resource survey, as it is a designated HCM. SurveyLA did not re-evaluate properties that are listed under national, state, or local landmark programs. The property is significant in the context of architecture as an excellent example of the Exotic Revival style as well as an important work by Morgan, Walls & Clements and Francisco

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<sup>12</sup> CEQA Guidelines, Section 15064.5(b)(1).

<sup>13</sup> Advantage Environmental Consultants, LLC, *Phase I Environmental Site Assessment, W Olympic Boulevard and S Hill Street Property, Los Angeles, California 90015, April 15, 2017.*



Cornejo. Morgan, Walls & Clements are widely recognized as master architects for the quality and influence of their work. It is understood that Stiles Clements was responsible for the design of the Mayan Theater. Cornejo is not well known in the United States, but also considered a master. He was a Mexican painter, sculptor, and educator who specialized in Mayan and Aztec themes. He exhibited his studio work in galleries from Mexico City to San Francisco. In 1926, he curated an exhibition of ancient American art and its modern applications. The Mayan Theater is his most important work in Los Angeles.

The building was constructed in 1927 as a live performance theater. The opening show was “Oh Kay,” a musical comedy by George Gershwin. Although the production was a hit, the architecture received mixed reviews. While some found it “grotesque,” others thought it to be a welcome departure from the ubiquitous Classical and Renaissance styles of the era. The design for the theater was not based on an existing Maya structure. Instead, Morgan, Walls & Clements designed the theater to meet contemporary specifications, then divided it into “modules,” to which Cornejo applied Maya ornamentation.

The board-formed concrete structure is rectangular in plan and is composed of three distinct portions that vary in height. The front portion is covered by a side-facing gabled roof and contains the theater lobby on the ground floor and offices on the second floor. The middle portion is approximately the same height as the front portion, but is covered by a flat roof. Within the middle portion is the auditorium. The rear portion is comparable to seven stories in height and contains the stage, dressing rooms, and fly space. The Hill Street facade is extremely ornate, featuring extensive Maya decorative motifs, including serpents, figures, and geometric designs. The north and east elevations are utilitarian in design with only a few window openings for the offices. The south elevation abuts the Belasco Theater.

The two theaters were owned by the oil magnate Edward L. Doheny and a partner, retired investor Nathan W. Stowell. The Mayan and the Belasco were an attempt to get a new fashionable legit theater district going west of Broadway. The Mayan was managed by the same team that ran the Belasco, Gerhold Davis and Edward Belasco. Beginning in 1929, the theater presented motion pictures as well as plays and musicals. From 1936 until at least 1939, the Mayan was used by the Works Progress Administration's federal theater project. Duke Ellington's “Jump for Joy” opened in July of 1941 with an all-black cast including Dorothy Dandridge and Ivie Anderson. The show ran until September. Plans for a national tour leading to Broadway were dropped after Japan bombed Pearl Harbor and many cast members were drafted. The Mayan began showing Spanish language films in 1949, and pornographic films in 1969. The theater was turned into a dance and music club in 1989.

### Western Pacific Building

The Western Pacific Building is located on S. Broadway east of the Project Site, but physically separated by an alley called Blackstone Court. It was identified as eligible for listing in the National Register in the Central Business District Historic Resources Survey in 1983. The property was re-surveyed by SurveyLA and identified as eligible for listing in the National and California Register and for designation as an HCM. The property is significant in the context of architecture as an excellent example of Beaux Arts Classicism, as well as an important work by the master architects Walker & Eisen.



The building was initially developed in 1925 by the Los Angeles Investment Company. The company was founded around 1896 and got its start producing hundreds of bungalows a year through company-owned lumber mills, warehouses, and hardware stores. Its reputation for quality long-lasting construction helped it grow to the largest cooperative building company in America by the early 1900s. As early as 1911, the company branched out into commercial and office building construction. The Western Pacific Building was developed as office space and leasing demand was so high that an addition was underway less than a year after the original portion was completed. Any differences in the two phases of construction, the northeast half in 1926 and the southwest half in 1927 are imperceptible from the exterior. Research in contemporary newspapers did not reveal the reasoning behind the building's name, but it was commonly called the "Western Pacific Building" from its inception. The architectural firm of Walker & Eisen designed the original building as well as the addition, with the Los Angeles Investment Company acting as the contractor.

The Beaux Arts style building has a tapered rectangular footprint. There are two light wells, one each at the north and south ends of the building, forming an H-shape on the upper levels. Twelve-stories in height, the building has a concrete foundation and a reinforced concrete structure. The Broadway facade is clad in terra cotta and red brick is organized horizontally into three sections. The side and rear elevations are clad in stucco and are much simpler than the façade. One-over-one double-hung sash metal windows are stacked vertically across each elevation, which are without ornamentation.

#### Determining the Significance of Impacts on Historical Resources

The State CEQA Guidelines set the standard for determining the significance of impacts to historical resources in Title 14 California Code of Regulations Section 15064.5(b), which states:

A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

Title 14 California Code of Regulations Section 15064.5(b)(1) further clarifies "substantial adverse change" as follows:

Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.

Title 14 California Code of Regulations Section 15064.5(b)(1) in turn explains that a historical resource is "materially impaired" when a project:

Demolishes or materially alters in an adverse manner those physical characteristics that convey its significance and that justify its inclusion in or eligibility for inclusion in the California Register, local register, or its identification in a historic resources survey.

The following factors are set forth in the City of Los Angeles' "L.A. CEQA Thresholds Guide," which states that a project would normally have a significant impact on a historical resource if it would result in a substantial adverse change in the significance of the historical resource. A substantial adverse change in significance occurs if the project involves:



- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

As such, the test for determining whether or not a proposed project will have a significant impact on an identified historical resource is whether or not the Proposed Project will alter in an adverse manner the physical integrity of the historical resource such that it would no longer be eligible for listing in the National or California Registers or other landmark programs such as the list of HCMs.

#### Analysis of Project Impacts

The Proposed Project would have no direct impacts on historical resources. There are no historical resources on the Project Site, and no historical resources would be demolished, destroyed, relocated, or altered as a result of the Proposed Project. Therefore, this report only analyzes the indirect impacts the Proposed Project may have on the historical resources in the vicinity.

The Mayan Theater is immediately south of the Project Site, and the Western Pacific Building is immediately southeast but separated by an alley. However, as more fully described below, the new building would not affect the physical integrity or historic significance of these historical resources. As such, the Proposed Project would have no indirect impacts on the historical resources in the vicinity.

In determining indirect impacts of adjacent new construction on individual resources such as the Mayan Theater and Western Pacific Building, the central question is whether the new building would affect the physical integrity of the historic building to the degree that it would no longer qualify as a historical resource. Such an effect would only occur if the Mayan Theater or Western Pacific Building no longer retained sufficient integrity to convey its significance. According to *National Register Bulletin #15*, there are seven aspects of integrity: feeling; association; workmanship; location; design; setting; and materials. The only relevant aspect with respect to the impact of a new building on a historic building is setting. Setting refers to the character of the place in which the property played its historical role.

The *Los Angeles Citywide Historic Context Statement* prepared by the Office of Historic Resources is organized into nine broad contexts, and establishes eligibility standards for associated property types. The Mayan Theater is eligible in the Architecture and Engineering Context under the Mayan Revival Subtheme. For buildings to be eligible under this context and subtheme, they should retain integrity of design, materials, workmanship, and feeling. It is also eligible in the Entertainment Industry Context under the Movie Theater Subtheme. For buildings to be eligible under this context and subtheme, they should retain



integrity of location, feeling, and association. The Western Pacific Building is eligible in the Architecture and Engineering Context under the Beaux Arts Classicism Subtheme. For buildings to be eligible under this context and subtheme, they should retain integrity of location, design, materials, workmanship, and feeling. So in the case of both buildings, setting is not an essential factor of integrity. As both buildings occupy their entire parcels, they have no immediate setting, only a broad setting.

Historically, Hill Street south of Olympic Boulevard was developed with low to mid-rise commercial buildings, but by the 1970s many had been demolished. Those parcels have remained undeveloped or minimally developed with surface parking lots until recently. Although the Proposed Project would introduce a new visual element to the area, the Mayan Theater would retain its integrity of setting. The most important aspect of the broad setting of the Mayan Theater is its relationship with the Belasco Theater on the south. That relationship would not be altered by the construction of a new building north of the Mayan Theater. Furthermore, the portion of the new building adjacent to the Mayan Theater is only nine stories in height, which is not out of scale with Mayan Theater, which ranges in height from two stories at the front and seven stories at the rear. The tower portion of the new building would be situated at the corner of S. Hill Street and Olympic Boulevard away from the historic building.

Although it is only one block east, Broadway south of Olympic Boulevard was historically developed with taller commercial buildings that rose to 12 stories in height. These included the still extant Western Pacific Building as well as the Commercial Club Building at 1100 S. Broadway and the Los Angeles Railway Building at 1060 S. Broadway. Similar to Hill Street, by the 1970s there were also many surface parking lots in the area as a result of the demolition of older buildings. Although the Proposed Project would introduce a new visual element to the area, the Western Pacific Building would retain its integrity of setting. The most important aspect of the broad setting of the Western Pacific Building is its relationship with the Commercial Club Building and Los Angeles Railway Building on the south. These three buildings are similar in height, massing, materials, and design, and create a strong sense of place at S. Broadway and W. 11<sup>th</sup> Street. That relationship would not be altered by the construction of a new building behind the Western Pacific Building. Furthermore, the portion of the new building to the rear of the Western Pacific Building is only nine stories in height, which is lower than the 12-story Western Pacific Building.

Both historical resources would continue to convey their significance, which is primarily architectural. Setting is not a critical factor of integrity of buildings that are architecturally significant. Especially when they occupy their entire parcels like the Mayan Theater and Western Pacific Building. Thus, there would be no indirect impact from the Proposed Project on historical resources.

Projects that comply with the Standards are considered mitigated to a less than significant level. As the Proposed Project does not involve the preservation, rehabilitation, restoration, or reconstruction of a historic building, the Standards are not directly applicable. To that end, Rehabilitation Standards #9 and #10 are relevant but not determinative in analyzing the indirect impact of new construction on a historic building. Rehabilitation Standards #9 and #10 primarily address additions to historic buildings or new construction within the boundaries of a historic property or district, which is not the case with the Proposed Project. Nevertheless, to be conservative, the Proposed Project's compliance with Standards #9 and #10 is discussed below.



*Compliance with Standard #9*

The Standard states: “New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.”

The new building would be located directly north of the Mayan Theater, which is located on a separate parcel to the south. The Mayan Theater is not a part of the Proposed Project; thus, the new building would not destroy historic materials, features, and spatial relationships that characterize the property. The north elevation of the Mayan Theater is an unarticulated blank wall that is not a character-defining feature. The historic building was clearly designed in anticipation of the construction of another building on the neighboring parcel. Thus, the spatial relationship between the Mayan Theater and its immediate environment would remain intact. While the Mayan Theater ranges in height from two stories at the front and seven stories at the rear, the tower portion of the new building would be 60 stories in height. However, the podium portion next to the Mayan Theater would be only nine stories in height. Within the context of Downtown Los Angeles, this would not be an unusual juxtaposition of heights. The podium portion of the new building would be differentiated from the Mayan Theater by its contemporary design. As the Mayan Theater is so unique in its design, a contemporary design that consists of a regular grid is more appropriate than an attempt to mimic any aspect of Mayan Revival architecture.

The new building would be located northwest of the Western Pacific Building, but separated by an alley. The Western Pacific Building is not a part of the Proposed Project thus the new building would not destroy historic materials, features, and spatial relationships that characterize the property. The west, or rear, elevation of the Western Pacific Building is utilitarian in design. One-over-one double-hung sash metal windows are stacked vertically across the elevation, which is sheathed in stucco and without ornamentation. The historic building was clearly designed in anticipation of the construction of another building across the alley. Thus, the spatial relationship between the Western Pacific Building and its immediate environment would remain intact. The eight-story podium portion of the new building is compatible with the height of the 12-story Western Pacific Building. The compatibility of the materials and features between the new and historic buildings is not required in the instance, as they are both rear elevations separated by an alley.

In conclusion, the Proposed Project complies with Standard #9 to the extent appropriate for this area of Downtown Los Angeles.

*Compliance with Standard #10*

The Standard states: “New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.”

The Proposed Project complies with Standard #10. The new building is sufficiently separated from the Mayan Theater and Western Pacific Building. In the case of the Mayan Theater there will be a typical gap between buildings with shared property lines (the gap is located on the Mayan Theater property). In the



case of the Western Pacific Building there is an alley separating it from the new building. If the new building were removed in the future, the adjacent historical resources would not be materially affected. The essential form and integrity of the historical resources and their environment would be unimpaired.

The Proposed Project would have no direct impacts on historical resources. There are no historical resources on the Project Site and no historical resources would be demolished, destroyed, altered, or relocated as a result of the Proposed Project. Indirect impacts on historical resources were also analyzed. The Proposed Project would have a less than significant impact on the historical resource near the Project Site. Although the Proposed Project would introduce a new visual element to the area, it would be physically separated from the Western Pacific Building by an alley. The new building would be located north of the Mayan Theater. However, the Proposed Project would not result in a substantial adverse change to the immediate surroundings of this historical resource to the degree its eligibility, as a resource would be materially impaired. It would continue to be eligible for listing as historical resource defined by CEQA. No mitigation is required or recommended. Therefore, development of the Proposed Project would result in a less than significant impact to historic resources.

**b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources. No known archaeological sites are identified on the Project Site. There is no evidence that suggests any archaeological sites or archaeological resources exist on the Project Site.<sup>14</sup> The Project Site has been previously developed and is located in a highly urbanized area of the Central City Community Plan area in the City of Los Angeles. The Project Site is developed with a surface parking lot and has been previously disturbed. The Proposed Project would include the demolition of the surface parking lot and grading activities for construction of a proposed high-rise mixed-use building with residential dwelling units and ground-floor commercial with seven subterranean parking levels. Construction of the Proposed Project would anticipate the excavation to a depth of approximately 80 feet below grade to allow for the proposed subterranean parking levels.

Thus, the potential exists for the accidental discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the Project Site is excavated, the Department of City Planning requires adherence to regulatory compliance measures for proper handling of any archaeological resources discovered during construction. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Proposed Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

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<sup>14</sup> *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*



Adherence to regulatory compliance measures would ensure that if any archaeological resources are encountered during construction, impacts to such resources would remain less than significant.

- c) **Would the project disturb any human remains, including those interred outside of formal cemeteries (see Public Resources Cod, Ch. 1.75 §5097.98, and Health and Safety Code §7050.5(b))?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if grading activities associated with the proposed project would disturb previously interred human remains. No known human burials have been identified on the Project Site or its vicinity. However, it is possible that unknown human remains could occur on the Project Site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98.

Compliance with regulatory compliance measures would ensure any potential impacts related to the disturbance of unknown human remains would be less than significant.

## CUMULATIVE IMPACTS

**Less Than Significant Impact.** Development of the Proposed Project, in combination with the related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project's impacts to cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate mitigation. Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.

## VI. ENERGY. Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**Less Than Significant Impact (Responses a and b).** In order to determine if the Project would result in a



potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during the project construction or operation, an analysis of the Project's energy use for all phases of the project has been provided. Additionally, the analysis discusses the Project's compliance with existing state and local regulations which have been adopted to reduce energy consumption. Section 15126.2(b) of the CEQA Guidelines refers to Appendix F of the CEQA Guidelines as guidance for the information to be provided in the analysis.

Appendix F: Energy Conservation of the State CEQA Guidelines states the goal of conserving energy implies the wise and efficient use of energy. The State CEQA Guidelines outlines three means to achieve this goal:

1. Decreasing overall per capita energy consumption,
2. Decreasing reliance on fossil fuels such as coal, natural gas and oil, and
3. Increasing reliance on renewable energy sources.

Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on energy conservation shall be made considering the following factors: a) the extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure, or capacity enhancing alterations to existing facilities; b) whether and when the needed infrastructure was anticipated by adopted plans; and c) the degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

The Proposed Project would develop a mixed-use building on an infill site, which would contribute to the revitalization of the Central City Community Plan area. As a mixed-use project with both residential and commercial land uses, the Proposed Project would be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code. California's Energy Efficiency Standards for Residential and Nonresidential Buildings located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," which was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2016 Standards will continue to improve upon the 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The effective date of the 2016 Standards is January 1, 2017.<sup>15</sup> The Energy Efficiency Standards are a specific response to the mandates of AB 32 and to pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs. The Proposed Project includes energy efficiency components to conserve energy, which are detailed below.

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<sup>15</sup> California Energy Commission, 2016 Building Energy Efficiency Standards, website: <http://www.energy.ca.gov/title24/2016standards/>, accessed February 2019.



### **Existing Infrastructure**

The Project Site is located in a highly urbanized area in Downtown Los Angeles and is adequately served with roads, sidewalks, and underground utilities. Since the Project Site is developed with a surface parking lot, which utilizes little to no energy consumption, the Proposed Project would generate an increase in energy consumption as compared to existing conditions. In the event infrastructure upgrades are required for the proposed development, such infrastructure improvements would be limited in nature and conducted within the existing public right-of-way easements serving the Project area, and thus would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be short-term, (b) upgrades would be conducted within previously developed public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from energy infrastructure improvements would be less than significant.

Electricity (provided by the LADWP) and natural gas (provided by Southern California Gas) service and supplies are available in the immediate project vicinity and would be provided to the Project Site. The availability of electricity and natural gas is dependent upon adequate generating capacity, adequate fuel supplies, and a reliable distribution system. The estimated power requirement for the Proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system.

### **Energy Consumption**

#### **Construction**

Construction of the Proposed Project would generate an increased demand for electricity use related to the treatment and conveyance of water for dust suppression activities during the excavation and grading phase, and the consumption of gasoline and diesel fuels associated with haul trucks, deliveries, and worker commute trips. Construction activities typically do not require the consumption of natural gas to power equipment or heavy machinery. The total electricity, gasoline and diesel fuel anticipated to be used during construction is summarized in Table VI-4, Summary of Energy Usage During Construction, below. As shown in Table VI-4, construction of the Proposed Project would consume approximately 5,145 kWh of electricity, 1,024,622 gallons of gasoline, and 560,027 gallons of diesel fuel.

Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. Further, compliance with regulatory compliance measures, such as restricting haul trucks to off-peak hours and not allowing engines to idle excessively when not in use (AQMD Rule 403), and meeting specified fuel and fuel additive requirements and emission standards (C.C.R. Title 13, Sec. 2485), would further serve to increase energy efficiency and reduce consumption of fossil fuels. The energy demands during construction would be typical of construction projects for projects of this size and would not necessitate additional energy facilities or distribution infrastructure. Accordingly, energy demands during construction would be less than significant.



**Table VI-4**  
**Summary of Energy Usage During Construction**

<b>Fuel Type</b>	<b>Quantity</b>
<b>Electricity</b>	
Water Use	<b>5,145 kWh</b>
<b>Gasoline</b>	
On-Road Vehicles (Workers Trips)	<b>1,024,622 gallons</b>
<b>Diesel</b>	
On Road Construction Equipment (Vendors/Deliveries)	406,916 gallons
On Road Construction Equipment (Haul Trips)	113,188 gallons
Off-Road Construction Equipment	39,924 gallons
<b>Subtotal Diesel</b>	<b>560,027 gallons</b>
<i>Energy calculation worksheets are provided in Appendix I to this SCEA.</i>	

## Operation

### Electricity

As shown in Table VI-5, below, the estimated net increase in electricity consumption by the Proposed Project's operational use would be approximately 4,413,000 kWh per year. As discussed above, the Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Proposed Project would also be required to comply with the *L.A. Green Building Code*. The *L.A. Green Building Code*, effective January 1, 2017, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The *L.A. Green Building Code* contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the *L.A. Green Building Code* requires projects to achieve a 20 percent reduction in wastewater generation. Therefore, compliance with Title 24 of the California Administrative Code and the *L.A. Green Building Code* would reduce the Proposed Project's energy consumption. Additionally, as discussed above, electric service is available and would be provided to the Project Site. The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirements for the Proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system.

The Proposed Project would include energy conservation features. Specifically, the residential units would include energy efficient lighting fixtures, ENERGY Star rated appliances for residential dwelling units, low-flow water features, and energy efficient mechanical heating and ventilation systems. Thus, the Proposed Project's 700 residential units would incorporate energy conservation features. As provided in Appendix D, Greenhouse Gas Emissions, and summarized in Table VI-5, below, the energy usage for the Proposed Project is 5,739,480 kWh/yr.



**Table VI-5  
Estimated Electricity Consumption by the Proposed Project**

<b>Land Use</b>	<b>Size</b>	<b>Total (kilowatt hours/year)</b>
<b><i>Proposed Project</i></b>		
Residential Uses	700 du	2,772,060
Enclosed Parking (with Elevator)		2,519,800
Retail	7,000 sf	353,120
Restaurant	8,000 sf	94,500
<b>Proposed Project Total Net Electricity Demand</b>		<b>5,739,480</b>
<i>Notes:</i> du: dwelling unit; sf: square feet; kWh = kilowatt-hour <sup>a</sup> See Annual CalEEMod Worksheets provided in Appendix D to this SCEA. Source: Parker Environmental Consultants, 2018.		

### Natural Gas

Natural gas for the Project Site is provided by Southern California Gas Company (“SCG”). Gas supply available to SCG from California sources averaged 122 million cf/day in 2015. SCG projects total natural gas demand to decrease at an annual rate of 0.6 percent per year from 2016 to 2035. This decrease is due to more efficient power plants, pursuing demand-side reductions, and the acquisition of preferred power generation resources that produce little or no carbon emissions. Thus, with the natural gas consumption becoming more efficient and decreasing, the SCG’s projection for natural gas also decreases. Interstate pipeline delivery capability into SCG on any given day is theoretically approximately 6,725 million cf/day based on the Federal Energy Regulatory Commission (FERC) Certificate Capacity or SCG’s estimated physical capacity of upstream pipelines. SCG’s storage fields attain a combined theoretical storage working inventory capacity of 137.1 billion cubic feet; of that, 83 billion cubic feet is allocated to residential, small industrial and commercial customers.<sup>16</sup> As shown in Table VI-6, below, the natural gas consumption as a result of the operation of the Proposed Project, approximately 8.3 million cubic feet per year, would represent a very small fraction of one percent of the SCG’s existing natural gas storage capacity and therefore, would be within the SCG’s existing natural gas storage capacity of 83 billion cubic feet as of 2016.

As discussed above, the Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Proposed Project would also be required to comply with the *L.A. Green Building Code*. The *L.A. Green Building Code*, effective January 1, 2017, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The *L.A. Green Building Code* contains both mandatory and voluntary green building measures to conserve energy. Therefore, compliance with Title 24 of the California Administrative Code and the *L.A. Green Building Code* would reduce the Proposed Project’s energy consumption.

<sup>16</sup> California Gas and Electric Utilities, 2016 California Gas Report, website: <https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf>, accessed May 2017.



**Table VI-6  
Estimated Natural Gas Demand by the Proposed Project**

<b>Land Use</b>	<b>Size</b>	<b>Total kBTU/yr</b>	<b>Total (CF/year)</b>
<b><i>Proposed Project</i></b>			
Residential Uses	700 du	6,451,860	6,288,362
Enclosed Parking (with Elevator)		0	0
Retail	7,000 sf	1,846,080	1,799,298
Restaurant	8,000 sf	11,480	11,189
<b>Proposed Project Total Net Natural Gas Demand</b>		<b>8,309,420</b>	<b>8,309,420</b>
<i>Notes:</i> du: dwelling unit; sf: square feet; kWh = kilowatt-hour <sup>a</sup> See Annual CalEEMod Worksheets provided in Appendix D to this SCEA. Source: Parker Environmental Consultants, 2018.			

### *Fossil Fuels*

Operation of the Proposed Project would generate vehicle trips associated with people driving to the site for work or home and driving to and from work and other destinations throughout the region. Based on the trip generation rates provided in the Project Traffic Study, and the vehicle trip lengths calculated in the CalEEMod air quality worksheets, it is estimated that operation of the Proposed Project would result in approximately 12,321,095 annual vehicle miles traveled on an annual basis.<sup>17</sup> Based on this data, it is further estimated that the Proposed Project's VMTs would result in the annual consumption of approximately 408,530 gallons of gasoline fuel and 117,905 gallons of diesel fuel.<sup>18</sup> The Proposed Project would include several conservation measures to decrease reliance on fossil fuels, including coal, natural gas and oil. The Project Site is located in Downtown Los Angeles, which is at the hub of the regional transit network in the Los Angeles area. The roadways adjacent to the Project Site are served by several bus lines managed by multiple transit operators that include the Los Angeles County Metropolitan Transportation Authority ("Metro"), LADOT DASH and Commuter Express, Santa Monica Big Blue Bus ("BBB"), and the Foothill Transit Silver Streak. The Project Site is served by two nearby Metro Stations within walking distance: the 7<sup>th</sup> Street/Metro Center Station is located approximately 0.5 miles northwest of the Project Site and the Pico/Flower Station is located approximately 0.4 miles west of the Project Site. These stations also provide transfer opportunities to other Metro rail services, Amtrak, Metrolink, and numerous bus routes served by Metro, LADOT, and municipal bus operators. The bus lines within a reasonable walking distance (approximately one-half mile) of the Project include (2, 4, 10, 14, 20, 28, 30, 33, 35, 40, 45, 51, 55, 60, 66, 70, 71, 76, 78, 81, 83, 90, 92, 94, 96, 720, 745, 760, 770, and 794).<sup>19</sup> Due to its proximity to the bus stops and Metro stations aforementioned, the Project Site is easily accessible and highly connected with the City of Los Angeles and the greater Los Angeles area.

<sup>17</sup> See CalEEMod Worksheets included as Appendix A to this SCEA.

<sup>18</sup> Refer to Fuel Consumption Calculations included as Appendix I, Energy Consumption Worksheets, in this SCEA.

<sup>19</sup> Fehr & Peers, Olympic & Hill Project Draft Transportation Impact Analysis, January 2018. See Appendix H of this SCEA.



Additionally, as an infill development, Proposed Project would incorporate a mix of residential, retail, and restaurant uses. Because of the Project Site's location near transit service, a number of trips would be expected to be transit or walk trips rather than vehicle trips. Some residents and/or visitors would take transit to their destinations, or would walk to destinations nearby. As discussed in the Traffic Study (see Appendix H of this SCEA), because the commercial component of the Proposed Project would be primarily serving to the proposed development and surrounding project area, some of the trips might be expected to be walk-ins either from the Proposed Project or the surrounding area. Certain adjustments to the trip generation were therefore made, with LADOT approval, to reflect these conditions. For the trips generated by the residential uses, a reduction of 3% for internal trips from the Proposed Project from the surrounding area were applied. For the trips generated by the retail uses, a reduction of 39% for internal trips from the Proposed Project, 5% for use of transit and walk-ins from the surrounding area, and a pass-by rate of 50% were applied. For the trips generated by the restaurant uses, a reduction of 24% for internal trips from the Proposed Project, 8% for use of transit and walk-ins from the surrounding area, and a pass-by rate of 10% were applied. The reduction in vehicle trips, due to the Proposed Project's mixed-use programming and the Project Site's location in a transit-oriented district, would therefore decrease the Proposed Project's reliance on fossil fuels. Further, the Proposed Project proposes a Transportation Demand Management (TDM) program that would result in an additional 15% reduction to the vehicle trips estimated above. Pursuant to LAMC 99.04.106.4.2, a minimum of 5% of the total code required parking is required to be capable of supporting future electric vehicle supply equipment (EVSE). The provision of EVSE infrastructure would further serve to promote the utilization of alternative fueled vehicles thus reducing the combustion of fossil fuels. Based on these factors, the Project's vehicle trips would decrease overall per capita energy consumption, decrease reliance on fossil fuels, and would serve to promote reliance on renewable energy sources.

### *Renewable Energy*

The LADWP's 2015 Power Integrated Resource Plan (IRP) serves as a comprehensive 20-year plan to supply reliable electricity to the City of Los Angeles in an environmentally responsible and cost effective manner. The 2015 IRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. The 2015 IRP outlines an aggressive strategy for LADWP to accomplish its goals and provide sufficient resources over the next 20 years given the information presently available, including the following major strategic initiatives: (1) Eliminate Coal from LADWP's Power Supply, (2) Reach 33 percent renewable portfolio standard by 2020 and 50 percent by 2030, including a goal of 800 MW Local Solar, (3) Achieve 15 percent energy efficiency by 2020, (4) Eliminate the use of Once-through Cooling by Repowering Coastal Units by 2029, (5) Invest in the Power System Reliability Program, and (6) Promote a high scenario of Transportation Electrification. As the project will derive its electricity from the LADWP, the project's energy demands will primarily be derived from renewable energy sources. On a project specific level, the Proposed Project includes the following features which will further reduce energy demands:

1. *Proximity to mass transit:* The Project Site is an infill site within a Transit Priority Area as defined by CEQA. The Project Site is also located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less.



2. *In-Fill Smart Growth:* The Proposed Project is located on an existing infill site that is currently developed with a surface parking lot, which is located in a highly developed area of downtown Los Angeles. The Project Site is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.
3. *Trip Reduction:* In addition to its location in a Transit Priority Area, the Proposed Project would also provide on-site bicycle parking in bicycle storage spaces pursuant to the City of Los Angeles Bicycle Ordinance (Ord. 182,386). Pursuant to LAMC Section 12.21 A.16(a)(1)(i), the Proposed Project is required to supply 32 short-term bicycle parking spaces and 250 long-term bicycle parking spaces, for a total of 290 bicycle parking spaces. The Proposed Project proposes to provide 290 spaces consistent with the allocation provisions for long-term and short-term spaces. Additionally, the Project would provide unbundled parking, where the cost of purchasing or renting parking spaces is separated from the cost of the purchasing or renting a dwelling unit. This incentivizes residents to choose alternative modes of transportation over automobile ownership. Upon discussion with LADOT, a 15% TDM credit was applied to the residential trip generation estimates for the Project.
4. *Resource Conservation:* As mandated by the *L.A. Green Building Code*, the Proposed Project would be required to meet Title 24 2016 standards and include ENERGY STAR appliances. The Proposed Project would incorporate energy conservation features in the proposed residential units such as low-flow water fixtures and energy conservation appliances.

Therefore, with incorporation of the features identified above, the Proposed Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation or conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

## VII. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse caused in whole or in part by the project's exacerbation of existing environmental conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the project exacerbating the expansive soil conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following section summarizes and incorporates the reference information from the following report(s):

- Geotechnical Investigation, Proposed High-Rise Development "Olympic and Hill" 1000-1034 Hill Street and 220 & 226 West Olympic Boulevard, Los Angeles, California ("Geotechnical Investigation"), prepared by Geocon West, Inc., dated February 28, 2017; and
- Soils Report Approval Letter (Log # 98134), issued by the Grading Division of the Department of Building and Safety, dated June 6, 2017.

### **Regulatory Compliance Measures**

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.



- **Geology (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Geology (Geotechnical Investigation):** The Proposed Project shall comply with the conditions contained within the Department of Building and Safety's Soils Report Approval Letter for the Proposed Project, and as it may be subsequently amended or modified.
- **Geology (Erosion/Grading/Short-Term Construction Impacts):** Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The Applicant shall implement Best Management Practices ("BMPs") during grading and excavation to reduce erosion, including, but not limited to the following:
  - Excavation and grading activities shall be scheduled during dry weather periods to the extent practical. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
  - Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.
- **Cultural Resources (Paleontological):** Under California Public Resources Code Sections 5097.5 and 30244, if any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
  - The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  - The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
  - The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
  - Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum

The Proposed Project would also implement Regulatory Compliance Measure, "Hydrology (National Pollutant Discharge Elimination System General Permit," located under Section 9, Hydrology and Water Quality, which would reduce the potential for soil erosion and loss of topsoil.

#### *Existing Soil and Geologic Conditions*

Based on the field investigation and published geologic maps of the area, the Project Site is underlain by artificial fill and unconsolidated Holocene age alluvium consisting of gravel, sand, silt and clay derived from the Elysian and Repetto Hills to the north and the Los Angeles River to the east. Artificial fill was



encountered in the explorations to a maximum depth of 10 feet below existing ground surface. The artificial fill generally consists of brown to light yellowish brown silty sand and sandy silt with fine to coarse gravel and abundant brick fragments. The artificial fill is characterized as fine- to medium-grained, slightly moist, and loose to medium dense or stiff. The fill is likely the result of past grading and construction activities at the Project Site. Deeper fill may exist between excavations and in other portions of the Project Site that were not directly explored. Holocene age alluvium was encountered beneath the fill. The alluvium generally consists of yellowish brown to grayish, brown poorly and well graded sand and silty sand with varying amounts of silt, fine to coarse gravel and cobbles. The alluvial soils are primarily fine- to coarse-grained, slightly moist and very dense. Groundwater was not encountered in the field explorations excavated to a maximum depth of 125 feet below the existing ground surface. Detailed stratigraphic profiles of the materials encountered at the Project Site are provided on the boring logs in Appendix C of this SCEA.

## PROJECT-SPECIFIC IMPACTS

- a) **Would the project directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:**
- (i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.**

**Less Than Significant Impact.** The Project would have a significant impact related to geology and soils if the project exposes people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions. The closest surface trace of an active fault to the Project Site is the Hollywood Fault located approximately 4.9 miles to the north; and the closest potentially active fault to the Project Site is the MacArthur Fault located approximately 0.6 mile to the north. The Project Site is not within a state-designated Alquist-Priolo Earthquake Fault Zone or a City-designated Preliminary Fault Rupture Study Area for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. Therefore, the potential for surface rupture due to faulting occurring beneath the Project Site during the design life of the proposed development is considered low. As such, construction and operation of the Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to rupture of a known fault, and potential impacts would be less than significant.



- (ii) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

**Less Than Significant Impact.** The Project would have a significant impact related to geology and soils if the project exposes people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions. The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends upon the earthquake magnitude, the distance from the source, and the site response characteristics. The closest surface trace of an active fault to the Project Site is the Hollywood Fault located approximately 4.9 miles to the north; and the closest potentially active fault to the Project Site is the MacArthur Fault located approximately 0.6 mile to the north. However, the Project Site is not located within a seismic hazard zone for liquefaction, landsliding or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act.<sup>20</sup> The Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices.

Accordingly, the design and construction of the Proposed Project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety, as well as the applicable recommendations of the Geotechnical Investigation which would ensure impacts associated with seismic hazards would remain less than significant. Therefore, construction and operation of the Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to ground shaking.

- (iii) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction caused in whole or in part by the project's exacerbation of the existing environmental conditions?**

**No Impact.** The Project would have a significant impact related to geology and soils if the Project exposes people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction caused in whole or in part by the project's exacerbation of the existing environmental conditions. Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by

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<sup>20</sup> *Geocon West, Inc., Geotechnical Investigation, Proposed High-Rise Development "Olympic and Hill" 1000-1034 Hill Street and 220 & 226 West Olympic Boulevard, Los Angeles, California, February 28, 2017 (See Appendix C to this SCEA).*



earthquake accelerations.

The current standard of practice, as outlined in the “Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California” and “Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California” requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. 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 also be of a sufficient level to induce liquefaction.

The State of California Seismic Hazard Zone Map for the Hollywood Quadrangle (1999) indicates that the Project Site is not located in an area identified as having a potential for liquefaction. In addition, a review of the County of Los Angeles Safety Element (Leighton, 1990) indicates that the Project Site is not located within an area identified as having a potential for liquefaction. Also, as previously discussed, the historic high groundwater level beneath the Project Site is at a depth of approximately 110 feet below the existing ground surface and groundwater was not encountered in the borings (drilled to a maximum depth of 125 feet beneath the existing ground surface). Based on these considerations, the potential for liquefaction and associated ground deformations beneath the Project Site is very low. Therefore, no impact would occur. The Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to liquefaction.

**(iv) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, caused in whole or in part by the project’s exacerbation of the existing environmental conditions?**

**No Impact.** The Project would have a significant impact related to geology and soils if the Project exposes people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, caused in whole or in part by the project’s exacerbation of the existing environmental conditions. Landslides generally occur in loosely consolidated, wet soil and/or rocks on steep sloping terrain. The topography at the Project Site is relatively level and the topography in the immediate site vicinity slopes gently to the southeast. The Project Site is not located within a City of Los Angeles Hillside Grading Area or a Hillside Ordinance Area (City of Los Angeles, 2017). The County of Los Angeles Safety Element (Leighton, 1990), indicates the Project Site is not within a hillside area or an area identified as having a potential for slope instability. Additionally, the Project Site is not within an area identified as having a potential for seismic slope instability (CDMG, 1999). There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides. Therefore, the potential for slope stability hazards to adversely affect the Proposed Project is considered low. Therefore, no impact would occur. The Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to landslides.

**b) Would the project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** Although development of the Proposed Project has the potential to result in the erosion of soils during site preparation and grading/excavation activities, erosion would be reduced



by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. The potential for soil erosion during the ongoing operation of the Proposed Project is extremely low due to the generally level topography of the Project Site, and the fact that the Project Site would be mostly paved-over or built upon so little soil would be exposed. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading, excavation, and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The application of Best Management Practices (“BMPs”) includes but is not limited to the following regulatory compliance measures: (1) Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity; and (2) Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

Additionally, prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board NPDES Construction General Permit. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction BMPs to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Compliance with regulatory measures would ensure a less-than-significant impact would occur with respect to erosion or loss of topsoil and as such, construction and operation of the Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to the loss soil erosion or loss of topsoil.

- c) Would the project be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse caused in whole or in part by the project’s exacerbation of existing environmental conditions?**

**No Impact.** The Project would have a significant impact related to geology and soils if it is located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse caused in whole or in part by the project’s exacerbation of existing environmental conditions. As noted above, the Project Site is not within a liquefaction zone and is not located in an area susceptible to liquefaction or collapse. Additionally, the Project Site is relatively level, with no pronounced highs or lows. There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides. The Project Site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity, and there is little or no potential for subsidence. The Geotechnical Investigation concluded that geotechnical conditions are favorable for the Proposed Project provided that the recommendations specified in the Geotechnical



Investigation are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety. Accordingly, the design and construction of the Proposed Project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety, which would ensure impacts associated with unstable geologic unit or soils remain less than significant. As such, construction and operation of the Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to landslides, lateral spreading, subsidence, liquefaction or collapse.

With the implementation of Building Code requirements and regulatory compliance measures, above, there would be no potential impact with respect to risks associated with landslide, lateral spreading, subsidence, liquefaction, or collapse.

**d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the project exacerbating the expansive soil conditions?**

**No Impact.** Based on the results of the Geotechnical Investigation, the proposed structure would not be prone to the effects of expansive soils. Although not anticipated for the Proposed Project, all imported fill shall be observed, tested, and approved by Geocon West prior to bringing soil to the Project Site. Rocks larger than 6 inches in diameter shall not be used in the fill. If necessary, import soils used as structural fill should have an expansion index less than 20 and corrosivity properties that are equally or less detrimental to that of the existing onsite soils. Reinforcing beyond the minimum required by the City of Los Angeles Department of Building and Safety is not required. Therefore, no impact would occur with respect to expansive soils.

**e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** This question would apply to the Proposed Project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Thus, no impact would occur.

**f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact.** A significant impact may occur if grading or excavation activities associated with the Proposed Project were to disturb paleontological resources or geologic features which presently exist within the Project Site. The Project Site has been previously graded and is currently improved with a paved surface parking lot. The Project Site does not contain any known vertebrate



paleontological resources.<sup>21</sup> This is further supported by correspondence received from the Natural History Museum of Los Angeles County dated July 14, 2017 (contained in Appendix B), which states that no vertebrate fossil localities lie directly within the Project Site boundaries. However, there are identified localities near the Project Site at the same sedimentary deposits that occur in the Project Site. The closest vertebrate fossil locality from the Older Quaternary deposits is LAMC 1755, southwest of the Proposed Project near the intersection of Hill Street and 12<sup>th</sup> Street. As such, although no paleontological resources are known to exist on-site, there is a potential for paleontological resources to exist at sub-surface levels on the Project Site, which may be uncovered during grading activities for construction of the Proposed Project's subterranean parking levels. As standard condition of approval for issuing a grading permit, all grading contractors are required to notify the City of Los Angeles Department of Building and Safety if paleontological resources are discovered during excavation, grading, or construction, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines.

Under California Public Resources Code Sections 5097.5 and 30244, development projects that involve excavations are required to implement regulatory compliance measures. Implementation of the following measures pertaining to paleontological resources would ensure that any resources found during the construction phase would be handled according to proper regulations. With adherence to the following standard compliance measures, any impacts to paleontological resources would be less than significant.

If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:

- a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

## CUMULATIVE IMPACTS

**Less Than Significant Impact.** Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and any of the related projects. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate

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<sup>21</sup> *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Vertebrate Paleontological Resources in the City of Los Angeles, September 1996.*



mitigation measures. Furthermore, the analysis of the Proposed Project's geology and soils impacts concluded that, through the implementation of the regulatory compliance measures recommended above, Proposed Project impacts would be reduced to less than significant levels. Therefore, the Proposed Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

## VIII. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### GHG and Global Climate Change Background

Gases that trap heat in the atmosphere are called greenhouse gases ("GHG"), since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California.

The principal GHGs are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H<sub>2</sub>O). CO<sub>2</sub> is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO<sub>2</sub> equivalents (CO<sub>2</sub>e).

California has enacted several pieces of legislation that relate to GHG emissions and climate change, much of which sets aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments.



## Regulatory Environment

### Assembly Bill 32 (Statewide GHG Reductions)

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a statewide GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. As previously determined by CARB, California projected it needed to reduce GHG emissions to a level approximately 28.4% below CARB's 2020 "business-as-usual" GHG emission projections (as set forth in the 2008 Scoping Plan) to achieve this goal.<sup>22</sup> The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

### Climate Change Scoping Plan

In December 2008, CARB approved a Climate Change Scoping Plan. The Climate Change Scoping Plan calls for a "coordinated set of solutions" to address all major categories of GHG emissions. The Initial Scoping Plan in 2008 presented the first economy-wide approach to reducing emissions and highlighted the value of combining both carbon pricing with other complementary programs to meet California's 2020 GHG emissions cap while ensuring progress in all sectors. The coordinated set of policies in the Initial Scoping Plan employed strategies tailored to specific needs, including market-based compliance mechanisms, performance standards, technology requirements, and voluntary reductions. The Initial Scoping Plan also described a conceptual design for a cap-and-trade program that included eventual linkage to other cap-and-trade programs to form a larger regional trading program.

AB 32 requires CARB to update the scoping plan at least every five years. The First Update to the Scoping Plan (First Update), approved in May 2014, presented an update on the program and its progress toward meeting the 2020 limit. It also developed the first vision for the long-term progress that the State endeavors to achieve. In doing so, the First Update laid the groundwork to transition to the post-2020 goals set forth in Executive Orders S-3-05 and B-16-2012.<sup>23</sup> It also recommended the need for a 2030 mid-term target to establish a continuum of actions to maintain and continue reductions, rather than only focusing on targets for 2020 or 2050.

In December 2017, CARB adopted "California's 2017 Climate Change Scoping Plan" that establishes a proposed framework of action for California to meet a 40 percent reduction in greenhouse gases by 2030

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<sup>22</sup> CARB has not calculated the percent reduction required to achieve AB 32's mandate of returning to 1990 levels of GHG emissions by 2020. The value of 28.4% as the required reduction to achieve 1990 emissions in 2020 is an approximate value. Based on the Scoping Plan estimates and conservative rounding, the value could be 28.5%.

<sup>23</sup> Executive Order S-30-15 established three targets: 1) By 2010, reduce GHG emissions to 2000 levels; 2) By 2020, reduce GHG emissions to 1990 levels; 3) By 2020, reduce GHG emissions to 80 percent below 1990 levels. Executive Order B-16-2012 facilitated the commercialization of zero-emission vehicles and reestablished the 2050 target to reduce GHG emissions to 80 percent below 1990 levels.



compared to 1990 levels, and substantially advance toward the 2050 climate goal of 80 percent below 1990 levels. The 2017 Climate Change Scoping Plan is part of the public process to update the AB 32 Scoping Plan to reflect Governor's Executive Order B-30-15 and SB 32, which establish a mid-term GHG emission reduction target for California of 40 percent below 1990 levels by 2030. All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB and other State agencies are identifying the suite of programs, regulations, incentives, and supporting actions needed to continue driving down emissions and ensure we are on a trajectory to meet our mid- and long-term climate goals.

The 2017 Scoping Plan includes input from a range of State agencies and is the result of a two-year development process including extensive public and stakeholder outreach designed to ensure that California's climate and air quality efforts continue to improve public health and drive development of a more sustainable economy. The 2017 Scoping Plan reflects the direction from the legislature on the Cap-and-Trade Program, as described in AB 398, the need to extend the key existing emissions reductions programs, and acknowledges the parallel actions required under AB 617 to strengthen monitoring and reduce air pollution at the community level.

#### Cap-and-Trade Program

The AB 32 Scoping Plan identifies a cap-and-trade program as one of the strategies California will employ to reduce the greenhouse gas (GHG) emissions that cause climate change. This program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020, and ultimately achieving an 80% reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors will be established by the cap-and-trade program and facilities subject to the cap will be able to trade permits (allowances) to emit GHGs.

Cap-and-trade is a market-based regulation that is designed to reduce greenhouse gases (GHGs) from multiple sources. Cap-and-trade sets a firm limit or cap on GHGs and minimizes the compliance costs of achieving AB 32 goals. The cap will decline approximately 3 percent each year beginning in 2013. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Market forces spur technological innovation and investments in clean energy. The Proposed Project would be exempt from the Cap-and-Trade program, since it only proposes residential and commercial uses and does not propose any industrial or high-emitting land uses. On July 2018, CARB recently announced that greenhouse gas pollution in California fell below 1990 levels, which was the 2020 greenhouse gas emissions goal passed by AB 32.<sup>24</sup>

#### California Senate Bills 1078, 107, and 2; Renewables Portfolio Standard

Established in 2002 under California Senate Bill 1078 and accelerated in 2006 under California Senate Bill 107, California's RPS requires retail suppliers of electric services to increase procurement from eligible renewable energy resources by at least 1 percent of their retail sales annually, until they reach 20 percent

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<sup>24</sup> *California Air Resources Board, "Climate Pollutants Fall Below 1990 Levels for First Time"*  
<https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time>, accessed August 2018.



by 2010.

On April 2, 2011, Governor Jerry Brown signed California Senate Bill 2 to increase California's RPS to 33 percent by 2020. This new standard also requires regulated sellers of electricity to procure 25 percent of their energy supply from certified renewable resources by 2016.

#### Low Carbon Fuel Standard

California Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009.

#### Sustainable Communities and Climate Protection Act (SB 375)

California's Sustainable Communities and Climate Protection Act, also referred to as Senate Bill (SB) 375, became effective January 1, 2009. The goal of SB 375 is to help achieve AB 32's GHG emissions reduction goals by aligning the planning processes for regional transportation, housing, and land use. SB 375 requires CARB to develop regional reduction targets for GHGs and prompts the creation of regional plans to reduce emissions from vehicle use throughout the State. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Community Strategies (SCS) in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. On September 23, 2010, CARB issued a regional eight (8) percent per capita reduction target for the planning year 2020, and a conditional target of 13 percent for 2035.

With respect to motor vehicles, page 48 of the 2008 Scoping Plan states that local governments will play a significant role in the regional planning process to reach passenger vehicle greenhouse gas emissions reduction targets. Local governments have the ability to directly influence both the siting and design of developments in a way that reduces greenhouse gases associated with vehicle travel, as well as energy, water, and waste. A partnership of local and regional agencies is needed to create a sustainable vision for the future that accommodates population growth in a carbon efficient way while meeting housing needs and other planning goals. Integration of the sustainable communities' strategies or alternative planning strategies with local general plans will be key to the achievement of these goals. State, regional, and local agencies must work together to prioritize and create the supporting policies, programs, incentives, guidance, and funding to assist local actions to help ensure regional targets are met. Enhanced public transit service combined with incentives for land use development that provides a better market for public transit will play an important role in helping to reach regional targets. Thus, based on the above targets noted in the Scoping Plan, a new development Project that can demonstrate it directly influences both the siting and design of new developments in a way that reduces greenhouse gases associated with vehicle travel would be considered consistent with statewide GHG-reduction goals and policies, including AB 32, and does not make a cumulatively considerable contribution to global warming.



## 2016-2040 RTP/SCS

On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life (2016-2040 RTP/SCS). Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB. The SCS sets forth a regional plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in High-Quality Transit Areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. By analyzing the performance of land use changes and transportation strategies related to GHG emissions reductions, the 2016-2040 RTP/SCS concluded that GHG emissions per capita relative to 2005 emissions would be reduced by 8% in 2020, 18% in 2035, and 21% in 2040 in the SCAG region, which would exceed CARB's required reduction targets. These future GHG goals and conditions would be met in 2040 if investments and strategies detailed in the 2016 RTP/SCS are fully realized.

## SCAQMD

SCAQMD has released draft guidance regarding interim CEQA GHG significance thresholds. In October 2008, SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons (MT) of CO<sub>2</sub>e per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 MTCO<sub>2</sub>e per year for stationary source/industrial projects where SCAQMD is lead agency. However, SCAQMD has not adopted a GHG significance threshold for land use development projects (e.g., residential/commercial projects). Although SCAQMD formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds, this group has not met since 2010.

## **Local Policies and Regulations**

The City is addressing the issue of global climate change through implementation of the Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan), which outlines the goals and actions that the City has established to reduce the generation and emission of GHGs from public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO<sub>2</sub> to 35 percent below 1990 levels by the year 2030. To achieve this goal, the City is increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.



### City of Los Angeles Sustainable City pLAn

On April 8, 2015, Mayor Eric Garcetti released the Los Angeles' first ever Sustainable City pLAn (The pLAn). The pLAn sets the course for a cleaner environment and a stronger economy, with commitment to equity as its foundation. The pLAn is made up of short-term (by 2017) and long-term (2025 and 2035) targets. The pLAn set out an ambitious vision for cutting greenhouse gas emissions, reducing the impact of climate change and building support for national and global initiatives. Los Angeles has moved to the forefront of climate innovation and leadership through bold actions on energy efficiency and electric vehicle as well as renewable energy and greenhouse gas accounting. L.A. has already reduced its greenhouse gas emissions by 20% below 1990 levels as of 2013, nearly halfway to the goal of 45% below by 2025. The City has been working to increase the generation of renewable energy, improve energy conservation and efficiency, and change transportation and land use patterns to reduce dependence on automobiles.

### LA Green Building Code

The City of Los Angeles *L.A. Green Building Code* (Ordinance No. 181,480), which incorporates applicable provisions of the CALGreen Code, and in many cases outlines more stringent GHG reduction measures available to development projects in the City of Los Angeles is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including SB 32 and the corresponding Scoping Plan. Among the many GHG reduction measures outlined later in this Section, the *L.A. Green Building Code* requires new development projects to incorporate infrastructure to support future electric vehicle supply equipment (EVSE), exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code by 20%, meet the requirements of the California Building Energy Efficiency Standards, and comply with the construction and demolition solid waste handling and diversion requirements mandated in Section 66.32 of the LAMC. New development projects are required to comply with the *L.A. Green Building Code*, and therefore are generally considered consistent with statewide GHG-reduction goals and policies, including SB 32.

### **GHG Significance Threshold**

The *L.A. CEQA Thresholds Guide* does not provide any guidance as to how climate change issues are to be addressed in CEQA documents. Furthermore, neither the SCAQMD nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a mixed-use project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a mixed-use project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines.

As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the Proposed Project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the Projects increase greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the Project complies with regulations or requirements adopted to



implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Guidelines Section 15064.4 states a lead agency “should consider,” among other factors, “[t]he extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting” (id., subd. (b)(1)) and “[w]hether the project emissions exceed a threshold of significance that the lead agency determines applies to the project” (id., subd. (b)(2)). The Guidelines, however, do not mandate the use of absolute numerical thresholds to measure the significance of greenhouse gas emissions.

For purposes of this analysis, a significant impact would occur if the Proposed Project’s design features are not substantially consistent with the applicable policies and/or regulations outlined in the Scoping Plan, SB 375, SCAG’s 2016-2040 RTP/SCS, and the LA Green Building Code.

### **Project Design Features:**

The following Project Design features would be implemented as part of the Proposed Project.

- The Proposed Project is located on an infill development site that is currently improved with a paved surface parking lot. The Project Site is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.
- The Project must meet Title 24 2016 standards and include ENERGY STAR appliances. Energy Star-rated appliances would reduce the projects energy demand during the operational life of the 700 dwelling units.
- The Project is subject to construction waste reduction of at least 65 percent. In addition, Project Site operations are subject to AB 939 requirements to divert 65 percent of solid waste to landfills through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.
- As mandated by the LA Green Building Code, the Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants’ needs. An approximate 20% reduction in water demand and associated GHG emissions is attributable to compliance with this feature.
- The Proposed Project would use energy from the Los Angeles Department of Water and Power (LADWP), which has goals to diversify its portfolio of energy sources to increase the use of renewable energy.
- The Proposed Project would use water-efficient landscaping including point-to-point irrigation and a smart controller drip system to reduce water use.
- The Proposed Project would include a minimum of five percent of the total number of parking spaces to include Electric Vehicle (EV) Charging Stations.
- The Project would 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, transit access.

**Regulatory Compliance Measure:**

The following Regulatory Compliance Measure is required in conjunction with the Proposed Project.

- **Greenhouse Gas Emissions (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the Los Angeles Green Code and as it may be subsequently amended or modified.

**PROJECT-SPECIFIC IMPACTS**

- a) **Would the project generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Construction**

Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the approximate 30-month duration of construction activities.

Emissions of GHGs were calculated using CalEEMod (*Version 2016.3.2*) for each year of construction of the Proposed Project and the results of this analysis are presented in Table VI-7, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table VI-7, the total GHG emissions from construction activities related to the Proposed Project would be 4,298 metric tons, with the highest GHG emissions occurring in the year 2019.



**Table VI-7**  
**Proposed Project Construction-Related Greenhouse Gas Emissions**

<b>Year</b>	<b>CO<sub>2</sub>e Emissions (Metric Tons per Year) <sup>a</sup></b>
2018	501
2019	2,181
2020	1,479
2021	137
<b>Total Construction GHG Emissions</b>	<b>4,298</b>
<sup>a</sup> Construction CO <sub>2</sub> values were derived using CalEEMod Version 2016.3.2 Calculation data and results are provided in Appendix D, Greenhouse Gas Emissions Calculations Worksheets. Parker Environmental Consultants, 2017.	

### Operation

#### *Baseline GHG Emissions*

The Project Site is currently improved with a surface parking lot that provides general parking for other land uses in the surrounding area. The vehicle trips associated with the vehicles that park on-site are not generated by on-site land uses and would occur even if the Project Site were to cease operations as a surface parking lot. As such, the baseline GHG emissions for the existing uses are assumed to be zero.

#### *Project GHG Emissions*

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, were calculated under two separate scenarios in order to illustrate the effectiveness of the Proposed Project's compliance with the Green Building Code and other mitigating features that would be effective in reducing GHG emissions. The Proposed Project's emissions were estimated using CalEEMod for a base project without the enhanced energy conservation measures mandated by the Green Building Code and with GHG reduction measures to effectively estimate the net benefit of code compliance measures in terms of a reduction in GHG emissions. As shown in Table VI-8, below, the net increase in GHG emissions generated by a baseline project without GHG reduction measures would be 9,874.66 CO<sub>2</sub>e MTY and the Proposed Project with adherence to GHG reduction measures would result in a net increase of 8,925.45 CO<sub>2</sub>e MTY. For purposes of this comparison, it should be noted that the Proposed Project's structural and operational features would include installing energy efficient lighting, low flow plumbing fixtures, ENERGY STAR-rated appliances, and implementing an operational recycling program during the life of the Project. When considering the fact that the Project is an infill development and is recycling land and reutilizing existing structures, which is encouraged through the state, regional and local plans and policies (i.e., SB32, SB375, and SCAG's 2016 RTP/SCS growth strategy), the Proposed Project would realize a 9% reduction in GHG emissions as compared to a base project of the same size without replacing an existing land use. The percent reduction calculated above is not a quantitative threshold of significance, but shows the efficacy of the Proposed Project's compliance with the various regulations, plans, and policies



that have been adopted with the intent of reducing GHG emissions in furtherance of the State's GHG reduction targets under SB 32.

**Table VI-8  
Proposed Project Operational Greenhouse Gas Emissions**

Emissions Source	Estimated Project Generated CO <sub>2</sub> e Emissions (Metric Tons per Year)		
	Project Without GHG Reduction Measures	Proposed Project	Percent Reduction
Area	181.20	181.20	0%
Energy	3,649.27	3,649.27	0%
Mobile	5,131.46	4,361.74 <sup>a</sup>	15%
Waste	169.30	84.65	50%
Water	600.15	505.31	16%
Construction Emissions <sup>b</sup>	143.28	143.28	--
<b>Project Net Total</b>	<b>9,874.66</b>	<b>8,925.45</b>	<b>10%</b>
<i>Notes:</i> 1. Project Without GHG Reduction Measures estimates GHG emissions from mobile trips without TDM Program; the GHG emissions under Proposed Project incorporates a 15% reduction in daily trips from TDM Program per the Project Traffic Study (See Appendix H). 2. The total construction GHG emissions were amortized over 30 years and added to the operation of the Proposed Project. Calculation data and results provided in Appendix D, Greenhouse Gas Emissions Calculations Worksheets. Source: Parker Environmental Consultants, and Eystone Environmental 2018.			

Through required implementation of the Green Building Code and because of the Proposed Project's location on an infill site as well as the Site's walkability and proximity to regional transit systems, the proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's SB 32 Scoping Plan. Moreover, as demonstrated below, the Proposed Project is consistent with the Scoping Plan, SB 375, SCAG's 2016 RTP/CSC, and the L.A. Green Building Code. Therefore, the Proposed Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to GHG emissions, and impacts would be less than significant.

#### Consistency with AB 32 Scoping Plan

**Table VI-9  
Consistency with Applicable AB 32 Scoping Plan Measures**

AB 32 Scoping Plan Measures	Consistency Analysis
<b>Energy Efficiency.</b> Maximize energy efficiency building and appliance standards and pursue additional efficiency efforts including new technologies, and new policy and mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	<b>Consistent.</b> The Project would be designed and constructed to meet LA Green Building Code standards by including several measures designed to reduce energy consumption including but not limited to installing efficient lighting fixtures, low flow plumbing fixtures, installing ENERGY Star rated appliances, and infrastructure to support electric vehicle supply equipment.
<b>Renewables Portfolio Standard.</b> Achieve 33 percent renewable energy mix statewide.	<b>Consistent.</b> The Project would use energy from the Los Angeles Department of Water and Power (LADWP),



	which has goals to diversify its portfolio of energy sources to increase the use of renewable energy to 35%.
<b>Green Building Strategy.</b> Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	<b>Consistent.</b> The Project would be designed and constructed to meet LA Green Building Code standards by including several measures designed to reduce energy consumption including but not limited to installing efficient lighting fixtures, low flow plumbing fixtures, installing ENERGY Star rated appliances, and infrastructure to support electric vehicle supply equipment.
<b>Recycling and Waste.</b> Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials and mandate commercial recycling. Move toward zero waste.	<b>Consistent.</b> The Project would result in a less than significant impact on landfill capacity. (see response to Checklist Question 18(d), below). It would meet the City's 70 percent waste diversion rate goal and comply with the City's Zero Waste Plan, which will reduce solid waste, increase recycling, and manage trash in the City through the year 2030.
<b>Water.</b> Continue efficiency programs and use cleaner energy sources to move and treat water.	<p><b>Consistent.</b> The Project would use water-efficient landscaping including point-to-point irrigation and a smart controller drip system to reduce water use. As part of its application for a water supply assessment from the LADWP, the Applicant has committed to implement the following water conservation measures that are in addition to those required by codes and ordinances for the entire Project:</p> <ul style="list-style-type: none"> <li>o High Efficiency Toilets with flush volume of 1.0 gallons of water per flush</li> <li>o Energy Star Certified Clothes Washers (Residential) – water factor of 3.2 and capacity of 4.5 cu-ft, front loading</li> <li>o Showerheads with flow rate of 1.5 gallons per minute or less</li> <li>o Drought Tolerant Plants – 70% of total landscaping</li> <li>o Domestic Water Heating System located close proximity to point(s) of use</li> <li>o Individual Metering and billing for water use for every residential dwelling unit and commercial unit</li> <li>o Drip/Subsurface Irrigation (Micro-Irrigation)</li> <li>o Proper Hydro-zoning (groups plants with similar water requirements together) Zoned Irrigation</li> </ul> <p>The Applicant has also committed to comply with the City of Los Angeles Low Impact Development Ordinances (City Ordinance No. 181899 and No.183833) and to implement Best Management Practices that have stormwater recharge or reuse benefits for the entire Project as feasible, pending final determination.</p>
<p><i>Measures not listed are not applicable to this project.</i>  <i>Source: Parker Environmental Consultants, 2017.</i></p>	

### Consistency with SB 375

California SB 375 requires integration of planning processes for transportation, land-use and housing. Under the bill, each Metropolitan Planning Organization would be required to adopt a Sustainable



Community Strategy to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet the target provided in the Scoping Plan, created by CARB, for reducing GHG emissions. SB 375 requires SCAG to direct the development of the SCS for the region. A discussion of the Project's consistency with the SCS is provided further below.

#### Consistency with 2016-2040 RTP/SCS

The Project would 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, transit access.

The Project represents an infill development within an existing urbanized area that would concentrate new residential and neighborhood serving commercial uses within a High Quality Transit Area (HQTAs), the 2016-2040 RTP/SCS defines as generally walkable transit villages or corridors that are within 0.5-mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Project Site is served by two nearby Metro Stations within one-half mile of the Project Site. The Pico/Flower Station is located approximately 0.4 miles west of the Project Site and the 7<sup>th</sup> Street/Metro Center Station is located approximately 0.5 miles northwest of the Project Site. In addition, the Project would also provide bicycle storage areas for Project residents and guests. The Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. These and other measures would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's 2016–2040 RTP/SCS. Refer to Table III-2 of Section III, Transit Priority Projects and the SCEA, for the Proposed Project's consistency analysis with the 2016-2040 RTP/SCS.

#### Consistency with L.A. Green Building Code

The L.A. Green Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. Among many requirements, the L.A. Green Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission, meet 50 percent construction waste recycling levels, provide on-site storage for short and long term bicycle parking areas, provide Energy Star rated appliances where applicable, and provide electric vehicle supply wiring for 5% of the project's code required parking. The Project would comply with these mandatory measures. Therefore, the Project is consistent with the L.A. Green Building Code.



**b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less Than Significant Impact.** Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the Proposed Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. The Proposed Project would comply with the City of Los Angeles' Green Building Ordinance standards that reduce emissions beyond the "Business-as-Usual" scenario, and are consistent with the SB 32 Scoping Plan's recommendation for communities to adopt building codes that go beyond the state's codes. The Proposed Project would incorporate several measures and design elements that reduce the carbon footprint of the development:

**1. Infill Development.** The Proposed Project is located on an infill site that is currently developed with a surface parking lot. The Proposed Project would include the demolition of the existing land uses which would off-set some of the Project's operational emissions. The Project Site is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.

**2. Transit Priority Area.** The Proposed Project is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's mixed-use nature and close proximity to neighborhood-serving restaurant/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone residential uses that are not located in close proximity to transit.

**3. Energy Conservation.** The Proposed Project must meet Title 24 2016 standards for residential and non-residential uses and include ENERGY STAR-rated appliances.

**4. Solid Waste Reduction Efforts.** California Green Building Code Section 4.408.1, imposes mandatory measures for residential projects that require developers to recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4, or meet a more stringent local construction and demolition waste management ordinance. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Proposed Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a 50 percent reduction of a Project's waste stream to the local landfill would reduce methane emissions and thus lower the Project's contribution to global GHG emissions.

**5. Water Conservation.** The Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development in order to exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through



4.303.1.4.4 of the California Plumbing Code in accordance with the California Building Energy Efficiency Standards by 20%. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.

As described above and in Question 7(a), the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, the L.A. Green Building Code, and CARB's 2017 Scoping Plan. Therefore, the Proposed Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases and, the Proposed Project's impact would be less than significant.

## CUMULATIVE IMPACTS

The GHG emissions from mixed-use residential and commercial development are relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented above analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on global warming. Furthermore, the Proposed Project would be consistent with all applicable local ordinances, regulations and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions, and impacts would be less than significant.

## IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



- |    |   |                          |                                     |                                     |                                     |
|----|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| c. | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d. | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code 65962.5 and, as a result, would it create a significant hazard to the public or the environment?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e. | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f. | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g. | Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?             | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

The following section summarizes and incorporates the reference information from the following reports:

- Phase I Environmental Site Assessment, W Olympic Boulevard and S Hill Street Property, Los Angeles, California, 90015 (“Phase I ESA”), prepared by Advantage Environmental Consultants, LLC (“AEC”), dated April 25, 2017; and
- Site Methane Investigation Report for New mixed-use complex with seven subterranean levels 1000-1034 S. Hill Street/220-226 W. Olympic Boulevard, Los Angeles, CA – 90015 (“Methane Report”), prepared by Methane Specialists, dated April 21, 2017.

The Phase I ESA is included as Appendix E, and the Methane Report is included as Appendix F of this SCEA. The purpose of the Phase I ESA was to identify any Recognized Environmental Conditions (RECs) in connection with the Project Site. The term REC means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The term REC includes hazardous substances or petroleum products even under conditions in compliance with laws. The purpose of the Methane Report was to measure subsurface soil gas concentrations and pressures of methane at the Project Site to determine site-specific methane mitigation requirements prescribed by the City’s Department of Building and Safety (Division 71 of the Los Angeles Building Code).



**Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:****MM-HAZ-1 Soil Management Plan**

- Due to the historic UST removed from 1022 S. Hill Street, when mass excavation/grading is to be conducted at this portion of the Project Site, proper soil management protocols pursuant to SCAQMD Rule 1166 would need to be followed in the event that petroleum hydrocarbon impacted soil is encountered and displaced.
- Construction and grading activities on-site shall implement Soil Management Protocols to the satisfaction of the Los Angeles Fire Department and the Department of Building and Safety if hydrocarbon impacted soil is found.

**PROJECT-SPECIFIC IMPACTS****a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The Proposed Project includes the construction of a high-rise mixed-use development with up to 700 residential dwelling units and 15,000 square feet of ground-floor commercial uses. During the operation of the Proposed Project, no hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the Project Site. The use of these substances would comply with State Health Codes and Regulations.

Construction could involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste based on its waste classification and the waste acceptance criteria of the permitted disposal facilities. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

**b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment?**

**Less Than Significant with Mitigation Incorporated.** A project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project



involved the creation of any health hazard or potential health hazard. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The Project Site is developed with an asphalt-paved surface parking lot on the southeast corner of Hill Street and Olympic Boulevard.

### ***Methane***

The Project Site is located within a City of Los Angeles Methane Zone. Although the Project Site is located in a City-designated Methane Zone, oil and gas wells or pipelines were not identified on the Project Site during the visual inspection by AEC. No aboveground storage tanks (AST), or indication of the present existence of underground storage tanks (UST) were detected at the Project Site. In accordance with the City's building code requirements, the Project Applicant was required to submit a Form 1- Certificate of Compliance for Methane Test Data. Methane Specialists tested the methane concentrations on the Project Site and prepared a Methane Report, dated April 21, 2017. Methane Specialists conducted shallow soil gas tests and installed multiple-depth gas probe sets where the highest concentrations of soil gases are expected to be found. The results found detectable levels of methane encountered while testing at the Project Site. The Project Site falls under Design Level III, with less than 2 inches of water-column gas-pressure. Therefore, as per Methane Code Table 1A, the Proposed Project required both passive and active methane mitigation systems. The Proposed Project would be required to implement design features and mitigation measures required by the Department of Building and Safety for a Level III site to ensure that impacts related to methane would be less than significant.

### ***Site Reconnaissance***

The objective of the site reconnaissance was to obtain information indicating the likelihood of RECs in connection with the Project Site. The reconnaissance was conducted by AEC staff on April 5, 2017. AEC identified no significant environmental concerns that would represent RECs observed at the Project Site during the site reconnaissance.

### ***Previous Reports***

During the completion of a previous report, Phase I Environmental Site Assessment, 1023 Broadway & 1022 S Hill Street, Los Angeles California, prepared by AEC, and dated April 13, 2016, it was noted that a 1,000-gallon heating oil UST was removed from the 1022 S Hill Street portion of the Project Site. Subsequent site assessments noted the presence of petroleum-impacted soil beneath the former UST. However, the City of Los Angeles Fire Department (LAFD) concluded that the residual petroleum hydrocarbon impacts did not warrant further action, and a no further action letter was issued in September



1990. AEC noted that because the planned development at the Project Site at the time did not require significant excavation or grading at the 1022 S Hill Street portion of the Site, such residual soil impacts were considered to be a historical recognized environmental condition that did not require additional assessment. As recommended in Mitigation Measure HAZ-1, when mass excavation/grading is to be conducted at this portion of the Project Site, proper soil management protocols would need to be followed in the event that petroleum hydrocarbon impacted soil is encountered and displaced. The assessment revealed no other evidence of RECs in connection with the Project Site.

### ***Records Review***

1022 S. Hill Street was listed on the UST database with no details provided. As previously discussed above, a UST was reportedly removed from this portion of the Project Site in 1990. There were no other listings for the Project Site on any of the standard regulatory databases searched by EDR. Several listings were mapped in the standard regulatory databases within ¼-mile of the Project Site (two SEMS, 33 ENVIROSTOR, seven LUST, and four SLIC). According to AEC, these properties are not considered to be significant environmental concerns to the Project Site based on several factors including the nature of the regulatory database listings, distance of the off-site listed properties to the Project Site, orientation of the listed properties relative to the Project Site, interpreted direction of groundwater flow, and/or regulatory case status information for the various properties as described in the database.

With the incorporation of a Soil Management Plan (refer to Mitigation Measures HAZ-1) and incorporation of recommended engineering control measures, impacts relating to release of hazardous materials would be mitigated to a less than significant level.

#### **c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect may occur if the Project Site is located within 0.25-mile of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds. The closest school to the Project Site is Los Angelitos Early Education Center, located at 400 W. 9<sup>th</sup> Street, approximately 0.15 miles north of the Project Site. No hazardous materials other than the modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would be present at the Project Site and use of these substances would comply with State Health Codes and Regulations. The anticipated local haul routes to and from the Project Site would utilize 9<sup>th</sup> Street, Hill Street, Olympic Boulevard, and 17<sup>th</sup> Street. Access to the Project Site from the 110 Freeway would utilize 9<sup>th</sup> Street, which is a one-way eastbound street to Hill Street. Traveling from the Project Site to the 110 Freeway, the haul route would utilize Olympic Boulevard westward to Georgia Street, and north on Georgia Street to the 110 Freeway northbound on-ramp. Traveling to or from the Project Site to the 10 Freeway, the haul route would utilize Hill Street and 17<sup>th</sup> Street. Therefore, the proposed haul route would not pass by the aforementioned school. Therefore, the Proposed Project would not create a significant hazard through hazardous emissions or the handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and a less than significant impact would occur.



- d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**Less Than Significant with Mitigation Incorporated.** California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if the Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

As stated previously, a Phase I ESA was prepared for the Proposed Project in April 2017 to acquire and review information regarding the history of activities on the Project Site. As described above, the Project Site is identified on the UST database with no details provided. The UST was reportedly removed from the Project Site in 1990. Residual soil impacts that are reportedly present in the subsurface in this area are considered to be a historical REC. The Phase I ESA determined that there are recognized environmental concerns associated with the Project Site. With compliance to mandatory state and federal regulatory compliance measures and incorporation mitigation measure HAZ-1, above, potential impacts would be reduced to less than significant levels.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** A significant project-related impact may occur if the Proposed Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airport to the Project Site is the Los Angeles International Airport (LAX), located approximately 12 miles southwest of the Project Site. However, the airport is not located within two miles of the Project Site. Furthermore, the Project Site is not in an airport hazard area. Therefore, no impact would occur.

- f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The Project Site is not located on an identified disaster route or an adopted emergency response or evacuation plan.<sup>25,26</sup> Development of the Project Site

<sup>25</sup> *Los Angeles County Department of Public Works, City of Los Angeles Central Area Disaster Route Map, August 13, 2008.*

<sup>26</sup> *City of Los Angeles, Safety Element Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995.*



may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way. As discussed below under Transportation and Traffic, the Project would not create significant impacts at any of the study intersections during the morning and afternoon peak hours. Therefore, the Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and no significant impacts would occur.

**g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**No Impact.** The Project Site is located in a highly urbanized area of Downtown Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).<sup>27</sup> Therefore, no impacts from wildland fires are expected to occur.

## **CUMULATIVE IMPACTS**

**Less Than Significant Impact.** Development of the Proposed Project in combination with the related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the City of Los Angeles. However, the potential impact associated with the Proposed Project would be less than significant and, therefore, not cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. The closest related projects are located directly across from the Project Site on Olympic Boulevard (see related project Nos. 32 and 75) and potential impacts were evaluated as part of their separate CEQA review processes and were found to result in less than significant impacts associated with hazardous materials and potential for risk of upset. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with the related projects. Therefore, with compliance with local, state, and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less-than-significant cumulative impacts with respect to hazardous materials.

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<sup>27</sup> City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: [www.zimas.lacity.org](http://www.zimas.lacity.org), accessed March 2017.



## X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii). Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii). Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? Or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv). Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Regulatory Compliance Measures

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

- Hydrology (National Pollutant Discharge Elimination System General Permit):** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Proposed Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure



that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Hydrology (Low Impact Development Plan):** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Hydrology (Development Best Management Practices):** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period or the rainfall from an 85<sup>th</sup> percentile 24-hour runoff event, whichever is greater, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
- **Stormwater Pollution (Demolition, Grading, and Construction Activities):** Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
  - Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
  - All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
  - Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
  - Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- **Hydrology (Standard Urban Stormwater Mitigation Plan):** Prior to the issuance of a grading permit, the Project shall comply with the SUSMP and/or the Site Specific Mitigation Plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of BMP devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works.

## PROJECT-SPECIFIC IMPACTS

### a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for



the receiving body of water. A significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB) through its nine Regional Boards. The Project Site lies within the Los Angeles Regional Water Quality Control Board (RWQCB). Applicable regulations include compliance with NPDES permitting system, LAMC Article 4.4, and the low impact development requirements, which reduces potential water quality impacts during the construction and operation of a project.

### Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board NPDES Construction General Permit. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

The SWPPP would incorporate the required implementation of Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Additionally, City of Los Angeles Ordinance No. 173,494 further sets procedures for stormwater pollution control for the planning and construction of development and redevelopment projects. As such, the implementation of the code-required SWPPP and compliance with Ordinance No. 173,494 would ensure that the Proposed Project's construction-related water quality impacts would be less than significant.

### Operational Impacts

The Project Site is currently developed with a surface parking lot. The Project Site is completely covered with impervious surfaces. Thus, 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. Existing storm drain lines serving the Project Site are located along Hill Street and Olympic Boulevard. Stormwater flows south along Hill Street and onto stormwater inlets on the corner of Hill Street and 11<sup>th</sup> Street. Stormwater along Olympic Boulevard flows eastbound and onto stormwater inlets on the corner of Olympic



Boulevard and Broadway.<sup>28</sup> These storm drain lines are owned and maintained by the City of Los Angeles. The Proposed Project would continue to generate surface water runoff, and runoff would be directed to existing stormwater inlets in a similar manner as existing conditions. The Proposed Project's potential impacts to surface water runoff would be reduced to a less than significant level by incorporating stormwater pollution control measures as set forth below that would regulate the amount and water quality of stormwater leaving the Project Site.

In November 2012, the Los Angeles adopted Order No. R4-2012-0175 the NPDES Stormwater Permit for the County of Los Angeles and cities within (NPDES No. CAS004001). The primary objectives of the stormwater program requirements are to: (1) effectively prohibit non-stormwater discharge; and (2) reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable statutory standard.

The Proposed Project would be required to comply with the City of Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance (Ordinance No. 172,176, effectuated October 1998), which established LAMC Sections 64.70 through 64.70.13 and set the foundation for stormwater management in the City of Los Angeles. Since the adoption of the Stormwater and Urban Runoff Pollution Control Ordinance, many additional ordinances have passed to keep LAMC Article 4.4, Stormwater and Urban Runoff Pollution Control, up to date. Approved in October 2011, the Low Impact Development (LID) Ordinance (Ordinance No. 181,899) expanded LAMC Article 4.4 and expanded the applicability of the existing Standard Urban Stormwater Mitigation Plan (SUSMP) requirements by imposing rainwater low impact development strategies on projects that require building permits. LAMC Article 4.4, including LID requirements, was recently amended in August 2015 with the approval of Ordinance No. 183,833, which incorporates the requirements of the Municipal Separate Storm Sewer (MS4) Permit. The Proposed Project would be required to prepare a LID Plan and demonstrate compliance with the LID requirements and standards and retain or treat the first 3/4-inch of rainfall in a 24-hour period or the rainfall from an 85<sup>th</sup> percentile 24-hour runoff event, whichever is greater.<sup>29</sup>

The Proposed Project falls within the second tier of the LID Ordinance requirements, which state that development projects that involve five or more units intended for residential use and result in an alteration of at least 50 percent or more of the impervious surfaces on an existing developed site, the entire site must comply with the standards and requirements of Article 4.4 of Chapter VI of the LAMC and with the Development Best Management Practices Handbook. The Project Site shall be designed to manage and capture stormwater runoff to the maximum extent practicable utilizing various LID techniques, including but not limited to infiltration, evapotranspiration, capture for use, and treated through high removal efficiency bio-filtration / bio-treatment systems of all runoff on-site (listed in priority order). On-site stormwater management techniques must be designed so that no stormwater runoff leaving the Project Site for at least the volume of water produced by the Stormwater Quality Design Volume (SWQDv).

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<sup>28</sup> *City of Los Angeles, Bureau of Engineering, Navigate LA, website: <http://navigatela.lacity.org/navigatela/>, March 2017.*

<sup>29</sup> *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016.*



Development and redevelopment projects are required to prepare a LID Plan, which comply with the provisions of the Development Best Management Practices Handbook. If partial or complete on-site compliance of any type is technically infeasible, the Project Site and LID Plan shall be required to manage the flow from the SWQDv on-site in order to maximize on-site compliance. For the remaining runoff that cannot feasibly be managed on-site, the Proposed Project would be required to implement off-site mitigation on public and/or private land within the same sub-watershed as defined by the MS4 Permit.<sup>30</sup> Compliance with the LID requirements would reduce the amount of surface water runoff leaving the Project Site as compared to existing conditions.<sup>31</sup>

In compliance with the LID Plan, prior to issuance of grading permits, the Applicant shall submit a LID Plan and design plans to the City of Los Angeles Department of Building and Safety and the Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. The BMPs shall be designed to retain or treat the runoff from a storm event producing 3/4-inch of rainfall in a 24-hour period or the rainfall from an 85<sup>th</sup> percentile 24-hour runoff event (whichever is greater), in accordance with the Planning and Land Development Handbook for Low Impact Development, Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed BMPs meet the numerical threshold standard shall be provided.

To ensure that all stormwater related BMPs are constructed and/or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. All projects reviewed and approved would require a Stormwater Observation Report and would be prepared, signed, and stamped by the engineer of record responsible for the approved LID Plan. With approval and issuance of a Certificate of Occupancy from LADBS, the Proposed Project would be determined to be in compliance with all applicable codes, ordinances, and other laws.<sup>32</sup>

Full compliance with the LID requirements and implementation of design-related BMPs would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, as the Proposed Project would be subject to the LID requirements and compliance procedures, operational water quality impacts would be less than significant with code compliance.

**b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water

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<sup>30</sup> *City of Los Angeles Ordinance No. 183,833, 2015.*

<sup>31</sup> *Ibid.*

<sup>32</sup> *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016.*



levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

As discussed in Question 9(a) the Project Site is 100 percent impervious. As such, 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. Groundwater was not encountered during exploration, conducted to a maximum depth of 125 feet below the existing grade. The historically highest groundwater level is at a depth of 110 feet below the ground surface.<sup>33</sup> The Proposed Project would excavate soils beneath the Project Site at approximately 80 feet below grade to allow for the construction of the proposed subterranean parking levels. Because the depth of groundwater is sufficiently lower than the depth of proposed excavation, construction of the Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Additionally, adherence to Article 4.4 of the LAMC would ensure that the Proposed Project would not interfere with groundwater recharge. Therefore, the Proposed Project would not deplete groundwater supplies, and impacts to the groundwater table would be less than significant.

- c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner, which would**
- i) result in substantial erosion or siltation on- or off-site?**

**Less Than Significant Impact.** A project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of the City of Los Angeles, and no streams or river courses are located on or within the Project vicinity. The Project Site is 100 percent impervious. Implementation of the Proposed Project would not increase site runoff or result in any changes in the local drainage patterns. Further, the Proposed Project would comply with LAMC Section 64.70, Stormwater Runoff and Urban Pollution Control. Impacts associated with localized drainage and surface water runoff would therefore be considered less than significant.

- ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?**

**Less Than Significant Impact.** As stated above in response to Checklist Questions X(a) and (i), the Project Site is approximately 100 percent impervious under existing conditions and would remain 100 percent impervious under proposed conditions. Surface water runoff under proposed conditions would comply with

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<sup>33</sup> Geocon West, Inc., *Geotechnical Investigation, Proposed High-Rise Development "Olympic and Hill" 1000-1034 Hill Street and 220 & 226 West Olympic Boulevard, Los Angeles, California, February 28, 2017. (See Appendix C of this SCEA).*

the City's LID Ordinance (Ordinance No. 181,899). Compliance with the LID Ordinance would ensure the site is developed with BMPs designed to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85<sup>th</sup> percentile 24-hour runoff event (whichever is greater). As such, the volume of post-development surface water runoff would be reduced with the Proposed Project as compared to the existing conditions. Therefore, the Proposed Project would not increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site and impacts associated with the potential for off-site flooding would be less than significant.

**iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. A significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level which exceeds the capacity of the storm drain system serving the Project Site. A significant adverse effect would also occur if a project substantially increases the probability that polluted runoff would reach the storm drain system.

Currently, the Project Site is completely developed with impervious surfaces and 100 percent of surface water runoff is directed to adjacent street storm drains. Existing storm drain lines serving the Project Site are located along Hill Street and Olympic Boulevard. Stormwater flows south along Hill Street and onto stormwater inlets on the corner of Hill Street and 11<sup>th</sup> Street. Stormwater along Olympic Boulevard flows eastbound and onto stormwater inlets on the corner of Olympic Boulevard and Broadway.<sup>34</sup> These storm drain lines are owned and maintained by the City of Los Angeles. Pursuant to local practice and City policy, stormwater retention or treatment BMPs would be required as part of the LID requirements. Any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance standards and retain or treat the first ¾ –inch of rainfall in a 24-hour period or the rainfall from an 85<sup>th</sup> percentile 24-hour runoff event (whichever is greater), which would reduce the Proposed Project's impact to the stormwater infrastructure. Additionally, any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Furthermore, as stated above, implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality.

The Proposed Project would comply with LAMC Chapter VI, Article 4.4 and all applicable laws and regulations pertaining to stormwater runoff and water quality would ensure impacts are less than significant.

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<sup>34</sup> City of Los Angeles, Bureau of Engineering, *Navigate LA*, website: <http://navigatela.lacity.org/navigatela/>, March 2017.



Therefore, the Proposed Project would not create or contribute to runoff water, which would exceed capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Potential impacts to surface water quality would be less than significant.

**d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**No Impact.** The Project Site is not located in a coastal area. Therefore, the potential for tsunamis to adversely impact the Project Site is considered low. Additionally, no major water-retaining structures are located immediately up gradient from the Project Site. Therefore, flooding resulting from a seismically-induced seiche is considered unlikely. The development of the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. Thus, no impact would occur.

**e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**No Impact.** As specified above, the Proposed Project would comply with LAMC Chapter VI, Article 4.4, Stormwater and Urban Runoff Pollution Control and would be required to obtain coverage under the NPDES General Construction Activity Permit. In addition, the Proposed Project would not adversely impact a groundwater management plan because the Proposed Project would be developed with Best Management practices to reduce surface water runoff and would not otherwise impede groundwater replenishment in the basin. As discussed above, the Proposed Project would comply with the City's NPDES General Construction Activity Permit during construction and designed in conformance with the City's LID Ordinance for new development. Therefore, neither construction nor operation of the Proposed Project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

## **CUMULATIVE IMPACTS**

**Less Than Significant Impact.** Development of the Proposed Project in combination with the related projects would result in the further infilling of uses in a highly developed area within Downtown Los Angeles. As discussed above, the Project Site and the surrounding areas are served by the existing County storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Proposed Project and the related project sites, since Downtown Los Angeles is highly developed with impervious surfaces. Under the requirements of the LID Ordinance, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing  $\frac{3}{4}$ -inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, the Proposed Project would not make a cumulatively considerable contribution to impacting the

volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant.

## XI. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Project Design Features:

The following Project Design features would be implemented as part of the Proposed Project.

- The Proposed Project includes a mix of uses, including residential dwelling units and retail/restaurant space that is consistent with the existing pattern of development in the vicinity.

In addition, the Proposed Project would implement Mitigation Measures MM-T-1 (Compliance with LADOT Requirements) and MM-T-3 (Construction Management Plan) in Section 16, Transportation and Traffic, to avoid or reduce potential effects related to the physical division of an established community during construction.

## PROJECT-SPECIFIC IMPACTS

### a) Would the project physically divide an established community?

**No Impact.** A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.



The Project Site is located in an urbanized area of the Central City Community Plan Area (CPA) and would be consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. The zoning designation for the Project Site is [Q]R5-4D-O (Multiple Dwelling Zone) and the General Plan land use designation for the Project Site is High Density Residential. Zones corresponding to the High Density Residential designation are the R5 zones. The [Q] Condition on the site includes various use limitations, but allows for residential uses that are permitted in the R5 Zone, as well as hotels, motels, and apartment hotels.

As discussed in Section II. Project Description, and shown in Figure II-3 and Figure II-5, the Project Site is surrounded by restaurant/retail, surface parking, office, and mixed-use residential properties. Properties to the north (north of Olympic Boulevard), south (east of Hill Street), and west of the Project Site are all zoned [Q]R5-4D-O with General Plan land use designations of High Density Residential. Properties located to the east of the Project Site (across from the alleyway, Blackstone Court) are generally zoned C2-4D-O-SN with General Plan land use designations of Regional Center Commercial. As such, no separations of uses or disruption of access between land use types would occur as a result of the Proposed Project. Accordingly, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.

Furthermore, Mitigation Measures MM-T-1 and MM-T-3, which is a requirement under Section 16, Transportation and Traffic, would further reduce temporary construction impacts associated with physically dividing an established community during the construction period.

**b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**Less than Significant Impact.** A significant impact may occur if the Proposed Project is inconsistent with the General Plan or zoning designations applicable to the Project Site, and would cause adverse environmental effects, which the General Plan and zoning designations are created to avoid or mitigate. The Project Site is located within several planning policy areas that have been adopted for the purposes of incentivizing development and/or providing specific development standards that are appropriate for the Project area. Namely, these plans and policy areas include the following: Central City Community Plan area, the City Center Redevelopment Project area, the Greater Downtown Housing Incentive Area, the Central City Parking Exception area, the Downtown Parking District, the Downtown Adaptive Reuse Incentive Area, the Downtown Streetcar Project area, and the Los Angeles State Enterprise Zone. The Project Site is also within a transit priority area pursuant to SB 743 and noted in the City of Los Angeles' Zoning Information File No. 2452.<sup>35</sup> These documents guide development at the Project Site.

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<sup>35</sup> *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: <http://zimas.lacity.org/>, accessed March 2017.*

## **Regional Plans**

### SCAQMD Air Quality Management Plan

The Proposed Project is located within the South Coast Air Basin (Basin) and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's most recent Air Quality Management Plan (AQMP) was updated in 2017 to establish a comprehensive air pollution control program leading to the attainment of State and federal air quality standards in the Basin, which is a non-attainment area. With approval of the TFAR, the Proposed Project conforms to the zoning and land use designations for the Project Site as identified in the General Plan, and, as such, would not add emissions to the Basin that were not already accounted for in the approved AQMP. Furthermore, as noted in Section 3, Air Quality, the Proposed Project would not exceed the daily emission thresholds during the construction or operational phases of the Proposed Project. Therefore, the Proposed Project would be consistent with the AQMP.

### SCAG's 2016 RTP/SCS

The Project Site is located within the six-county region that comprises the SCAG planning area. On April 7, 2016, SCAG adopted the 2016 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life (2016 RTP/SCS). The 2016 RTP/SCS includes the long-term vision of how the SCAG region would address regional transportation and land use challenges and opportunities. The Proposed Project would be consistent with the goals and policies set forth in the 2016 RTP/SCS, as the Proposed Project would redevelop a site that is currently developed with surface parking and would include the construction of a high-rise mixed-use development with multi-family residential and neighborhood-serving commercial uses. The Proposed Project would thereby increase the utilization of a property that is easily accessible by mass transit. Consistent with SCAG goals, the Proposed Project would increase residential opportunities within a High Quality Transit Area (HQTa). Furthermore, the Proposed Project would add up to 700 residential units to the downtown area, generating approximately 1,176 residents.<sup>36</sup> The Proposed Project's estimated population growth would be consistent with SCAG's future growth projections for the City of Los Angeles.

### Congestion Management Plan

The Congestion Management Plan (CMP) for Los Angeles County was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation and air quality decisions. The Project Traffic Study was prepared in accordance with the County CMP and the City of Los Angeles Department of Transportation (LADOT) Guidelines. Project traffic impacts are analyzed in greater detail in Section 16, Transportation and Traffic.

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<sup>36</sup> See Checklist Question 13 a) Population and Housing.



## Local Plans

### City of Los Angeles General Plan

The Proposed Project would conform to objectives outlined in the City of Los Angeles General Plan (General Plan). The General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City. The General Plan is a dynamic document consisting of 11 elements: Framework Element, Air Quality Element, Conservation Element, Housing Element, Noise Element, Open Space Element, Service Systems Element / Public Recreation Plan, Safety Element, Mobility Element, a Plan for a Healthy Los Angeles, and the Land Use Element. The Land Use Element is comprised of 35 community plans.

The elements that would be most applicable to the Proposed Project are the Housing Element, the Mobility Plan, and the Land Use Element. As shown in Table VI-10, the Proposed Project would promote the goals of the Housing Element and the Mobility Plan. Consistency with the Land Use Element/Central City Community Plan is further analyzed in Table VI-10. As shown in Table VI-10, the Proposed Project would promote the goals of the Housing Element and the Mobility Plan. The Proposed Project has been designed to comply with all applicable General Plan and zoning designations.

**Table VI-10**  
**City of Los Angeles General Plan Consistency Analysis**

City of Los Angeles General Plan Goals	Project Consistency Analysis
<b><i>Housing Element Goals</i></b>	
a) A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.	<b>Consistent.</b> The Proposed Project would increase the housing stock in Downtown Los Angeles by providing safe, attractive, and centrally located studios, one-bedroom, two-bedroom, and penthouse residential dwelling units. The proposed residential units would be available to all persons without discrimination. Thus, the Proposed Project is contributing to the range of housing choices available in Downtown Los Angeles and is therefore consistent with this goal.
b) A City in which housing helps to create safe, livable and sustainable neighborhoods.	<b>Consistent.</b> The Proposed Project would redevelop a site that is currently occupied by a surface parking lot. The Proposed Project would be attractively designed and landscaped in accordance with the design guidelines of the Downtown Design Guide. Compliance with regulatory compliance measures (relating to aesthetics and discussed in Section 1, Aesthetics) would further ensure that the building maintains a safe, clean, and attractive environment during the Project's construction and operation. As such, the Proposed Project would prevent the spread of blight and deterioration by redeveloping an underutilized site. The Proposed Project is therefore consistent with this goal.

City of Los Angeles General Plan Goals	Project Consistency Analysis
c) A City where there are housing opportunities for all without discrimination.	<b>Consistent.</b> The Proposed Project would provide a variety of dwelling units of different sizes and configurations that would be available at market rate. The Proposed Project is increasing the housing choices available in Downtown Los Angeles. The Proposed Project's housing opportunities would be available to all persons, without discrimination. Therefore, the Proposed Project would be consistent with this goal.
<b>Mobility Plan Key Goals</b>	
(1) Safety First: Crashes, speed, protection, security, safety education, and enforcement.	<b>Consistent.</b> The Proposed Project would not include unusual or hazardous design features. The Project Site is generally pedestrian-oriented. Primary vehicular access for residential and commercial uses would be provided via full-access driveways along Hill Street and the adjacent alleyway, which would provide a connection to the subterranean garage and parking podium. The Proposed Project does not include any hazardous design features, which could impede emergency access. The Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles and to ensure pedestrian safety. Therefore, the Proposed Project would not substantially increase hazards due to design features, or incompatible uses, and would not hinder this goal.
(2) World Class Infrastructure: Design, Complete Streets Network (walking, bicycling, transit, vehicles, goods movement), Bridges, Highways, Smart Investments.	<b>Consistent.</b> This goal is directed toward City goals and is not specifically applicable to the Proposed Project. Nonetheless, the Project Site's location near mass transit, walking distance to services, retail stores, and employment opportunities, and the availability of bike parking located on the Project Site promotes a variety of transportation options. Thus, the Proposed Project would promote this goal.
(3) Access for All Angelenos: Affordability, vulnerable users, land use, operations, reliability, demand management, community connections.	<b>Consistent.</b> The Project Site is located in a highly urbanized area of Downtown Los Angeles within a TPA. The Proposed Project would develop new residential and commercial uses in walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Proposed Project encourages a variety of transportation options and access and is therefore consistent with this goal.



City of Los Angeles General Plan Goals	Project Consistency Analysis
(4) Clean Environments and Healthy Communities Environment, public health, clean air, clean fuels and fleets.	<b>Consistent.</b> The Proposed Project is an infill development within a TPA and is within a major employment center. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation. As discussed further in Sections 3. Air Quality and 7. Greenhouse Gas Emissions, operational emissions and greenhouse gas emissions generated by the Proposed Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the Proposed Project would be consistent with this goal.
<i>Sources: City of Los Angeles General Plan Elements, Housing Element 2013-2021, Chapter 6, Housing Goals, Objectives, Policies and Programs; and City of Los Angeles General Plan Elements, Mobility Plan 2035. Parker Environmental Consultants, 2017.</i>	

### Mobility Plan 2035

The Mobility Plan 2035 ("Mobility Plan") of the City of Los Angeles General Plan, amendment adopted January 20, 2016, is designed to provide a policy foundation for the transportation system within the City of Los Angeles. There are five goals of the Mobility Plan that define the City's high-level mobility priorities and include: safety first; world class infrastructure; access for all Angelenos; collaboration, communication and informed choices; and clean environments and healthy communities. The Mobility Plan contains several objectives pertinent to the Modified Project, which are identified as follows:

- Increase the number of adults and children who receive in-person active transportation safety education, in areas with the highest rates of collisions, by 10% annually;
- Ensure that 80% of street segments do not exceed targeted operating speeds by 2035;
- Ensure that 90% of households have access within one mile to the Transit Enhanced Network by 2035;
- Ensure that 90% of all households have access within one-half mile to high quality bicycling facilities by 2035;
- Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.

The Mobility Plan 2035 identifies corridors proposed to receive improved bicycle, pedestrian and vehicle infrastructure improvements. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those more likely to be built by 2035. The Mobility Plan 2035 identifies Hill Street and Hope Street as part of the Neighborhood Enhanced Network. Figueroa Street, Hope Street, Grand Avenue, Olive Street, and Main Street are part of the Tier 1 Bike Lane Network.

The Neighborhood Enhanced Network is the network of locally-serving streets planned to contain traffic calming measures that close the gaps between streets with bicycle facilities. Several streets in the study area are included within the planned Neighborhood Enhanced Network, including Hope Street, Hill Street, and 11<sup>th</sup> Street. The study area generally has a mature network of pedestrian facilities including sidewalks, crosswalks and pedestrian safety features. Approximately 8- to 18-foot sidewalks are provided throughout

the study area. With respect to the Mobility Plan's stated objectives, the Proposed Project would increase households within one mile to the Transit Enhanced Network, provide housing within one-half mile to high quality bicycling facilities, and increase the combined mode split of persons who travel by walking, bicycling or transit. As such, the Proposed Project would be consistent with the Mobility Plan.

#### General Plan Framework Element

The General Plan's Framework Element provides citywide guidelines and a foundation upon which Community Plans and other General Plan Elements can base their more specific goals, objectives, and policies. The General Plan's Framework Element was adopted on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element and the City's community plans discuss population, housing and employment to the year 2010. The Framework Element identifies a projected population of 4.3 million people living in 1,566,108 housing units. The Citywide General Plan Framework and the Central City Community Plan provide growth projections and CPA capacity, respectively, for the year 2010. The General Plan Framework Element provides a 2010 projection of 27,029 persons, 16,457 households, and 61,500 additional jobs. The Central City Community Plan anticipated a population and dwelling unit capacity of 27,212 persons and 14,398 dwelling units, respectively. The Central City Community Plan recognizes that the Community Plan Area (CPA) may grow that population, jobs, and housing could grow more quickly, or slowly, than anticipated depending on economic trends.

The Proposed Project is in substantial conformity with the purposes, intent and provisions of the General Plan Framework Element, and the applicable Community Plan by providing a smart growth oriented, dense urban project where such growth is best accommodated based on its proximity to mass transit, which is discussed in more detail in Table VI-11. below. More specifically, the Project is consistent with the Los Angeles General Plan Land Use Element, which consists of the 35 Community Plan Area plans, of which the property is in the City Center Community Plan. Consistency with the Community Plan is demonstrated below.

**Table VI-11**  
**Consistency Analysis with the Applicable Goals/Policies of the Framework Element**

Goals and Policies	Consistency Assessment
<p><b>Goal 3A:</b> A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.</p>	<p>The Proposed Project would include a mixed-use of multi-family residential and ground-floor commercial uses that would front Hill Street and Olympic Boulevard. The Proposed Project would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities Downtown. Additionally, the Proposed Project would foster new business and employment opportunities and potential customers, which helps improve the competitiveness of the Downtown commercial area. Thus, the Proposed Project would support this objective.</p> <p>Further, Compliance with regulatory compliance measures would ensure that the building maintains a safe, clean, attractive and lively environment during the Project's construction and operation.</p>



**Table VI-11**  
**Consistency Analysis with the Applicable Goals/Policies of the Framework Element**

Goals and Policies	Consistency Assessment
<b>Objective 3.1:</b> Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	As discussed above, the Proposed Project would include a variety of uses including multi-family residential and ground-floor commercial which would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities and economy of Downtown.
<b>Policy 3.1.2:</b> Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.	The Proposed Project would provide ground-floor commercial space which would include restaurant and retail space that would serve the neighborhood and community. The Proposed Project would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities Downtown.
<b>Objective 3.2:</b> Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	The Project Site is located in a Transit Priority Area as defined by CEQA. Additionally, the Proposed Project would develop new residential and commercial uses in walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is located within ½ mile of two Metro stations and numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Proposed Project encourages a variety of transportation options, such as walking and biking. Thus, this would reduce vehicles-per-miles traveled, promote alternatives to driving, and aim to improve air quality.
<b>Policy 3.2.2:</b> Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and carious densities of residential development within neighborhoods at appropriate locations.	The Proposed Project includes the development of a mixed-used building consisting of multi-family residential units and commercial space (consisting of restaurant and retail uses). The Proposed Project incorporates aspects of a compact development by providing the proposed development on a previously developed surface parking lot. The Proposed Project would provide ground-floor commercial space which would include restaurant and retail space that would serve the neighborhood and community.
<b>Policy 3.2.3:</b> Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use appropriate locations.	The Proposed Project would encourage improved access and mobility by providing both residential and commercial uses on a single site. The on-site commercial uses would provide employment and patronage opportunities within walking distance of on-site residents and the nearby multi-family residential developments.  In addition, the Project Site is located within ½ mile of two Metro stations and numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation.
<b>Objective 3.3:</b> Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	Further discussed in Section 13, Population and Housing, the proposed Project's generation of 1,176 residents and 700 dwelling units would be within SCAG's 2016-2040 RTP/SCS Growth Forecast projections for the City of Los Angeles. Additionally, as discussed in Section 14, Public Services, and Section 18, Public Utilities, the Proposed Project would not create a significant negative impact that cannot be mitigated to

**Table VI-11**  
**Consistency Analysis with the Applicable Goals/Policies of the Framework Element**

Goals and Policies	Consistency Assessment
	a less-than-significant level for all public services, utilities, and service systems, including schools. Therefore, the Proposed Project would support utility infrastructure and public services.
<b>Objective 3.4:</b> Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	As stated above, the Proposed Project includes the development of a mixed-use project, which would provide residents in close proximity to employment and patronage opportunities. Further, the Proposed Project is within walking distance of services, retail stores, and employment opportunities in the Downtown Los Angeles area. The commercial uses on-site would further support the pedestrian activity along Hill Street and Olympic Boulevard by providing ground-floor commercial uses that would front these major commercial corridors.
<b>Policy 3.4.1:</b> Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, and (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevard, referred to as districts, centers, and mixed-use boulevard, in accordance with the Framework Long-Range Land Use Diagram.	As stated above, the Proposed Project includes the development of a mixed-use project, which would provide residents in close proximity to employment and patronage opportunities. Further, the Proposed Project is within walking distance of services, retail stores, and employment opportunities in the Downtown Los Angeles area. The commercial uses on-site would further support the pedestrian activity along Hill Street and Olympic Boulevard by providing ground-floor commercial uses that would front these major commercial corridors, which is characterized by a mix of office, entertainment, retail, and residential uses.
<b>Goal 3C:</b> Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.	The Proposed Project would include multi-family residential units that would be available at market rate. Thus, the Proposed Project would be consistent with this goal.
<b>Policy 3.7.4:</b> Improve the quality of new multi-family dwelling units based on the Standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.	The Proposed Project would redevelop a site that is currently occupied by a surface parking lot. The Proposed Project would be attractively designed and landscaped in accordance with the design guidelines of the Downtown Design Guide. Compliance with regulatory compliance measures (relating to aesthetics and discussed in Section 1, Aesthetics) would further ensure that the building maintains a safe, clean, and attractive environment during the Project's construction and operation.
<b>Goal 3D:</b> Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.	The Proposed Project would promote a pedestrian-oriented environment by providing ground-floor commercial space that would front Hill Street and Olympic Boulevard. The building's design and ground-floor restaurant/retail would enhance pedestrian activity in the area, especially within the Downtown area. Additionally, the new residents would provide new foot traffic for surrounding business, conventions, trade shows, and tourism. Further, the Project's commercial uses would support visitors to Downtown.
<b>Policy 3.8.4:</b> Enhance pedestrian activity by the design and siting of structures in accordance with Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies.	As discussed above, the Proposed Project would promote a pedestrian-oriented environment by providing ground-floor commercial space that would front Hill Street and Olympic Boulevard. The Proposed Project would be attractively designed and landscaped in accordance with the design guidelines of the Downtown Design Guide and under provision of City Staff.



**Table VI-11**  
**Consistency Analysis with the Applicable Goals/Policies of the Framework Element**

Goals and Policies	Consistency Assessment
<b>Goal 3F:</b> Mixed-use centers that provide jobs, entertainment, culture, and serve the region.	The Proposed Project would provide commercial uses, including restaurant and retail spaces that would provide future and existing residents with job opportunities, additional entertainment, and culture.
<b>Objective 3.10:</b> Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.	The Proposed Project would provide commercial uses, including restaurant and retail spaces that would provide future and existing residents with job opportunities, additional entertainment, and culture. Additionally, the new residents would provide new foot traffic for surrounding business, conventions, trade shows, and tourism. Further, the Project's commercial uses would support visitors to Downtown. The Proposed Project would be compatible with the character of the surrounding districts and foster new business and employment opportunities and potential customers, which helps improve the competitiveness of the Downtown commercial area.
<b>Goal 4A:</b> An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.	The Proposed Project's dwelling units would be of different sizes and configurations (studios, one-bedroom, two-bedroom, and penthouse units) and would be available at range of market rates. The Proposed Project would increase the housing choices available in Downtown Los Angeles. The additional units will increase supply and help reduce upward pressure on housing costs.
<b>Objective 4.2:</b> Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	The Proposed Project would provide multi-family residential units in a Transit Priority Area and in a highly urbanized area of Downtown Los Angeles. The Proposed Project would be within walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is in close proximity to many public transportation options, including bus and subway lines. Additionally, the Proposed Project would not encroach on any existing lower-density residential neighborhoods.
<b>Objective 5.2:</b> Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.	The Proposed Project's mixed-use design and location encourages the use of alternative transportation and walking and bicycling opportunities. Additionally, the Project Site is located within ½ mile of two Metro stations and numerous bus routes with peak commute service intervals of 15 minutes or less. The Project Site is located in the highly urbanized Downtown Los Angeles area and is surrounded by a mix of retail, commercial, and entertainment services.
<b>Objective 5.8:</b> Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.	As discussed above, the Proposed Project is an infill development in a Transit Priority Area (defined by CEQA) and is within a major employment center. The Proposed Project would place residential units and ground-floor commercial space in a transit-rich and pedestrian-oriented area. Additionally, the Project Site is located within numerous bus routes with peak commute service intervals of 15 minutes or less. The Project Site's location near mass transit and in walking distance to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation.

**Table VI-11**  
**Consistency Analysis with the Applicable Goals/Policies of the Framework Element**

Goals and Policies	Consistency Assessment
<b>Goal 7G:</b> A range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.	The Proposed Project's dwelling units would be of different sizes and configurations (studios, one-bedroom, two-bedroom, and penthouse units) and would be available at range of market rates. The Proposed Project would increase the housing choices available in Downtown Los Angeles. The additional units will increase supply and help reduce upward pressure on housing costs. Additionally, the Proposed Project's mixed-use design would allow future residents the opportunity to work on-site. Further, the Proposed Project's close proximity to public transportation would allow residents to live and work in the City.
<i>Source: City of Los Angeles, General Plan, Framework Element, December 11, 1996.</i>	

### Central City Community Plan

The Project Site is located within the South Park neighborhood sub-area of the Central City Community Plan Area (CPA). Therefore, all development activity on-site is subject to the land use policies of the Central City Community Plan (Community Plan). The Community Plan goals and objectives include providing organized growth, a Central City identity, and a full range of housing choices for employees and residents in the downtown area. As described in the Community Plan, the South Park district contains a mix of residential, medical, commercial, and retail uses. Warehouse space in one-story unreinforced masonry buildings is scattered throughout the district. South Park is recognized to be a mixed-use community with a significant concentration of housing.<sup>37</sup>

The Proposed Project would revitalize the area with the development of a 60-story mixed-use residential and commercial building. The Proposed Project would provide a maximum of 700 dwelling units (consisting of 140 studios, 352 one-bedroom plus den units, 177 two-bedroom units, 26 two-bedroom plus den units, 4 sub-penthouse units, and 1 penthouse unit) and 15,000 square feet of ground-floor commercial space with a total of 1,075 automobile parking spaces and 290 bicycle spaces. Of the proposed vehicle parking, 220 spaces would be provided for the adjacent office building to the immediate east under a contract parking agreement. The Proposed Project would provide a variety of on-site amenities, which would be located throughout the ground-floor lobby area, Level 5 landscaped deck and amenity area, and in private residential balconies. A detailed analysis of the consistency of the Proposed Project with the applicable objectives and policies of the Central City Community Plan for Residential and Commercial Land Uses is presented in Table VI-12, below.

<sup>37</sup> City of Los Angeles Department of City Planning, *Central City Community Plan*, 2003.



**Table VI-12**  
**Project Consistency with Applicable Objectives and Policies of the**  
**Central City Community Plan Land Use Element for Residential and Commercial Land Uses**

Objective / Policy	Project Consistency Analysis
<b>Residential</b>	
<b>Objective 1-1:</b> To promote development of residential units in South Park.	<b>Consistent.</b> The Proposed Project would include multi-family dwelling units in the South Park district of Downtown, Los Angeles. Thus, the Proposed Project supports this objective.
<b>Policy 1-1.1:</b> Maintain zoning standards that clearly promote housing and limit ancillary commercial to that which meets the needs of neighborhood residents or is compatible with residential uses.	<b>Consistent.</b> The Proposed Project aims to promote residential land uses in South Park. The Project Site is zoned [Q]R5-4D-O with a land use designation of High Density Residential. The Project would maintain and be developed in accordance with the current zoning and land use designation. The Proposed Project would add multiple family residential units and would include limited ancillary neighborhood commercial uses. Thus, the Proposed Project would be consistent with this policy.
<b>Objective 1-2:</b> To increase the range of housing choices available to Downtown employees and residents.	<b>Consistent.</b> The Proposed Project would increase the housing stock in Downtown Los Angeles with safe, attractive, and centrally located studios, one-bedroom, two-bedroom, and penthouse apartments. The units would be available to existing Downtown employees and residents. Thus, the Proposed Project would contribute to the range of housing choices available to Downtown employees and residents.
<b>Policy 1-2.1:</b> Promote the development of neighborhood work/live housing.	<b>Consistent.</b> The Proposed Project would include multi-family dwelling units and ground floor restaurant/retail. The proposed ground-floor retail would generate the need for new employees. The proposed residential units are not live/work units; however, the Project Site is located near numerous employment opportunities in the Downtown Los Angeles area. Therefore, the Proposed Project would locate residential dwelling units near a major employment center allowing the future residents to live and work in the neighborhood. Therefore, the Proposed Project does not hinder the intent of this policy.
<b>Objective 1-3:</b> To foster residential development which can accommodate a full range of incomes.	<b>Consistent.</b> The Proposed Project's dwelling units would be of different sizes and configurations (studios, one-bedroom, two-bedroom, and penthouse units) and would be available at range of market rates. The Proposed Project would increase the housing choices available in Downtown Los Angeles. The additional units will increase supply and help reduce upward pressure on housing costs. n. Thus, the Proposed Project supports this objective.
<b>Policy 1-3.1:</b> Encourage a cluster neighborhood design comprised of housing and services.	<b>Consistent.</b> The Project Site is located in a Transit Priority Area and in a highly urbanized area of Downtown Los Angeles. The Proposed Project would be within walking distance to numerous services, retail, and employment opportunities. Additionally, the Project Site is in close proximity to many public transportation options, including bus and subway lines. Thus, the Proposed Project supports the cluster neighborhood design concept of including residents near neighborhood facilities.
<b>Commercial</b>	

<b>Objective 2-1:</b> To improve Central City's competitiveness as a location for offices, business, retail, and industry.	<b>Consistent.</b> The Proposed Project includes ground-floor restaurant/retail uses that would front Hill Street and Olympic Boulevard. The Proposed Project would provide new opportunities for new businesses or the expansion or relocation of existing businesses; thus, increasing business opportunities Downtown. Additionally, the Project Site is within walking distance of the Broadway Theater and Commercial District and the Spring Street Financial District. Although the Project Site is not located within these districts, the Proposed Project would be compatible with the character of these districts and foster new business and employment opportunities and potential customers, which helps improve the competitiveness of the Downtown commercial area. Thus, the Proposed Project would support this objective.
<b>Policy 2-1.2:</b> To maintain a safe, clean, attractive, and lively environment.	<b>Consistent.</b> Compliance with regulatory compliance measures would ensure that the building maintains a safe, clean, attractive and lively environment during the Project's construction and operation. Thus, the Proposed Project would be consistent with this policy.
<b>Objective 2-2:</b> To retain the existing retail base in Central City.	<b>Consistent.</b> The Project Site is currently developed with a surface parking lot. Therefore, no retail uses currently exist on site. The Proposed Project would develop ground-floor restaurant/retail fronting Hill Street and Olympic Boulevard, which would provide new opportunities for new businesses or the expansion or relocation of existing businesses. Additionally, the Proposed Project would not adversely impact other retail stores in the vicinity of the Project Site. Instead, new residents would likely be new customers that would support nearby local businesses. Thus, the Proposed Project would support this objective.
<b>Policy 2-2.1:</b> Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force and businesses.	<b>Consistent.</b> The Proposed Project includes ground-floor commercial space fronting Hill Street and Olympic Boulevard. As such, the Proposed Project provides new space and opportunities that can attract businesses Downtown. Therefore, the Proposed Project would be consistent with this policy.
<b>Policy 2-2.2:</b> To encourage pedestrian-oriented and visitor serving uses during the evening hours especially along Grand Avenue cultural corridor between the Hollywood Freeway (US 101) and Fifth Street, the Figueroa Street corridor between the Santa Monica Freeway (I-10) and Fifth Street and Broadway between Third Street and Ninth Street.	<b>Consistent.</b> The Proposed Project would introduce new permanent residents and provide ground-floor restaurant/retail. The Project Site is in walking distance from many services, employment opportunities, and retail spaces (including the Broadway Theater and Commercial District and the Spring Street Financial District). Thus, the Proposed Project would encourage a pedestrian-oriented development that would support activities and uses into the evening hour. Although the Proposed Project is not located on Grand Avenue, Figueroa Street, Fifth Street or Broadway, the Proposed Project would support the intent of this policy.
<b>Policy 2-2.3:</b> Support the growth of neighborhoods with small, local retail services.	<b>Consistent.</b> The Proposed Project would include neighborhood serving ground-floor restaurant/retail spaces fronting Hill Street and Olympic Boulevard. Thus, the Proposed Project would add local retail services to support and the growth of the South Park neighborhood. Therefore, the Proposed Project would be consistent with this policy.
<b>Objective 2-3:</b> To promote land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade shows,	<b>Consistent.</b> The Proposed Project would be consistent with the surrounding neighborhood by adding a mixed-use building to an area that is characterized by mixed-use



and tourism.	development. The building's design and ground-floor restaurant/retail would enhance pedestrian activity in the area, especially within the Downtown area. Additionally, the new residents would provide new foot traffic for surrounding business, conventions, trade shows, and tourism. Further, the Project's commercial uses would support visitors to Downtown. Thus, the Proposed Project would support this objective.
<b>Objective 2-4:</b> To encourage a mix of uses which creates an active, 24-hour downtown environment for current residents and which would also foster increased tourism.	<b>Consistent.</b> The proposed mixed-use development would contribute and support this objective by adding new residents and ground-floor restaurant/retail spaces. The Proposed Project would be designed to enhance pedestrian activity with the retail stores' main entrances fronting the public right-of-way and providing night-time lighting for enhanced security. These features, among others, would contribute to an active, 24-hour downtown environment. Thus, the Proposed Project would be consistent with this objective.
<b>Policy 2-4.1:</b> Promote nightlife activity by encouraging restaurants, pubs, night clubs, small theaters, and other specialty uses to reinforce existing pockets of activity.	<b>Consistent.</b> The Proposed Project includes ground-floor restaurant and retail spaces fronting Hill Street and Olympic Boulevard. The restaurant and retail uses would support nightlife activities. The Proposed Project would be designed to enhance pedestrian activity with the restaurants' and retail stores' main entrances fronting the public right-of-way and providing night-time lighting for enhanced security. The Proposed Project would reinforce and add to the attraction of these pockets of activity by adding new residents to the area. Thus, the Proposed Project is consistent with this policy.
<b>Objective 2-5:</b> To increase specialty and ethnic markets in order to foster a diverse range of retail and commercial uses in Central City.	<b>Consistent.</b> The Proposed Project provides new ground-floor restaurant /retail space, which would be available to specialty and ethnic stores. Thus, the Proposed Project would support this objective.
<i>Source: City of Los Angeles, Central City Community Plan, Land Use and Planning Element. Parker Environmental Consultants, 2017.</i>	

The Central City Community Plan addresses planning and land use issues and opportunities in various sectors, such as residential, industrial, commercial, transportation, among others. The Central City Community Plan projected a population of 27,029 persons and 16,457 dwelling units by 2010 within the Community Plan area.<sup>38</sup> The 2010 United States Census shows that the Central City Community Plan area had an actual population of 37,675 persons and 23,054 dwelling units in 2010.<sup>39</sup> The 2010 Census data shows that the actual population and housing units in the Central City Community Plan area in 2010 was higher than what was projected. Nevertheless, as discussed in Section 13. Population and Housing, the Proposed Project would be consistent with SCAG's population and housing growth projections.

The Proposed Project would be consistent with the goals, objectives, and policies set forth in the Central City Community Plan. Therefore, the Proposed Project is consistent with the applicable land use and planning policies in the Central City Community Plan.

<sup>38</sup> City of Los Angeles Department of City Planning, *Central City Community Plan*, pg. II-3.

<sup>39</sup> City of Los Angeles Department of City Planning, *2015 Growth and Infrastructure Report*, November 1, 2016.

### Redevelopment Plan for the City Center Redevelopment Project

Development on the Project Site is further defined by the Redevelopment Plan for the City Center Redevelopment Project (“Redevelopment Plan”). Due to State legislation, the CRA/LA has since been disbanded and there is a successor agency to the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). Development in the Redevelopment Project Area is governed by the Redevelopment Plan that was adopted in May 2002 by the CRA/LA and remains effective until May 2032. Specific design considerations from the Redevelopment Plan include: height, development densities, building setbacks, signage, open space and privacy, utilities, parking, and loading facilities. The Redevelopment Plan identifies overall objectives and development standards to guide the development, redevelopment, and rehabilitation of properties within the City Center area. The City Center area encompasses much of Historic Downtown, City Markets, and South Park. The Proposed Project is located within the Historic Downtown neighborhood of the City Center Redevelopment Project area, which was established by the CRA/LA. The Redevelopment Plan’s objective for the Historic Downtown Development area is to achieve a mixed-use residential, commercial, office, cultural, recreation, entertainment and institutional area primarily through the adaptive re-use of the large stock of structures of architectural and historic merit.<sup>40</sup> Specifically, Section 508.1 calls for the following uses on private land: “Regional Center Commerce and Parking, including but not limited to service establishments, retail stores ... high and medium density housing where compatible with existing and proposed development.” The Proposed Project is compatible with other existing and approved high-density housing and mixed-use projects located within the downtown area. Table VI-13, below, provides a detailed analysis of the consistency of the Proposed Project with the applicable objectives of the Redevelopment Plan. If and until such time as the Successor Agency to the CRA/LA transfers land use functions to the City, the Successor Agency to the CRA/LA has jurisdiction over the implementation of the Redevelopment Plan.

The Project is also subject to Section 501 of the Redevelopment Plan (General Controls and Limitations), which requires that all structures comply with Federal, State, and Los Angeles City laws in effect, including the City building codes and ordinances. (Redevelopment Plan, p 16.) The Project’s consistency with the objectives in the Redevelopment Plan is further analyzed in Table VI-13, below.

**Table VI-13**  
**Project Consistency with Applicable Objectives of the Redevelopment Plan**

Objective	Project Consistency Analysis
<ul style="list-style-type: none"> <li>To eliminate and prevent the spread of blight and deterioration and to rehabilitate and redevelop the Project Area in accordance with this Plan.</li> </ul>	<p><b>Consistent.</b> The Proposed Project would redevelop an underutilized site that is currently used for surface parking. The Proposed Project would be attractively designed and landscaped in accordance with the design guidelines of the Downtown Design Guide. Compliance with all applicable building code requirements would further ensure that the building maintains a safe, clean, and attractive environment during the Project’s construction and operation. As such, the Proposed Project would prevent the spread of blight and deterioration by redeveloping an underutilized site in accordance with the Plan. The Proposed Project would be</p>

<sup>40</sup> City of Los Angeles, Community Redevelopment Agency, *Redevelopment Plan for the City Center Redevelopment Project*, 2002.



	consistent with this objective.
<ul style="list-style-type: none"> <li>To further the development of Downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the General Plan Framework, Concept Plan, City-wide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan.</li> </ul>	<p><b>Consistent.</b> The Proposed Project would be designed and developed with the guidance of City Planning Staff and the applicable plans. Therefore, the Proposed Project would further the goals of the Los Angeles General Plan, Framework Element, the Central City Community Plan, and the Downtown Strategic Plan. Thus, the Proposed Project would be consistent with this objective.</p>
<ul style="list-style-type: none"> <li>To create an environment that will prepare, and allow, the Central City to accept that share of regional growth and development which is appropriate, and which is economically and functionally attracted to it.</li> </ul>	<p><b>Consistent.</b> The Proposed Project would replace an underutilized parking lot and introduce new multi-family dwelling units in the area, which would accommodate an increase of population and housing. Nevertheless, the Proposed Project housing and population generation is consistent with SCAG's growth projections for the City of Los Angeles Subarea. Additionally, the Proposed Project would be consistent with the City's goals of increasing housing in transit-rich areas near services, retail, and employment opportunities to reduce vehicles -miles traveled; increasing safe and healthy housing options downtown; and increasing the diversity of the housing stock. Therefore, the Proposed Project is consistent with Central City development goals and growth projections and would not hinder the implementation of this objective.</p>
<ul style="list-style-type: none"> <li>To promote the development and rehabilitation of economic enterprises including retail, commercial, service, sports and entertainment, manufacturing, industrial and hospitality uses that are intended to provide employment and improve the Project Area's tax base.</li> </ul>	<p><b>Consistent.</b> The Proposed Project would provide ground-floor restaurant/retail fronting Hill Street and Olympic Boulevard, which would increase employment opportunities within Downtown and contribute to the Project Area's tax base. Thus, the Proposed Project would be consistent with this objective.</p>
<ul style="list-style-type: none"> <li>To guide growth and development, reinforce viable functions, and facilitate the redevelopment, revitalization or rehabilitation of deteriorated and underutilized areas.</li> </ul>	<p><b>Consistent.</b> The Proposed Project would be consistent with this objective since it proposes the development of an underutilized site that is currently used as a surface parking lot. The Proposed Project would be designed with the guidance of applicable plans and design guidelines. Therefore, the Proposed Project would be consistent with this objective.</p>
<ul style="list-style-type: none"> <li>To create a modern, efficient and balanced urban environment for people, including a full range of around-the-clock activities and uses, such as recreation, sports, entertainment and housing.</li> </ul>	<p><b>Consistent.</b> The Proposed Project would provide new residential units and ground-floor restaurant/retail spaces. Additionally, the Proposed Project would be designed to promote pedestrian activity with the restaurants' and retail stores' main entrances fronting the public right-of-way and providing night-time lighting for enhanced security. The Proposed Project's location near mass transit and within walking distance to services, retail stores, and employment opportunities promotes a pedestrian-friendly environment. Thus, the Proposed Project would be consistent with this objective.</p>
<ul style="list-style-type: none"> <li>To create a symbol of pride and identity which gives the Central City a strong image as the major center of the Los Angeles region.</li> </ul>	<p><b>Consistent.</b> Development of the Project Site is guided by the Redevelopment Plan, Central City Community Plan and the Downtown Design Guide. The Proposed Project would be consistent with this objective and preserve and contribute to the area's symbol of pride and identity by introducing an iconic residential and commercial development that would be consistent with the Downtown Design Guidelines. Therefore, the Proposed Project furthers the goals of this objective.</p>

<ul style="list-style-type: none"> <li>To facilitate the development of an integrated transportation system which will allow for the efficient movement of people and goods into, through, and out of the Central City.</li> </ul>	<p><b>Consistent.</b> This objective is directed towards City goals and does not specifically pertain to the Proposed Project. The Proposed Project would place new housing and retail space in a highly walkable and transit-rich area. As such, residents and employees of the Proposed Project can easily move around the Central City area and greater Los Angeles region. Therefore, the Proposed Project furthers the goals of this objective.</p>
<ul style="list-style-type: none"> <li>To achieve excellence in design, based on how the Central City is to be used by people, giving emphasis to parks, green spaces, streetscapes, street trees, and places designed for walking and sitting, and to develop an open space infrastructure that will aid in the creation of a cohesive social fabric.</li> </ul>	<p><b>Consistent.</b> The Downtown Design Guide directs the design of the Proposed Project. As such, the Proposed Project would be consistent with the design and development goals of the Central City Community Plan area. As such, the Proposed Project would be attractively designed and landscaped. The Proposed Project would provide private and common open space to its residents, which would reduce the Proposed Project's demand on local parks and open space. By providing on-site open space and the payment of the park fee, the Proposed Project's impacts on local parks would be less than significant. With development of the Project and payment of the fee, the Proposed Project would be consistent with this objective.</p>
<ul style="list-style-type: none"> <li>To develop and implement public art into the urban fabric, integrating art into both public and private developments.</li> </ul>	<p><b>Consistent.</b> The commercial component of the Proposed Project is subject to LAMC Section 91.107.4.6, which imposes an arts development fee for new development. The fees paid pursuant to this Ordinance will be used to provide adequate cultural and artistic facilities, services and community amenities for the project. Thus, the Proposed Project would be consistent with this objective.</p>
<ul style="list-style-type: none"> <li>To preserve key landmarks which highlight the history and unique character of the City, blending old and new in an aesthetic realization of change or growth with distinction, and facilitating the adaptive reuse of structures of architectural, historic or cultural merit.</li> </ul>	<p><b>Consistent.</b> The Project Site is currently used as a surface parking lot, and no significant landmarks or structures exist on-site. As further discussed in the Section 5, Cultural Resources, the Proposed Project would have a less than significant impact on identified surrounding historic resources and would not negatively affect the physical integrity of any historical resource. All of the identified historical resources in the vicinity of the Project Site would remain listed or eligible for listing under the relevant landmark program. The ability of these historical resources to convey their significance would not be materially impaired by the Proposed Project. As such, the Proposed Project would not destroy or demolish key landmarks and historical or unique features of the City, which would of hindered the goals of this objective.</p>
<ul style="list-style-type: none"> <li>To provide a full range of employment opportunities for persons of all income levels.</li> </ul>	<p><b>Consistent.</b> The Proposed Project would be consistent with this objective, as it provides ground-floor restaurant/retail and would introduce new employment opportunities into the area.</p>
<ul style="list-style-type: none"> <li>To provide high and medium density housing close to employment and available to all ethnic, social and economic groups, and to make an appropriate share of the City's low- and moderate-income housing available to residents of the area.</li> </ul>	<p><b>Consistent.</b> The Proposed Project would locate high-density housing near many employment opportunities. Additionally, the ground-floor commercial element provides additional employment opportunities in the Downtown area. The Proposed Project's residential units and employment opportunities would be available to all ethnic, social, and economic groups without discrimination. As such, the Proposed Project would be consistent with this objective.</p>
<ul style="list-style-type: none"> <li>To establish an atmosphere of cooperation among residents, workers, developers, business, special interest groups and public agencies in the implementation of this Plan.</li> </ul>	<p><b>Consistent.</b> This objective is directed toward City goals and is not specifically applicable to the Proposed Project. The Proposed Project would be designed and developed with the guidance of the Department of City Planning, and other</p>



	necessary City departments. Additionally, the Proposed Project would be designed in accordance with plans and design guidelines that have jurisdiction over the Project Site. As such, the Proposed Project would be consistent with this objective.
<i>Notes:</i> 1. "Plan" used within this table means the City Center Redevelopment Plan. Source: City of Los Angeles, Redevelopment Plan For the City Center Redevelopment Project (Ordinance No. 174593), May 15, 2002. Parker Environmental Consultants, 2017.	

The Redevelopment Plan designates the Project Site as residential. The Redevelopment Plan establishes four criteria for commercial uses within residential areas, which includes mixed-use commercial and residential in a residential zone. These criteria are:

1. Promote community revitalization;
2. Promote the goals and objectives of the Plan;
3. Be compatible with and appropriate for the Residential uses in the vicinity;
4. Meet design and location criteria required by the Community Redevelopment Agency.

The Proposed Project would be consistent with the criteria for commercial uses in residential areas. The Proposed Project would revitalize an underutilized lot with the development of a high-rise mixed-use building with ground-floor commercial space and residential units. As demonstrated in Table VI-13, above, the Proposed Project would promote the goals and objectives of the Plan. The Proposed Project's land uses are consistent with the surrounding neighborhood that is characterized by existing and proposed mixed-use buildings. Additionally, the Proposed Project would be consistent with the Project Site's zoning ([Q]R5-4D-O) and General Plan land use designation (High Density Residential). As such, the Proposed Project would be compatible and appropriate for the commercial land uses located in the vicinity of the Project Site. Further, the Project would provide open space for the residents, which would comply with the LAMC requirements for open space. Thus, the Proposed Project would include amenities, which are appropriate to the size and type of housing proposed. The Redevelopment Plan refers to the Downtown Design Guide for guidance in building design. The proposed building would be designed with the guidance of this document (further discussed below).

Section 512.1 of the Redevelopment Plan allows for a maximum FAR of 6 to 1 in the Historic Downtown Development Area. However, Section 512.4 allows for this FAR to be exceeded through TFAR. The Proposed Project requests a TFAR approval of more than 50,000 square feet for the total square footage of 643,021 square feet, which is allowed pursuant to the Redevelopment Plan §512.4 and LAMC Section 14.5. Based on the Redevelopment Plan §512.4, TFAR resulting in higher density development must be appropriate in terms of location and access to the circulation system. TFAR to parcels with reasonable proximity or direct access to a public or private rapid transit station is also particularly encouraged. The Proposed Project is well served by transit and is within walking distance of two nearby Metro Stations--the Pico/Flower Station and the 7<sup>th</sup> Street/Metro Center Station. Therefore, the Proposed Project would be consistent with the Redevelopment Plan's goal to promote higher density mixed-use development and its overall objectives (discussed in Table VI-13).

### Downtown Design Guide: City of Los Angeles

As discussed earlier, the application of Public Resources Code Section 21099 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.” The Proposed Project is a mixed-use residential project on an infill site within a transit priority area. While Section 21099 prohibits aesthetic impacts from being considered significant environmental impacts pursuant to CEQA, it does not affect the ability of the City of Los Angeles to implement design review through its ordinances or other discretionary powers. The City’s Downtown Design Guide has been adopted by the City to guide its design review of projects as part of Site Plan Review. The Proposed Project’s consistency with such design guidelines is discussed below.

The Downtown Design Guide: City of Los Angeles encourages Downtown Los Angeles to develop as a more sustainable and livable community. The focus of the Design Guide is on the relationship of buildings to the street, including sidewalk treatment, character of the building as it adjoins the sidewalk, and connections to transit. To achieve this harmony between buildings and public rights-of-way, the Design Guide provides design goals and specific requirements for the design of sidewalks and setbacks, ground floor treatment, parking and access, building massing and street wall, on-site open space, architectural detail, streetscape improvements, signage, public art, and promote civic and cultural life, which are discussed in further detail below. Additionally, the Downtown Design Guide identifies design principles for creating a livable downtown; these principles include:

- a) *Employment Opportunities*. Maintain and enhance the concentration of jobs, in both the public and private sectors, that provides the foundation of a sustainable Downtown.
- b) *Housing Choices*. Provide a range of housing types and price levels that offer a full range of choices, including home ownership, and bring people of diverse ages, ethnicities, household sizes and income into daily interaction.
- c) *Transportation Choices*. Enable people to move around easily on foot, bicycle, transit, or auto. Accommodate cars but fewer than in the suburbs and allow people to live easily without one.
- d) *Shops and Services Within Walking Distance*. Provide shops and services for everyday needs, including groceries, day care, cafes and restaurants, banks and drug stores, within an easy walk from home.
- e) *Safe, Shared Streets*. Design Streets not just for vehicles, but as usable outdoor space for walking, bicycling and visual enjoyment.
- f) *Gathering Places*. Provide places for people to socialize, including parks, sidewalks, courtyards and plazas, that are combined with shops and services. Program places for events and gatherings.
- g) *Active Recreation Areas*. Provide adequate public recreational open space, including joint use open space, within walking distance of residents.
- h) *A Rich Cultural Environment*. Integrate public art and contribute to the civic and cultural life of the City.

The Proposed Project would redevelop an underutilized site in an area largely characterized by commercial land uses. The Proposed Project includes the development of a mixed-use building that would contain residential units and ground-floor restaurant/retail. The Proposed Project would increase employment opportunities with its ground-floor commercial component. The Proposed Project would also be increasing the concentration of employment opportunities downtown and placing residents within walking distance of



many employment opportunities, shops, and services. The Proposed Project's location would reduce dependence on single-occupancy vehicles and promote walking and alternative transportation. The Proposed Project would directly increase housing choices in downtown Los Angeles. With approval of the discretionary requests, the Proposed Project would provide adequate open space and residential amenities. The Proposed Project may include but is not limited to, a pool deck, landscaped courtyard, rooftop terrace, residential lobby, lounge rooms and private balconies. Additionally, the Proposed Project would include plazas and commercial uses that would face toward the public right-of-way, which would promote a pedestrian environment, activate the sidewalk, and provide socializing opportunities. The Proposed Project would support the Downtown Design Guide's principles of on-site recreation opportunities and gathering places. The Proposed Project would directly support and promote the first seven principles of the Downtown Design Guide.

Project Site access and driveway design would be designed and developed in consultation with the Los Angeles Department of Transportation, Department of Building and Safety, and the Los Angeles Fire Department, as required. According to the Design Guide, the portion of Olympic Boulevard that borders the Project Site is identified as "Retail Street." Consistent with this designation, the Proposed Project would provide ground-floor commercial uses that would front Hill Street and Olympic Boulevard and would support a pedestrian-oriented environment, which would help support civic and cultural life. Ground-floor design and treatment (such as providing large storefront windows and beautifying the public right-of-way with street trees and landscaping) would promote pedestrian activity along Hill Street and Olympic Boulevard. The Proposed Project would be visually consistent and compatible with the surrounding buildings along Hill Street and Olympic Boulevard by providing a zero-foot setback along Hill Street, a 2-foot dedication along Blackstone Court, and a 21-foot dedication with an 8-foot sidewalk easement along Olympic Boulevard as a dedication to contain landscaping and street trees. The Project Site would be well designed and landscaped and would further enrich the community identity within Downtown Los Angeles. Additionally, primary vehicular access for residential and commercial uses would be provided via full-access driveways along Hill Street and the adjacent alley, which would provide a connection to the subterranean garage and parking podium. Parking for the Proposed Project would primarily be subterranean or contained in the inner portions from the above-grade parking podium and hidden from view. The Proposed Project's building siting, parking and access, architectural design, and materials would support the Downtown Design Guidelines. Thus, the Proposed Project would support the applicable principles and design criteria of the Downtown Design Guide.

### Los Angeles Municipal Code

#### *Zoning and General Plan Land Use Designations*

The Project Site is located within the City of Los Angeles, which is subject to the requirements in the Los Angeles Municipal Code (LAMC). The Project Site consists of approximately 50,617 square feet (1.16 acres). The Project Site is currently improved with a surface parking lot. The Proposed Project includes the construction of a 60-story mixed-use apartment building with up to 700 apartments and 15,000 square feet of ground-floor restaurant/retail.

The Project Site is zoned [Q]R5-4D-O with a General Plan land use designation of High Density Residential, which allows for residential and restaurant/retail land uses. The Site is located within Subarea 2645 as defined in Ordinance No. 164,307. The [Q] condition reads as follows:

*The property shall be limited to the following uses:*

1. *Residential uses permitted in the R5 Zone.*
2. *Hotels, motels, and apartment hotels.*
3. *Any other use permitted in the C4 Zone, including commercial uses with a floor area ratio of up to 6:1, provided that the development plan is approved pursuant to the following procedure:*
  1. *The City Planning Commission shall have the authority to approve such development plan if it finds: (i) that the proposed development will be desirable to the public convenience or welfare, and (ii) that the proposed development will be in harmony with the objectives and intent of the Central City Community Plan, and (iii) that the City Planning Commission and the Community Redevelopment Agency Board have determined that the proposed development conforms to the Redevelopment Plan for the Central Business District, and (iv) that the proposed development will not have an adverse impact on existing or planned housing development in the vicinity, and (v) that the proposed development will not reduce the potential for future housing development on any other property planned for housing use in the Central City Community Plan, and (vi) that the proposed development will be in harmony with Grand Hope Park.*
  2. *The Commission may impose such conditions as it deems necessary with the objectives and intent of the Central City Community Plan and the Redevelopment Plan for the Central Business District.*
  3. *An application to permit such development, together with a complete set of development plans, shall be filed with the Community Redevelopment Agency and the City Planning Commission. The application with the Planning Commission shall be deemed complete when accompanied by determination by the Community Redevelopment Agency Board. (pages 60-61 of Ordinance No. 164,307).*

The “D” for the Project Site reads as follows:

*The total floor area contained in all buildings on a lot shall not exceed six (6) times the buildable area of the lot, except for the following: (a) Projects approved under Section 418 (Transfer of Floor Area) of the Redevelopment Plan for the Central Business District Redevelopment Plan; (b) Projects approved under Section 415 (Rehabilitation and/or Remodeling of Existing Buildings) or Section 416 (Replacement of Existing Buildings) of said Redevelopment Plan; (c) Projects for which a density variation of 50,000 square feet or less is granted under Section 437 of said Redevelopment Plan; (d) Projects for which a density variation of more than 50,000 square feet was granted under Section 437 of said Redevelopment Plan prior to the effective date of this ordinance; (e) Projects approved pursuant to any procedure to regulate transfers of floor area as may be adopted by the City Council. The term “floor area” shall mean floor area as defined in Municipal Code Sections 12.21.1-A.5 and 12.21.1-B-4. (page 59 of Ordinance No. 164,307).*

The corresponding zone for High Density Residential is a R5 zone. The Proposed Project would be comprised of multi-family residential uses and restaurant/retail uses. Commercial uses are permitted on lots zoned for R5 uses that are located within the Central City CPA and the City Center Redevelopment Project Area. With approval of discretionary requests, the Proposed Project would conform to the allowable land uses pursuant to the LAMC.



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*Height/Floor Area*

Height District No. 4 does not specify a building height limit and would permit a maximum FAR of 13:1. However, the Project Site is subject to the Development “D” Limitations contained within Ordinance No. 164307, Subarea 2645. The D limitation restricts the maximum FAR to 6:1, unless the Project is approved additional floor area as referenced under *Zoning and General Plan Land Use Designation*. The Redevelopment Plan limits the total floor area of the Project Site to a ratio of 6:1 or approximately 303,702 square feet based on lot area. Per the Redevelopment Plan and the Transfer of Floor Area Rights (TFAR), development of the Project Site is allowed to a maximum FAR of 13:1, or approximately 658,021 square feet. The Proposed Project requests a TFAR approval of more than 50,000 square feet to allow for a total square footage of 658,021 square feet, which is permitted pursuant to the Redevelopment Plan §512 and LAMC Section 14.5. The addition of buildable floor area through the TFAR request would result in an FAR of 13:1. Thus, with approval of a TFAR request, the Proposed Project would be consistent with the allowable FAR.

*Density*

Per the Greater Downtown Housing Incentive Area, LAMC Section 12.22 C.3(c), the maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions of the LAMC so long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by the dwelling units. The Project Site would be developed with up to 700 residential dwelling units and no guest rooms. Thus, the Proposed Project is consistent with this requirement.

*Open Space*

As shown in Table II-3 in Section II, Project Description, the Proposed Project would be in compliance with the minimum open space requirements of the LAMC. The Proposed Project would include 85,550 square feet of open space. The total amount of open space required by code is approximately 86,976 square feet. As part of the open space requirements, the residential component of the Proposed Project includes planting trees at a rate of one tree for every four dwelling units, which requires 175 trees. The Proposed Project would also replace the seven street trees on a 2:1 ratio. A total of 184 trees are proposed on-site, which is consistent with LAMC requirements. Thus, the Proposed Project would be consistent with the open space requirements of the LAMC.

*Parking*

As discussed previously in this Section, the Proposed Project meets all of the requisite criteria of a Transit Oriented Infill Project pursuant to SB 743. SB 743, now codified as law under Public Resources Code 21099 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.” Accordingly, the Proposed Project’s parking impacts shall not be considered significant impacts on the environment as a matter of law under Public Resources Code Section 21099.

Parking for the proposed retail and residential uses on-site will be provided in the seven levels of subterranean parking beneath the building and in levels one through four (above grade). The Project Site is located within the Central City Parking Exception area (LAMC Section 12.21 A 4 (p)), which permits one (1) space for each dwelling unit, except where there are more than six (6) dwelling units of more than three (3) habitable rooms per unit on any lot, the ratio of parking spaces required for all of such units shall be at least one and one-quarter (1¼) parking spaces for each dwelling unit of more than three (3) habitable rooms. The Project Site is also located in the Downtown Parking District, which establishes parking for certain non-residential uses. Pursuant to the Downtown Parking District, one (1) parking space is required per 1,000 square feet of commercial uses. As summarized in Table II-4, in the Project Description Chapter, the Proposed Project would be consistent with the applicable parking requirements of the LAMC. The Proposed Project would require a total of 1,075 parking spaces with 840 residential spaces and 15 commercial parking spaces. An additional 220 spaces is required for the adjacent office building located across the alleyway as part of a contract parking agreement. The Proposed Project plans to provide 1,075 parking spaces. Should the number of dwelling units or area of commercial space change prior to construction, the amount of vehicle and bicycle parking would change accordingly, in order to satisfy the requirements of the LAMC.

The Proposed Project would provide on-site bicycle parking and storage spaces for short-term and long-term bike storage. All short-term and long-term bike parking would be spread throughout the lower basements to the 5th floor near the service elevators and stairways. Pursuant to LAMC Section 12.21 A.16(a)(1)(i), the Proposed Project is required to supply 32 short-term bicycle parking spaces and 258 long-term bicycle parking spaces, for a total of 290 bicycle parking spaces. The Project proposes to provide 290 spaces, consistent with the allocations for long-term and short-term spaces. Thus, the Proposed Project would be consistent with the LAMC requirements for vehicle and bicycle parking.

#### Downtown Adaptive Reuse Incentive Area

The purpose of the Adaptive Reuse Ordinance is to facilitate the conversion of older, economically distressed, or historically significant buildings to apartments, live/work units, or visitor-serving facilities. An adaptive reuse project is defined as any change of use to dwelling units, guest rooms, or joint living and working quarters in all or any portion of any eligible building. The Proposed Project would not rehabilitate any portion of the existing buildings on-site, and as such the Proposed Project is not an adaptive reuse project. No further discussion is required with regards to the Adaptive Reuse Ordinance.

#### Downtown Streetcar Project Area

The Project Site's parcels fronting Hill Street are located within the Downtown Streetcar Project area (ZI-2450). On November 22, 2016, the Planning and Land Use Committee directed the joint coordination between Department of City Planning (DCP) and Bureau of Engineering (BOE) relative to project applicants adjacent to the Downtown Streetcar Project. The proposed Streetcar Project consists of the construction and operation of streetcar service in downtown Los Angeles, along a 3.8 mile one-way loop. The alignment route would begin at 1<sup>st</sup> Street and Broadway and proceed south, turn west on 11<sup>th</sup> Street, north on Figueroa, and east on 7<sup>th</sup> Street, north of Hill Street, back to its beginning at 1<sup>st</sup> Street. Prior to the issuance of any building permit, the Project Applicant shall obtain clearance from the Bureau of



Engineering Streetcar Division, and all construction activity, utility installation and/or utility relocation in the public right-of-way shall not conflict with the Downtown Streetcar Project. With clearance and approval from the Bureau of Engineering Streetcar Division, the Proposed Project would have a less than significant impact to the Downtown Streetcar Project.

As discussed in the preceding paragraphs, the Proposed Project would not conflict with local and regional plans applicable to the Project Site. With approval of discretionary requests and adherence to appropriate regulatory compliance measures, any impacts would be less than significant.

**c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** A project-related significant adverse impact could occur if the Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Question 4(f) above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in a highly urbanized area, and the Project Site is currently developed with a surface parking lot. Therefore, no impact would occur.

**CUMULATIVE IMPACTS**

**Less Than Significant Impact.** Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. With regard to land use plans, regional and citywide projects under consideration would implement and support important local and regional planning goals and policies. Like the Proposed Project, each related project would be subject to a discretionary land use approval process, including CEQA review, and would incorporate any mitigation measures necessary to reduce potential land use impacts such that no significant impacts with regard to adopted land use plans would occur. Also, upon approval of the requested actions, development of the Proposed Project together with future forecasted growth would not be anticipated to conflict with the intent of the City General Plan, with other applicable land use plans, or with the LAMC regarding the future development of the Central City community. Therefore, development of the Proposed Project together with the related projects would not be expected to result in cumulatively considerable impacts with respect to applicable land use plans and regulations.

With regard to physical land use, it should be noted that all of the related projects are subject to local zoning and land use designations for each of the related project sites. These requirements would regulate future land uses and provide development standards for such land uses that would further preclude potential land use compatibility impacts.

As the Proposed Project would not combine with the related projects to substantially or adversely change the existing relationship with offsite communities and would not disrupt, divide, or isolate existing communities, the Project, combined with the related projects, would not result in cumulatively considerable physical land use impacts.

## XII. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### PROJECT-SPECIFIC IMPACTS

- a) **Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**Less Than Significant Impact.** A significant impact may occur if a project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance. The Project Site is zoned [Q]R5-4D-O, the “O” designation indicates the Project Site is located in an oil drilling district, specifically the Los Angeles Downtown Oil Field.<sup>41</sup> The Project Site is also located within a Mineral Resources Zone 2 (MRZ-2).<sup>42</sup> The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has been historically used for the extraction of mineral resources. The Project Site is currently developed with a surface parking lot. Development of the Project Site would not block or hinder access or availability of mineral resources. Therefore, the development of the Proposed Project would not result in the loss of availability of a known mineral resource, and a less than significant impact would occur.

<sup>41</sup> *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Oil field and oil drilling areas in the City of Los Angeles, September 1996.*

<sup>42</sup> *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas containing Significant Mineral Deposits in the City of Los Angeles, September 1996.*



**b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**Less Than Significant Impact.** A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. Although the Project Site is located within a MRZ-2 zone, the Project Site is not currently used for the extraction of mineral resources. Historic research also shows that the Project Site has not been historically used for the extraction of mineral resources. Development of the Project Site would not block or hinder access or availability of locally important mineral resources. Therefore, a less than significant impact to locally important mineral resources would occur.

### CUMULATIVE IMPACTS

**Less Than Significant Impact.** As discussed above, the Proposed would have a less than significant impact on mineral resources. It is not known if any of the related projects would result in the loss of availability of known mineral resources. Each related project would be required to comply with the Los Angeles CEQA guidelines and execute required project site studies. Nevertheless, the Proposed Project would have no incremental contribution to the potential cumulative impact on mineral resources and would have a less than significant cumulative impact on mineral resources.

### XIII. NOISE

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ☐ ☐ ☐ ☒

### **Project Design Features:**

The following Project Design features would be implemented as part of the Proposed Project.

- The Proposed Project would be constructed in accordance with Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

### **Regulatory Compliance Measures:**

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

- The Proposed Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

### **Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:**

#### **Increased Noise Levels (Demolition, Grading, and Construction Activities)**

- |               |   |
|---------------|---|
| <b>MM-N-1</b> | Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.   |
| <b>MM-N-2</b> | To the maximum extent possible, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.  |
| <b>MM-N-3</b> | The project contractor shall use power construction equipment with noise shielding and muffling devices.  |
| <b>MM-N-4</b> | The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include ¾ inch plywood or other sound absorbing material capable of achieving a 5-dBA reduction in sound level. |



**MM-N-5** During structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses does not exceed 5 dBA over the ambient noise levels.

**MM-N-6** An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

**MM-N-7 Temporary Groundborne Vibration Impacts**

o All new construction work shall be performed so as not to adversely affect the structural integrity of the adjacent buildings. Prior to commencement of construction, the applicant shall retain a qualified structural engineer to survey the existing foundations and structures of the adjacent buildings, and provide a plan to protect them from potential damage. The performance standards of the structure monitoring plan shall including the following:

a) Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the buildings. A registered structural engineer shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the adjacent structures from construction-related damage.

b) The monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction related damage to historic resources.

c) In the event damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant and, if warranted, in a manner that meets the Secretary of the Interior's Standards.

d) The structure monitoring program and initial survey documentation shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to construction

**MM N-8 Increased Noise Levels (Parking Structure Ramps)**

- o Concrete, not metal, shall be used for construction of parking ramps.
- o The interior ramps shall be textured to prevent tire squeal at turning areas.

## Fundamentals of Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

$L_{eq}$  – An  $L_{eq}$ , or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the  $L_{eq}$  of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

$L_{max}$  – The maximum instantaneous noise level experienced during a given period of time.

$L_{min}$  – The minimum instantaneous noise level experienced during a given period of time.

CNEL – The Community Noise Equivalent Level is a 24-hour average  $L_{eq}$  with a 5 dBA “weighting” during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA “weighting” added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour  $L_{eq}$  would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments



adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

According to the World Health Organization (WHO), sleep disturbance can occur when continuous indoor noise levels exceed 30 dBA or when intermittent interior noise levels reach 45 dBA, particularly if background noise is low. With a bedroom window slightly open (a reduction from outside to inside of 15 dB), the WHO criteria suggest that exterior continuous (ambient) nighttime noise levels should be 45 dBA or below, and short-term events should not generate noise in excess of 60 dBA. WHO also notes that maintaining noise levels within the recommended levels during the first part of the night is believed to be effective for the ability of people to initially fall asleep. Other potential health effects of noise identified by WHO include decreased performance for complex cognitive tasks, such as reading, attention span, problem solving, and memorization; physiological effects such as hypertension and heart disease (after many years of constant exposure, often by workers, to high noise levels); and hearing impairment (again, generally after long-term occupational exposure, although shorter-term exposure to very high noise levels, for example, exposure several times a year to concert noise at 100 dBA, can also damage hearing). Finally, noise can cause annoyance and can trigger emotional reactions like anger, depression, and anxiety. WHO reports that, during daytime hours, few people are seriously annoyed by activities with noise levels below 55 dBA or moderately annoyed with noise levels below 50 dBA. Vehicle traffic and continuous sources of machinery and mechanical noise contribute to ambient noise levels. Short-term noise sources, such as truck backup beepers, the crashing of material being loaded or unloaded, car doors slamming, and engines revving outside a nightclub, contribute very little to 24-hour noise levels but are capable of causing sleep disturbance and severe annoyance. The importance of noise to receptors depends on both time and context. For example, long-term high noise levels from large traffic volumes can make conversation at a normal voice level difficult or impossible, while short-term peak noise levels, if they occur at night, can disturb sleep.<sup>43</sup>

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.<sup>44</sup>

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<sup>43</sup> *City & County of San Francisco Superior Court, Mission Bay Alliance v. Office of Community Investment and Infrastructure*, November 29, 2016.

<sup>44</sup> *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers*, 1971.

### *Ambient Noise Levels*

To assess the existing ambient noise conditions in the area, ambient noise measurements were taken with a Larson Davis 831 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. Figure VI-1, Noise Monitoring and Sensitive Receptor Location Map, depicts the noise measurement locations fronting the adjacent residential and educational uses as the most likely sensitive receptors to experience noise level increases during construction and at the major intersections surrounding the Project Site. The detailed noise monitoring data are presented in Appendix G, Noise Monitoring Data and Calculations Worksheets, and are summarized below in Table VI-14, Existing Ambient Daytime Noise Levels in Project Site Vicinity. As shown in Table VI-14, the ambient noise in the vicinity of the Project Site ranges from 67.4 to 73.2  $L_{eq}$ . The maximum instantaneous noise level during the three 15-minute recordings was 90.3 dB  $L_{max}$  along the north side of Olympic Boulevard near the alleyway, where heavy vehicle traffic, buses, and delivery trucks passed by the noise monitor. The primary noise sources that contributed most to the measured ambient noise levels were pedestrians and vehicle traffic during the daytime hours, including cars, motorcycles, buses, and delivery trucks.

**Table VI-14  
Existing Ambient Daytime Noise Levels in Project Site Vicinity**

No.	Location	Primary Noise Sources	Noise Level Statistics <sup>a</sup>		
			$L_{eq}$	$L_{min}$	$L_{max}$
1	On the north side of Olympic Boulevard, across from the Project Site	Vehicle traffic, pedestrian activity, buses, and delivery trucks	73.2	54.8	90.3
2	On the northwest corner of Hill Street and Olympic Boulevard	Vehicle traffic, pedestrian activity, buses, and delivery trucks	70.6	61.0	86.8
3	On the west side of Hill Street across from the Project Site	Vehicle traffic, pedestrian activity, buses, and delivery trucks	67.4	55.9	79.7
4	On the east side of Broadway south of Olympic Boulevard	Vehicle traffic, buses, and trucks	71.0	61.5	88.2
<sup>a</sup> Noise measurements at locations 1-3 were taken on Tuesday, March 28, 2017 at each location for a duration of 15 minutes. Location 4 was measured on June 20, 2017. See Appendix G of this SCEA for noise monitoring data sheets. Parker Environmental Consultants, 2017.					

### *Sensitive Receptors*

Several noise sensitive land uses are located in the vicinity of the Proposed Project. For purposes of assessing noise impacts on sensitive populations, the following sensitive receptors in close proximity (within 500 feet) to the Project Site were identified:

- 940 S. Hill Street – existing commercial building, but proposed for mixed-use with residential development, located approximately 80 feet north of the Project Site;
- 955 S. Broadway – surface parking lot proposed for a mixed-use building with residential, located approximately 90 feet north of the Project Site;
- 939 S. Hill Street – Hanover South Park, a mixed-use building with residential, located approximately 150 feet northwest of the Project Site;



- 939 S. Broadway - Western Costume Building, a vacant building but proposed for adaptive re-use with residential units, located approximately 220 feet northeast of the Project Site;
- 1026 S. Broadway – Broadway Palace Apartments, mixed-use building with residential units, located approximately 250 feet east of the Project Site; and
- 927 S. Broadway – United Artists Theater Building (Ace Hotel), a mixed-use building with hotel, located approximately 330 feet northeast of the Project Site.

The locations of these land uses relative to the Project Site are depicted in Figure VI-1, Noise Monitoring and Sensitive Receptor Location Map. For purposes of assessing construction-generated vibration impacts, the Mayan Theater located immediately south of the Project Site is potentially susceptible to structural vibration impacts from the construction activities proposed for the Project, since the Mayan Theater is an identified historical structure.

## PROJECT-SPECIFIC IMPACTS

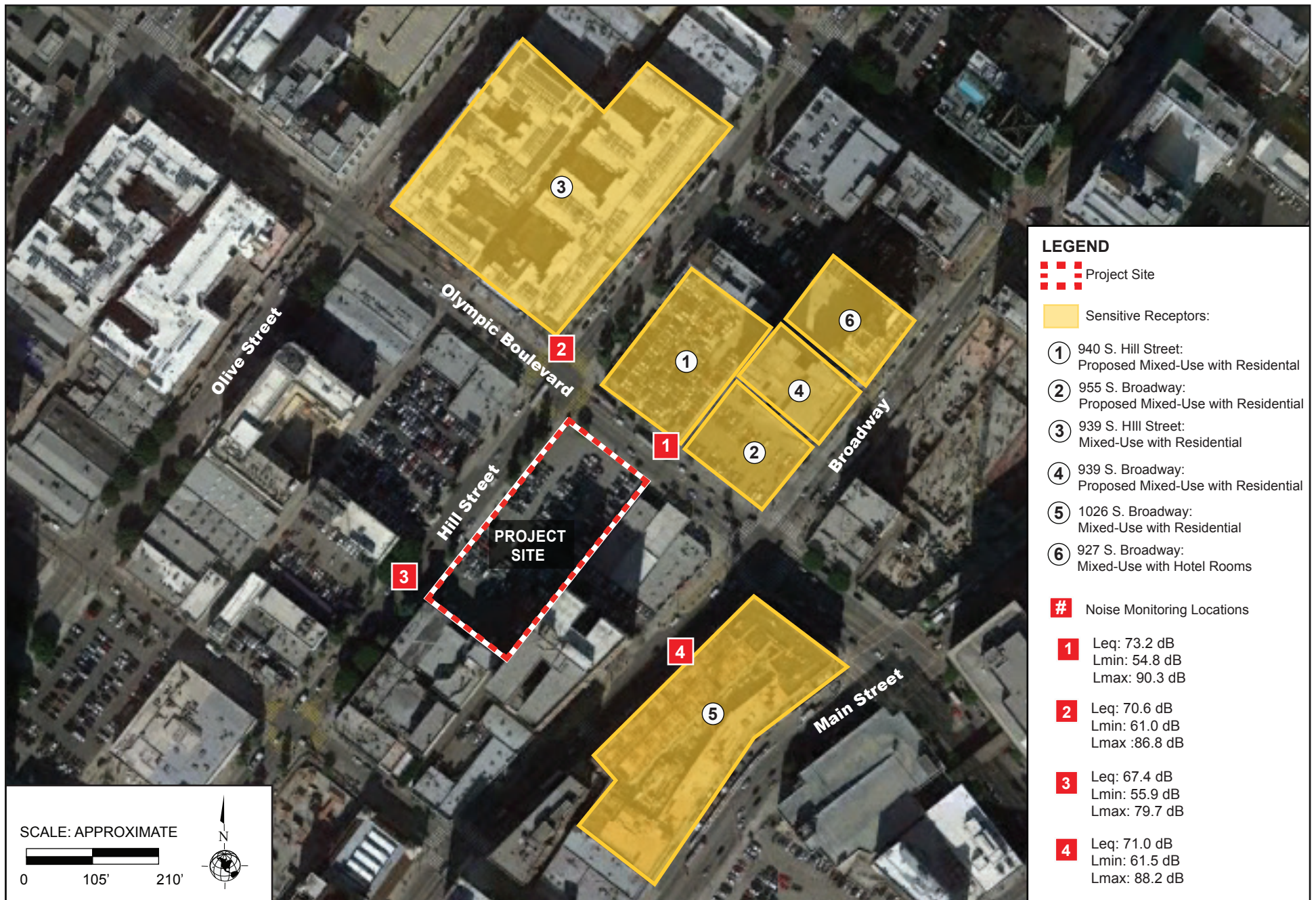
### a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

**Less Than Significant with Mitigation Incorporated.** A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail, below.

#### *Construction Noise*

##### *On-Site Construction Noise*

Construction-related noise impacts upon adjacent land uses would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other feasible noise reduction device or techniques during the operation of the equipment. Additionally, as defined in the *L.A. CEQA Thresholds Guide* for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Furthermore, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.



Source: Google Earth, Aerial View, 2016



Construction of the Proposed Project would require the use of heavy equipment for site clearing, grading and site preparation, the installation of utilities, paving, and building construction. During each construction phase, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table VI-15, Typical Outdoor Construction Noise Levels, at a distance of 50 feet from the noise source (i.e., reference distance).

The noise levels shown in Table VI-15 represent expected noise levels typically associated with construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. Construction noise during the heavier initial periods of construction could therefore be expected to be 86 dBA  $L_{eq}$  when measured at a reference distance of 50 feet from the center of construction activity.<sup>45</sup> These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA  $L_{eq}$  measured at 50 feet from the noise source to the receptor would reduce to 78 dBA  $L_{eq}$  at 100 feet from the source to the receptor, and reduce by another 6 dBA  $L_{eq}$  to 72 dBA  $L_{eq}$  at 200 feet from the source to the receptor. Construction activities associated with the Proposed Project would be expected to generate similar noise levels to those shown in Table VI-15, below during the approximate 30-month construction period.

**Table VI-15**  
**Typical Outdoor Construction Noise Levels**

<b>Construction Phase</b>	<b>Noise Levels at 50 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>	<b>Noise Levels at 60 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>	<b>Noise Levels at 100 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>	<b>Noise Levels at 200 Feet with Mufflers (dBA <math>L_{eq}</math>)</b>
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
<i>Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971. Parker Environmental Consultants, 2017.</i>				

As set forth in the *L.A. CEQA Thresholds Guide*, a significant construction noise impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. Since construction activities associated with the proposed development at the Project Site would last for more than ten days in a three-month period, a

<sup>45</sup> Although the peak noise levels generated by certain construction equipment may be greater than 86 dBA at a distance of 50 feet, the equivalent noise level would be approximately 86 dBA  $L_{eq}$  (i.e., the equipment does not operate at the peak noise level over the entire duration).

significant noise impact during construction would occur if the ambient exterior noise levels at the identified off-site and on-site sensitive receptors increase by 5 dBA or more.

Table VI-16, below, shows the estimated exterior construction noise levels at the six identified sensitive receptor locations. The Project's construction noise levels at sensitive receptors 4 through 6 would be under existing ambient noise levels, and thus would not be significantly impacted by the Proposed Project. Construction noise levels at sensitive receptors 1 through 3, however, would potentially be exposed to noise levels that exceed a 5 dBA increase over the ambient noise levels and thus could be significantly impacted.

**Table VI-16**  
**Estimated Exterior Construction Noise at Nearest Sensitive Receptors**

<b>ID <sup>a</sup></b>	<b>Address / Sensitive Land Use</b>	<b>Existing Exterior Ambient Noise (dBA L<sub>eq</sub>)</b>	<b>Construction Noise Levels Without Mitigation (dBA L<sub>eq</sub>)</b>	<b>Construction Noise Levels With Mitigation (dBA L<sub>eq</sub>)</b>	<b>Noise Level Increase with Mitigation (dBA L<sub>eq</sub>)</b>
1	940 S. Hill Street Proposed mixed-use with residential	73.2	81.9	76.9	3.7
2	955 S. Broadway Proposed mixed-use with residential	73.2	80.9	75.9	2.7
3	939 S. Hill Street Mixed-use with residential	70.6	76.5	71.5	0.9
4	939 S. Broadway Proposed mixed-use with residential	73.2	73.2	68.1	0.0
5	1026 S. Broadway Mixed-use with residential	73.2	73.2	67.0	0.0
6	927 S. Broadway Mixed-use with hotel rooms	71.0	71.0	64.6	0.0
<b>Notes</b> <sup>a</sup> See Figure VI-1, Noise Monitoring and Sensitive Receptor Location Map. Source: Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006. It should be noted that the peak noise level increase at the nearby sensitive receptors during project construction represents the highest composite noise level that would be generated periodically during a worst-case construction activity and does not represent continuous noise levels occurring throughout the construction day or period. Parker Environmental Consultants, 2017.					

Sensitive receptor locations 1 and 2 currently consist of a commercial retail/office land use and a surface parking lot, respectively. These properties, which are approved to be developed with residential land uses in the future, would only be impacted if they are occupied by residential land uses prior to construction of the Proposed Project.

Sensitive receptor location 3 is currently an occupied multi-family residential land use and as such, its residents would be exposed to daytime noise levels exceeding 5 dBA above ambient noise levels. As such, it is recommended that a temporary noise barrier be installed along the northerly property line fronting Olympic Boulevard to block the line-of-sight between the noise sources and the receptor. The construction of a ¾ inch plywood temporary noise barrier would be capable of attenuating the noise level by approximately 5 dBA, which would reduce construction noise impacts to below the threshold of significance. (see Mitigation Measure N-4, below). Furthermore, Mitigation Measure N-5 would ensure



temporary noise barriers are used during construction activities on floors located above the first level to ensure noise levels are appropriately attenuated so as not to exceed a 5 dBA increase at nearby residential land uses. A noise reduction of 5 dBA would be sufficient to reduce construction noise levels to below the thresholds of significance. As such, construction noise impacts would be less than significant after mitigation.

The Mayan Theater is located directly to the south of the Project Site. The Mayan Theater is a commercial nightclub use that is primarily in use after 6 p.m. on weekdays and on weekends. As such, construction noise from the Project Site would not interfere with the commercial use of the Mayan Theater. Additionally, the Mayan Theater is constructed with masonry walls on the north façade, which would provide more than 20 dBA of attenuation from outdoor to indoor noise levels. Thus, in the event any events are scheduled during the active periods of construction, the interior noise levels would not be impacted by exterior construction noise.

The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Project Site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

As noted in Mitigation Measure N-1 through N-5, noise control efforts to limit the construction activities to permissible hours of construction, incorporate noise shielding devices and sound mufflers and operate machinery in a manner that reduces noise levels (i.e., not operating several pieces of equipment simultaneously if possible) would be effective in reducing noise impacts. The Proposed Project's construction noise levels would occur on a temporary and intermittent basis during the construction period of the Proposed Project. Pursuant to LAMC Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays or any federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. Mitigation Measure N-1 would further restrict the permissible hours of construction to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

Further, the Applicant would be required to post informational signage providing contact information to report complaints regarding excessive noise (refer to Mitigation Measure N-6, above). With implementation of Mitigation Measure N-6 and regulatory compliance measures, affected residents and business owners would be provided advanced notice of potential noise impacts and opportunities to comment on construction noise.

#### Off-Site Construction Noise

Construction of the Proposed Project would generate an increase in worker trips and heavy-duty truck traffic on local roadways for the export of soil and the delivery of materials during the construction process. Based

on the construction modeling assumptions provided in the CalEEMod air quality worksheets (see Appendix A to this SCEA), it is estimated that the Proposed Project would result in a maximum of 100 hauls (200 haul trips, one inbound and one outbound) during the grading phase and up to 790 worker and vendor trips per day during the peak construction activity. Worker and haul truck trips would generate short-term increases in noise levels on area roadways. Assuming haul trucks are distributed evenly over an eight-hour day, it is anticipated that the average hourly haul truck volume would be 26 trips within each hour (i.e., 13 inbound and 13 outbound). Based on the FHWA's Transportation Noise Model (TNM) Reference Energy Mean Emission Levels (REMLs), the increase of 26 haul trips would generate an equivalent noise level as approximately 393-496 automobiles.<sup>46</sup> Based on the existing traffic data provided in Appendix G (Noise Monitoring and Calculation Worksheets), the peak hour traffic volumes on Hill Street and Olympic Boulevard in the project vicinity range from 1,506 to 1,801 peak hour trips. Thus, the increase of 26 haul trips (i.e., 393-496 automobile equivalent trips) would represent an approximate 26-33 percent increase in equivalent traffic volume (1 hr  $L_{eq}$ ). Similarly, the 790 worker and vendor trips generated under Phase 3 (building construction), would be well under the peak hour traffic volumes on the surrounding streets. As it would take a doubling of the existing traffic volume to generate a 3 dBA<sup>47</sup> increase in ambient noise levels, a 26-33 percent increase in traffic volume over a 1-hour  $L_{eq}$  event would generate a less than 3 dBA increase in noise and thus would result in a less than significant construction noise impact under the most stringent threshold.

### ***Operational Noise***

#### *HVAC Equipment Noise*

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structures, and vehicular access (loading/delivery trucks) in the alleyway. However, the operation of this and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Additionally, although loading and delivery trucks would access the site from the alley, the trucks would enter the enclosed parking garage for unloading and loading activities. As such, noise associated with these loading activities would be attenuated by the proposed parking structure. With compliance with regulatory measures, impacts would be less than significant.

#### *Urban Noise Levels and Residential Land Uses*

In order to ensure that on-site residences would not be adversely impacted by ambient urban noise levels, the Proposed Project would be constructed in accordance with Title 24 insulation standards of the California

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<sup>46</sup> *Per Caltrans Technical Noise Supplement, 1 Heavy Duty Truck generates an equivalent noise level of 15.1 automobiles traveling 40 miles per hour, or 19.1 automobiles per truck traveling 35 miles per hour. (See Table 3-3 on page 3-19).*

<sup>47</sup> *California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, 2013 (at page 2-15).*



Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413. The Proposed Project would further comply with the California Green Building Code requirements for noise exposure. With compliance with regulatory measures, impacts associated with interior noise levels at the proposed residences would be less than significant.

**b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant with Mitigation Incorporated.** Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level and is typically used for evaluating potential building damage. RMS is defined as the square root of the average of the squared amplitude of the level. RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

***Construction***

Excavation and earthwork activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. Thus, construction activities associated with the Proposed Project could have an adverse impact on sensitive structures (i.e., building damage).

For purposes of addressing construction-related vibration impacts on buildings, the City of Los Angeles has not adopted any policies or guidelines relative to groundborne vibration impacts. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not

construction. Consequently, as neither the City of Los Angeles nor the County of Los Angeles have an adopted significance threshold to assess vibration impacts during construction, the FTA and Caltrans adopted vibration standards for buildings which are referenced to evaluate potential impacts related to project construction. This analysis uses the FTA adopted vibration standards for buildings. Based on Caltrans criteria, construction impacts relative to structural damage from groundborne vibration would be considered significant if the following thresholds were to occur as shown in Table VI-17, below.

**Table VI-17**  
**Construction Vibration Damage Criteria**

Threshold Criteria	PPV (in/sec)	Approximate RMS velocity in decibels (VdB) (re 1 micro-inch/second)
<b>Building Category</b>		
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90
<i>Source: Federal Transit Administration, Office of Planning and Environment Federal Transit Administration, <u>Transit Noise and Vibration Impact Assessment</u> (Table 12-3) May 2006.</i>		

Table VI-18, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in Table VI-18, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

**Table VI-18**  
**Vibration Source Levels for Construction Equipment**

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40
<i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.</i>										

### *Structural Vibration Impacts*

In terms of construction vibration impacts on buildings, the Mayan Theater immediately adjacent to the southern portion of the Project Site, located at 1038 Hill Street and the buildings located at 214-216 W. Olympic Boulevard and 1023-1039 S. Broadway would be potentially susceptible to groundborne vibration



during the construction phase. The Mayan Theater building is located to the immediate south of the Project and would have an approximate 1-foot building setback from the proposed structure. Tieback and soldier piles would be employed during excavation to protect the buildings during excavation and foundation work. The buildings located at 214-216 W. Olympic Boulevard and 1023-1039 S. Broadway are located to the east of the Project Site, across the alley, and have an approximate 15-foot setback from the proposed structure. As shown in Table VI-19, Potential Construction Vibration Calculations, construction activities would have the potential to generate an approximate PPV of up to 0.156 PPV (in/sec) for the adjacent structures located east of the alley (214-216 W. Olympic Boulevard and 1023-1039 S. Broadway) and up to 3.070 PPV (in/sec) at the Mayan Theater building, which would exceed the threshold for potential for building damage. While this estimate is indicative that an impact may occur, vibration impacts can be reduced by controlled construction methods and careful selection and use of heavy equipment on-site. Accordingly, precautionary measures would need to be employed during the construction process to ensure building damage does not occur. Mitigation Measure N-7, listed above, is therefore recommended to ensure potential structural vibration impacts are mitigated to a less than significant level.

**Table VI-19**  
**Potential Construction Vibration Impact Calculations**

<b>Buildings</b>	<b>Equipment</b>	<b>Distance to Construction (feet)</b>	<b>PPV at 25 Feet (Inches/Second)</b>	<b>Maximum Vibration Levels during Construction (PPV in/sec)</b>
Mayan Theater	Large bulldozer	1	0.089	3.070
	Caisson drilling	1	0.089	3.070
	Loaded trucks	1	0.076	2.621
	Small Bulldozer	1	0.003	0.103
214-216 W. Olympic Blvd.	Large bulldozer	15	0.089	0.156
	Caisson drilling	15	0.089	0.156
	Loaded trucks	15	0.076	0.133
	Small Bulldozer	15	0.003	0.005
1023-1039 S. Broadway	Large bulldozer	15	0.089	0.156
	Caisson drilling	15	0.089	0.156
	Loaded trucks	15	0.076	0.133
	Small Bulldozer	15	0.003	0.005
<i>Source: Parker Environmental Consultants, See Appendix G to this SCEA for calculation worksheets.</i>				

Moreover, protection against damage to adjacent structures is provided by existing law. Both the California Civil Code and the Los Angeles Municipal Code (“LAMC”) impose affirmative obligations on excavating landowners to protect against damage to adjacent structures. Civil Code Section 832 requires that excavating owners give notice of the excavation to owners of adjoining lands and buildings, use ordinary

care and skill and take reasonable precautions to sustain adjoining land. Civil Code Section 832 imposes additional obligations on owners excavating deeper than nine feet. LAMC Section 91.3307 requires that adjoining public and private property, including without limitation footings and foundations, be protected from damage during construction.

### ***Operation***

The Proposed Project is a mixed-use development and would not involve the use of stationary equipment that would result in high vibration levels. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) along Hill Street and Olympic Boulevard, the proposed land uses would not result in a substantial increase in the use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, the collection of refuse would occur within the enclosed parking structure which would effectively attenuate groundborne vibration and noise impacts. As such, vibration impacts associated with operation of the Proposed Project would be less than significant.

**c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than Significant with Mitigation Incorporated.** A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* for operational noise impacts, a project would normally have a significant impact on noise levels from Proposed Project operations if the Proposed Project causes the ambient noise level measured at the property line of affected uses that are shown in Table VI-20, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA or greater noise increase.

Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a  $L_{eq}$  standard of 5 dBA over ambient conditions as constituting a LAMC violation.



**Table VI-20  
Community Noise Exposure (CNEL)**

<b>Land Use</b>	<b>Normally Acceptable<sup>a</sup></b>	<b>Conditionally Acceptable<sup>b</sup></b>	<b>Normally Unacceptable<sup>c</sup></b>	<b>Clearly Unacceptable<sup>d</sup></b>
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---
<sup>a</sup> <i>Normally Acceptable:</i> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements. <sup>b</sup> <i>Conditionally Acceptable:</i> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. <sup>c</sup> <i>Normally Unacceptable:</i> New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. <sup>d</sup> <i>Clearly Unacceptable:</i> New construction or development should generally not be undertaken. Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.				

## Operational Noise

### Stationary Noise Sources

New stationary sources of noise, such as mechanical HVAC equipment would be installed for the proposed residences at the Project Site. As discussed in Question 12(a) above, the design of this equipment would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels.

Based on estimated A-weighted noise ratings published for standard HVAC equipment,<sup>48</sup> noise levels from rooftop mounted HVAC equipment would be expected to range from 69 dBA Leq to 74 dBA Leq at the source. Based on the approximate distances to the nearby sensitive receptors, and an approximate -3 dBA attenuation factor for Code-required mechanical screening, the estimated noise levels at nearby sensitive receptors would range from 34.23 dBA Leq to 47.91 dBA Leq (see Table VI-18, below), which would be below the 5-dBA threshold for a significant impact to occur. Therefore, the rooftop HVAC noise levels from the Proposed Project would not exceed the ambient noise levels by more than 5 dBA and would therefore meet the noise ordinance. This impact would be less than significant.

#### *5<sup>th</sup> Level Amenity Deck Noise*

An amenity deck would be located on the 5<sup>th</sup> floor which would provide a pool deck, sports court, barbecue area, dog run, bocce courts, washroom and sauna, gaming areas, tables, fire pit areas, and dining areas. The intended use of the amenity deck and outdoor courtyards would be to have the residents and guests to lounge outside and utilize the available amenities. There is no objective criteria for analyzing unamplified human voices. The only applicable criteria the LAMC code provides is that the Proposed Project shall adhere to LAMC Section 116.01, which states that it shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. It is not expected that the intended use (i.e. only up to a few people having a conversation, relaxing or enjoying the outdoors) would violate the prohibition of “loud, unnecessary and unusual noise” criteria. It is anticipated that there would not be any amplified music or speakers on the amenity deck.

Based on the size of the courtyards and the type of amenities provided, it is anticipated that these areas could accommodate up to 200 people for casual outdoor gatherings and utilizing all portions of the amenities. For purposes of estimating noise from people congregating in the outdoor courtyards, reference noise levels of 65 dBA and 62 dBA ( $L_{eq}$  at a distance of 3.3 feet) for a male and a female speaking in a raised voice, respectively, were used to analyze noise from the use of the outdoor courtyard areas. Assuming 200 individuals occupy these spaces at one time and up to 50 percent of the people (half of which would be male and the other half female) would be talking at the same time, the noise levels from activities on the outdoor courtyards would be approximately 83.75 dBA Leq.<sup>49</sup> The amenity deck would be bounded by glass railings on all sides. As such, noise generated by crowd activity in the courtyards would be attenuated by the surrounding glass railings and the façade of the 55-story residential tower. Assuming an approximate 3-dBA attenuation is provided by the glass railings and 5 dBA absorption/attenuation for the tower and building facade, the noise levels for the surroundings sensitive receptors would reach a maximum of 68.67 dBA for the proposed residential building to the north, (see Table VI-21, below). As noise levels from the courtyard activities would not exceed the 5-dBA threshold at the sensitive receptors, outdoor activity noise levels would be less than significant. Therefore, noise impacts associated with operational activities from

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<sup>48</sup> Carrier Corporation, *Product Data Sheet for 25HBC5 Base 15 Heat Pump with Puron Refrigerant (1 ½ to 5 Nominal Tons)*.

<sup>49</sup> Cyril M. Harris, *Handbook of Acoustical Measurements and Noise Control, Third Edition, 1991*.



the outdoor courtyards would be less than significant.

#### *Loading Dock/Trash Collection Noise*

The loading entrance for refuse trucks to enter the Project Site would be located along Olympic Boulevard on the northeast corner of the Project Site. The Proposed Project includes an enclosed area within the parking structure for refuse and recycling collection that would block the line of site to surrounding sensitive receptors. Noise from loading and trash collection would be temporary and occur only a few times a week. Additionally, the noise levels would be isolated within the ground level parking structure, which would result in a less than significant noise impact to surrounding sensitive receptors.

#### *Parking Noise*

Current vehicular access to the surface parking lot is provided by two ingress/egress driveways: one along Hill Street and one along Olympic Boulevard. An additional entrance-only driveway is located along Hill Street. The Proposed Project would retain one ingress/egress driveway along Hill Street and would be adding a vehicle driveway along the adjacent alleyway to provide access to the subterranean parking areas of the Proposed Project. An additional valet drop-off area would be located at the alleyway on the northeast portion of the Project Site along Blackstone Court. Activities within the designated parking structure areas associated with the Proposed Project would have the potential to increase ambient noise levels in the area. Sources of noise within the parking areas would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. Noise levels associated with the residential parking levels would be highest in the early morning and evening when the largest number of people would enter and exit the Project Site. In addition, operational-related noise generated by motor driven vehicles within the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. The Department of City Planning recommends the driveway ramps be constructed of noise-attenuating materials such as concrete surfaces. With implementation of Mitigation Measure N-8, noise impacts associated with the Proposed Project's parking garage would ensure operational noise impacts are reduced to less than significant.

#### *Composite Noise Levels*

On-site noise sources associated with the Proposed Project would include mechanical HVAC equipment and outdoor amenity activities. Since loading and parking noise would be completely enclosed, noise levels from these areas would not significantly increase ambient noise levels. Composite noise levels were estimated to analyze the impact from the combination of all on-site noise sources from the Project Site to the surrounding sensitive receptors. Table VI-21, Estimated Operational Noise Levels and Composite Noise Levels, shows the noise levels from all on-site sources and estimates the total composite noise levels at the surrounding sensitive receptors from the Project Site. When analyzed together, the Proposed Project would have a maximum noise level of 74.52 dBA Leq for Sensitive Receptor No. 1, the proposed residential building to the north. This analysis is conservative since these noise levels represent the maximum

capacities in the amenity deck. Therefore, the Proposed Project would not increase ambient noise levels by 5 dB, and a less than significant impact would occur.

**Table VI-21**  
**Estimated Operational Noise Levels and Composite Noise Levels**

<b>SR ID <sup>a</sup></b>	<b>Ambient Noise Level</b>	<b>5<sup>th</sup> Level Amenity Deck Noise Level</b>	<b>HVAC Equipment Noise Level</b>	<b>Composite Noise Level</b>	<b>Ambient + Composite Noise Level</b>	<b>Increase</b>
1	73.20	68.67	47.91	68.71	74.52	<b>1.32</b>
2	73.20	67.65	47.90	67.70	74.28	<b>1.08</b>
3	70.60	63.21	47.78	63.33	71.35	<b>0.75</b>
4	73.20	54.88	39.83	55.01	73.27	<b>0.07</b>
5	73.20	53.77	42.46	54.08	73.25	<b>0.05</b>
6	71.00	51.36	34.23	51.44	71.05	<b>0.05</b>

*Source: Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006 and Caltrans' Technical Noise Supplement, September 2013. See Appendix G to this SCEA. Parker Environmental Consultants, 2018.*

### *Traffic Noise*

The Proposed Project would increase traffic volumes on the surrounding roadways, which in turn has the potential to increase roadway noise. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the Proposed Project's mobile noise impacts can be assumed to be less than significant. According to the Proposed Project's Transportation Impact Study, the proposed development would result in a net increase of 3,392 net daily vehicle trips, including 242 AM peak hour trips and 285 PM peak hour trips. For purposes of analyzing the Proposed Project's traffic noise impacts, the roadway noise levels were modeled using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise was modeled under the Existing (2017) "No Project" conditions and "Existing Plus Project" conditions to determine the environmental baseline and Project impact, respectively for seven street segments in the Project vicinity. As shown in Table VI-22, the Proposed Project would increase local noise levels by a maximum of 0.4 dBA CNEL (on Hill Street between Olympic Boulevard and 11<sup>th</sup> Street) and thus would not exceed the 3-dBA CNEL threshold of significance at any of the study street segments. The remaining street intersections analyzed would all experience a 0.2 dBA CNEL increase or less.



**Table VI-22**  
**Proposed Project Noise Impacts at Study Intersections for Existing Conditions**

Roadway Segment	Noise Levels in dBA CNEL			
	FHWA-RD-77-108 Modeled Noise Levels			Significant Impact
	Existing (2017) Without Project Traffic Volumes	Existing Plus Project Traffic Volumes	Increase	
1. Hill Street Between Olympic Blvd and 11 <sup>th</sup> St	65.4	65.8	0.4	No
2. Hill Street Between 11 <sup>th</sup> St. and 12 <sup>th</sup> St.	65.2	65.4	0.2	No
3. Hill St. Between 9 <sup>th</sup> St. and Olympic Blvd.	65.4	65.5	0.1	No
4. Olympic Blvd. Between Olive St. and Hill St.	66.1	66.2	0.1	No
5. Olympic Blvd. Between Hill St. and Broadway	65.9	66.1	0.2	No
6. 11 <sup>th</sup> St. Between Olive St. and Hill St.	61.5	61.6	0.1	No
7. 11 <sup>th</sup> St. Between Hill St. and Broadway	62.5	62.5	0.0	No
<p><i>Note: A significant impact on noise levels from project operations would occur if the project causes the ambient noise level at the property line of affected uses to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA or greater noise increase (see Table VI-20, Community Noise Exposure (CNEL)).</i></p> <p><i>Calculation roadway noise levels data and results using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) and traffic volumes are provided in Appendix G to this SCEA.</i></p> <p><i>Traffic data: Fehr &amp; Peers, Olympic and Hill Traffic Study, January 2018.</i></p>				

As noted in the Project Traffic Study, traffic conditions in the project vicinity are anticipated to change by time the project is fully constructed and occupied. As such, traffic noise was also modeled under “Future (2022) Without Project” and “Future (2022) with Project” to determine the projected baseline and Project impact during the buildout year. As shown in Table VI-23, the Proposed Project would not increase noise levels by more than 3 dBA for future conditions. Thus, as shown for existing conditions and projected future conditions, the Proposed Project’s mobile noise impacts would not exceed the most stringent CNEL threshold of 3 dBA set forth in the *L.A. CEQA Thresholds Guide*, and the Proposed Project’s mobile source noise impact would be less than significant.

**Table VI-23**  
**Proposed Project Noise Impacts at Study Intersections for Future Conditions**

Roadway Segment	Noise Levels in dBA CNEL			
	FHWA-RD-77-108 Modeled Noise Levels			Significant Impact
	Future (2022) Without Project Traffic Volumes	Future (2022) With Project Traffic Volumes	Future Increase	
1. Hill Street Between Olympic Blvd & 11 <sup>th</sup> St	66.6	67.0	0.4	No
2. Hill Street Between 11 <sup>th</sup> St. and 12 <sup>th</sup> St.	66.5	66.6	0.1	No
3. Hill St. Between 9 <sup>th</sup> St. and Olympic Blvd.	66.9	67.1	0.2	No
4. Olympic Blvd. Between Olive St. and Hill St.	67.3	67.4	0.1	No
5. Olympic Blvd. Between Hill St. and Broadway	67.1	67.3	0.2	No
6. 11 <sup>th</sup> St. Between Olive St. and Hill St.	62.1	62.2	0.1	No
7. 11 <sup>th</sup> St. Between Hill St. and Broadway	63.1	63.3	0.2	No
<p><i>Note: A significant impact on noise levels from project operations would occur if the project causes the ambient noise level at the property line of affected uses to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA or greater noise increase (see Table VI-17, Community Noise Exposure (CNEL)).</i></p> <p><i>Calculation roadway noise levels data and results using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) and traffic volumes are provided in Appendix G to this SCEA.</i></p> <p><i>Traffic data: Fehr &amp; Peers, Olympic and Hill Traffic Study, January 2018.</i></p>				

**d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less Than Significant with Mitigation Incorporated.** A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. In addition, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. As discussed above, impacts would be reduced to less than significant levels for construction vibration and operational noise with the incorporation of mitigation measures. As such, the proposed project not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project and noise impacts would be considered less than significant.



- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** A significant impact may occur if the Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site. There are no airports within a two-mile radius of the Project Site, and the Project Site is not within any airport land use plan or airport hazard zone. The closest airport is the Los Angeles International Airport (LAX), which is located approximately 12 miles southwest of the Project Site. The Proposed Project would not expose people to excessive noise levels associated with airport uses. Therefore, no impact would occur.

- f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the vicinity of a private airstrip. The closest private airstrip is the Bob Hope Airport, located in Burbank approximately 15 miles north of the Project Site. As no such facilities are located in the vicinity of the Project Site, no impact would occur.

## CUMULATIVE IMPACTS

**Less Than Significant Impact.** Development of the Proposed Project in conjunction with the related projects identified in Section II, Project Description, would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. The Project Applicant has no control over the timing or sequencing of the related projects that have been identified within the Proposed Project study area and it is impossible to predict with any degree of certainty the occurrence of concurrent construction activities. Therefore, any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the Proposed Project and each related project (that has not yet been built) would be localized and mitigated on a project-by-project basis. In addition, each of the related projects would be required to comply with the City's noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced with feasible mitigation. As demonstrated above, Project construction noise impacts, with the implementation of Mitigation Measures N-1 and N-6, would result in less than significant impacts. As such, the Project's construction noise impact would not be cumulatively considerable. Additionally, because each related project would be required to comply with the City's noise ordinance, cumulative impacts associated with construction noise would be mitigated to less than significant levels.

For purposes of analyzing the Proposed Project's cumulative traffic noise impacts, the roadway noise levels were modeled using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise was modeled under the Future (2022) base year conditions without the Project and "Future Plus Project" conditions to determine the Project's incremental cumulative roadway noise impacts, respectively. As shown in Table VI-24, Cumulative Roadway Noise Impacts, the Proposed Project's

contribution to future cumulative noise levels would result in a maximum increase of 1.7 dBA CNEL (on Hill Street between 9<sup>th</sup> Street and Olympic Boulevard) and thus would not exceed the 3-dBA CNEL threshold of significance at any of the study street segments. The remaining street intersections analyzed would all experience an increase of 1.6 dBA CNEL increase or less. Thus, the Proposed Project's mobile noise impacts would not exceed the CNEL threshold of 3 dBA set forth in the *L.A. CEQA Thresholds Guide*, and the Proposed Project's cumulative mobile source noise impact would be less than significant.

**Table VI-24**  
**Cumulative Noise Impacts at Study Intersections**

Roadway Segment	Noise Levels in dBA CNEL			
	FHWA-RD-77-108 Modeled Noise Levels			Significant Impact
	Existing (2017) Without Project Traffic Volumes	Future (2022) With Project Traffic Volumes	Cumulative Impact	
1. Hill Street Between Olympic Blvd & 11 <sup>th</sup> St	65.4	67.0	1.6	No
2. Hill Street Between 11 <sup>th</sup> St. and 12 <sup>th</sup> St.	65.2	66.6	1.4	No
3. Hill St. Between 9 <sup>th</sup> St. and Olympic Blvd.	65.4	67.1	1.7	No
4. Olympic Blvd. Between Olive St. and Hill St.	66.1	67.4	1.3	No
5. Olympic Blvd. Between Hill St. and Broadway	65.9	67.3	1.4	No
6. 11 <sup>th</sup> St. Between Olive St. and Hill St.	61.5	62.2	0.7	No
7. 11 <sup>th</sup> St. Between Hill St. and Broadway	62.5	63.3	0.8	No
<p><i>Note: A significant impact on noise levels from project operations would occur if the project causes the ambient noise level at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase (see Table VI-20, Community Noise Exposure (CNEL)).</i></p> <p><i>Calculation roadway noise levels data and results using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) and traffic volumes are provided in Appendix G to this SCEA.</i></p> <p><i>Traffic data: Fehr &amp; Peers, Olympic and Hill Traffic Study, January 2018.</i></p>				



#### XIV. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### PROJECT-SPECIFIC IMPACTS

- a) **Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Less Than Significant Impact.** A significant impact may occur if the proposed project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on population and housing growth shall be made considering: (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

In October 2008, SCAG approved and adopted the “2008 Regional Comprehensive Plan for the SCAG Region – Helping Communities Achieve A Sustainable Future” (2008 RCP). The 2008 RCP is a long-term comprehensive plan that provides a strategic vision for handling the region’s land use, housing, economic, transportation, environmental, and overall quality of life needs. The 2008 RCP is intended to serve as an advisory document for local agencies in the SCAG region. The following vision statement and guiding principles are based on the region’s adopted Compass Growth Vision Principles for Sustaining a Livable Region. These statements further articulate how the RCP can promote and sustain the region’s mobility, livability, and prosperity for future generations.

*RCP Vision*

*To foster a Southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life. Through measured performance and tangible outcomes, the RCP serves as both a voluntary action plan with short-term guidance and strategic, long-term initiatives that are guided by the following Guiding Principles for sustaining a livable region.*

*RCP Guiding Principles*

1. *Improve mobility for all residents.* Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
2. *Foster livability in all communities.* Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing and equal distribution of environmental benefits.
3. *Enable prosperity for all people.* Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
4. *Promote sustainability for future generations.* Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

***Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)***

On April 7, 2016, SCAG's Regional Council adopted the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The 2016 RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. The 2016 RTP/SCS balances the Southern California region's future mobility and housing needs with economic, environmental, and public health goals.

Based on the regional growth projections in the 2016 RTP/SCS, the City of Los Angeles had an estimated permanent population of approximately 3,845,500 persons and approximately 1,325,500 residences in 2012. By the year 2040, SCAG forecasts that the City of Los Angeles will increase to 4,609,400 persons (or a 20% increase since the year 2012) and approximately 1,690,300 residences (or a 28% increase since the year 2012). SCAG's population and housing projections for the City of Los Angeles, Los Angeles County, and the SCAG region as a whole for 2012 and 2040 are further summarized in Table VI-25, below.

On a policy level, the Proposed Project is consistent with the goals and strategies of the RCP and the Compass Growth Vision Strategy discussed above, as the Proposed Project would revitalize an underutilized, developed property in an existing commercial area. The Proposed Project is an infill development project within the Central City Community Plan Area within the City of Los Angeles. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a



population increase to 4.6 million persons by 2040. As shown in Table VI-25, SCAG population and housing projections from 2012 through 2040 envisions a population growth of 763,900 additional persons (an approximate 20% growth rate) in the City of Los Angeles and 3,816,000 additional persons (an approximate 21% growth rate) in the entire SCAG Region. The number of households within the City of Los Angeles is anticipated to increase by 364,800 households, or approximately 28% between 2012 and 2040. The number of households within the SCAG Region is anticipated to increase by 1,527,000 households, or approximately 26% between 2012 and 2040. The number of employment opportunities is anticipated to increase by 472,700 jobs (approximately 28%) in the City of Los Angeles between 2012 and 2040, and the SCAG Region is anticipated to increase by 2,432,000 jobs (approximately 33%) between 2012 and 2040.

**Table VI-25**  
**SCAG Population and Housing Projections for the**  
**City of Los Angeles, Los Angeles County, and the SCAG Region**

<b>Population</b>			
<b>Region</b>	<b>2012</b>	<b>2040</b>	<b>% Growth (2012-2040)</b>
Los Angeles City <sup>a</sup>	3,845,500	4,609,400	20%
Los Angeles County <sup>b</sup>	9,923,000	11,514,000	16%
SCAG Region <sup>b</sup>	18,322,000	22,138,000	21%
<b>Households</b>			
<b>Region</b>	<b>2012</b>	<b>2040</b>	<b>% Growth (2012-2040)</b>
Los Angeles City <sup>a</sup>	1,325,500	1,690,300	28%
Los Angeles County <sup>b</sup>	3,257,000	3,946,000	21%
SCAG Region <sup>b</sup>	5,885,000	7,412,000	26%
<b>Employment</b>			
<b>Region</b>	<b>2012</b>	<b>2040</b>	<b>% Growth (2012-2040)</b>
Los Angeles City <sup>a</sup>	1,696,400	2,169,100	28%
Los Angeles County <sup>b</sup>	4,246,000	5,226,000	23%
SCAG Region <sup>b</sup>	7,440,000	9,872,000	33%
<i>Source: SCAG, adopted 2016 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016.</i>			

Based on the community's current household demographics (e.g., an average of 1.68 persons per multi-family household for the Central City Community Plan area ("Central City CPA")), the construction of 700 additional residential dwelling units would result in an increase in approximately 1,176 net permanent residents in the City of Los Angeles.<sup>50</sup> Further, the Proposed Project includes approximately

<sup>50</sup> *The 2015 Growth & Infrastructure Report estimates that the Central City Community Plan area had approximately 30,440 housing units and approximately 51,025 persons in July 1, 2015. Based on this information, the Central City Community Plan area has an average person per housing unit ratio of 1.68. See City of Los Angeles, Department of City Planning, 2015 Growth and Infrastructure Report, 2016 (at p. 9 and 11).*

15,000 square feet of ground-floor restaurant/retail space. The Proposed Project would generate the need of approximately 72 employees.<sup>51</sup> The proposed increase in housing units and population would be consistent with SCAG's forecast of 364,800 additional households, approximately 763,900 persons, and 472,700 jobs in the City of Los Angeles between 2012 and 2040. As such, the Proposed Project would not cause growth (i.e., new housing) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Proposed Project occupancy/buildout or that would result in an adverse physical change in the environment. Refer to Table VI-26, below.

**Table VI-26**  
**Estimated Proposed Project Residents and Housing Growth**

Use	Total Housing Units	Total Residents
Apartments	700	1,176
<b>TOTAL:</b>	<b>700</b>	<b>1,176</b>
<i>Source: Based on the City of Los Angeles, Department of City Planning, 2015 Growth and Infrastructure Report, 2016 (at p. 9 and 11), the Central City Community Plan area has an average person per housing unit ratio of 1.68. Parker Environmental Consultants, 2017.</i>		

As shown in Table VI-27, Proposed Project Employment Growth, the Proposed Project's restaurant/retail component would generate the need for approximately 72 new employees. When considering the existing uses on-site, the development of the Proposed Project would decrease the number of employees in the area. Thus, the resulting employment of the Proposed Project would within SCAG's employment growth forecast. The additional employees generated by the Proposed Project would contribute to a fraction of 1 percent of SCAG's employment growth forecast for the City of Los Angeles. The Proposed Project's commercial component may result in indirect population growth with new employees relocating to the City of Los Angeles. However, it can be assumed that most of the employees generated by the Proposed Project would already reside within the City of Los Angeles. The new 72 employees would be consistent with SCAG's growth projections for the Los Angeles region. Therefore, impacts related to indirect population growth in the area would be less than significant.

**Table VI-27**  
**Estimated Proposed Project Employment Growth**

Use	Amount	Employment Generation Factor <sup>a</sup>	Number of Employees
<b>Proposed Project</b>			
Retail	7,000 sf	1 employee / 588 sf	12
Restaurant	8,000 sf	1 employee / 134 sf	60
<b>Net Total Employment:</b>			<b>72</b>
<i>Notes: The employee generation factor for existing and future uses were taken from the United States Green Building Code, Building Area per Employee by Business Type, May 13, 2008. Parker Environmental Consultants, 2017.</i>			

<sup>51</sup> One employee would occupy approximately 588 square feet of retail space and one employee per 143 square feet of restaurant space. Source: United States Green Building Council, Building Area Per Employee by Business Type, May 13, 2008.



**b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** A significant impact may occur if the Proposed Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project Site is developed with a surface parking lot. No residential units exist on-site. As such, the Proposed Project would not displace any existing housing. Therefore, no impact would occur.

**c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The Project Site is developed with a surface parking lot. No residential units exist on-site. Therefore, development of the Proposed Project would not displace any residents, since none exist on-site. Therefore, no impact would occur.

## **CUMULATIVE IMPACTS**

**Less Than Significant Impact.** The related projects would introduce additional residential related uses to the Project Site area. Any residential related projects would result in direct population growth in the Project Site area.

As discussed in Question 13(a), the Proposed Project would not exceed the growth projections of SCAG's 2016 RTP/SCS for the City of Los Angeles subregion. Because the Proposed Project would not displace any residents, and population growth potentially associated with the Proposed Project has already been anticipated per SCAG projections, the Proposed Project's population growth would not be cumulatively considerable. Therefore, the Proposed Project's cumulative impacts to population and housing would be less than significant.

With respect to population growth from permanent employment, jobs in restaurant/retail land uses typically do not generate substantial population growth within the region. As such, jobs are generally filled by residents that already reside within close proximity to those jobs. Further, residential neighborhoods would be supportive and complementary to the proposed commercial land uses. As such, the related projects would not generate substantial indirect population growth or demand for new housing, and a less than significant impact would occur.

## XV. PUBLIC SERVICES

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Project Design Feature:

- The Proposed Project would include 86,976 square feet of open space, including a 5th level amenity deck with a pool, lounging area, outdoor landscaped terrace, and roof deck. These areas provide the opportunity for Project residents, neighbors, and patrons of the retail space to gather.

### Regulatory Compliance Measure:

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

- Public Services (LAFD):** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features:
  - Fire lanes, where required, shall be a minimum of 20 feet in width;
  - All structures must be within 300 feet of an approved fire hydrant; and
  - Entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
- Prior to plan check review, the Project Applicant shall consult with the Los Angeles Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.
- Public Services (Schools):** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant



has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

- **Recreation (Increased Demand For Parks Or Recreational Facilities):** The Project Applicant would be required to pay all applicable fees pursuant to the Parks Dedication and Fee Update Ordinance (Ordinance No. 184,505) or Quimby Fees, which would be used to provide additional park facilities in the Project area.

**Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:**

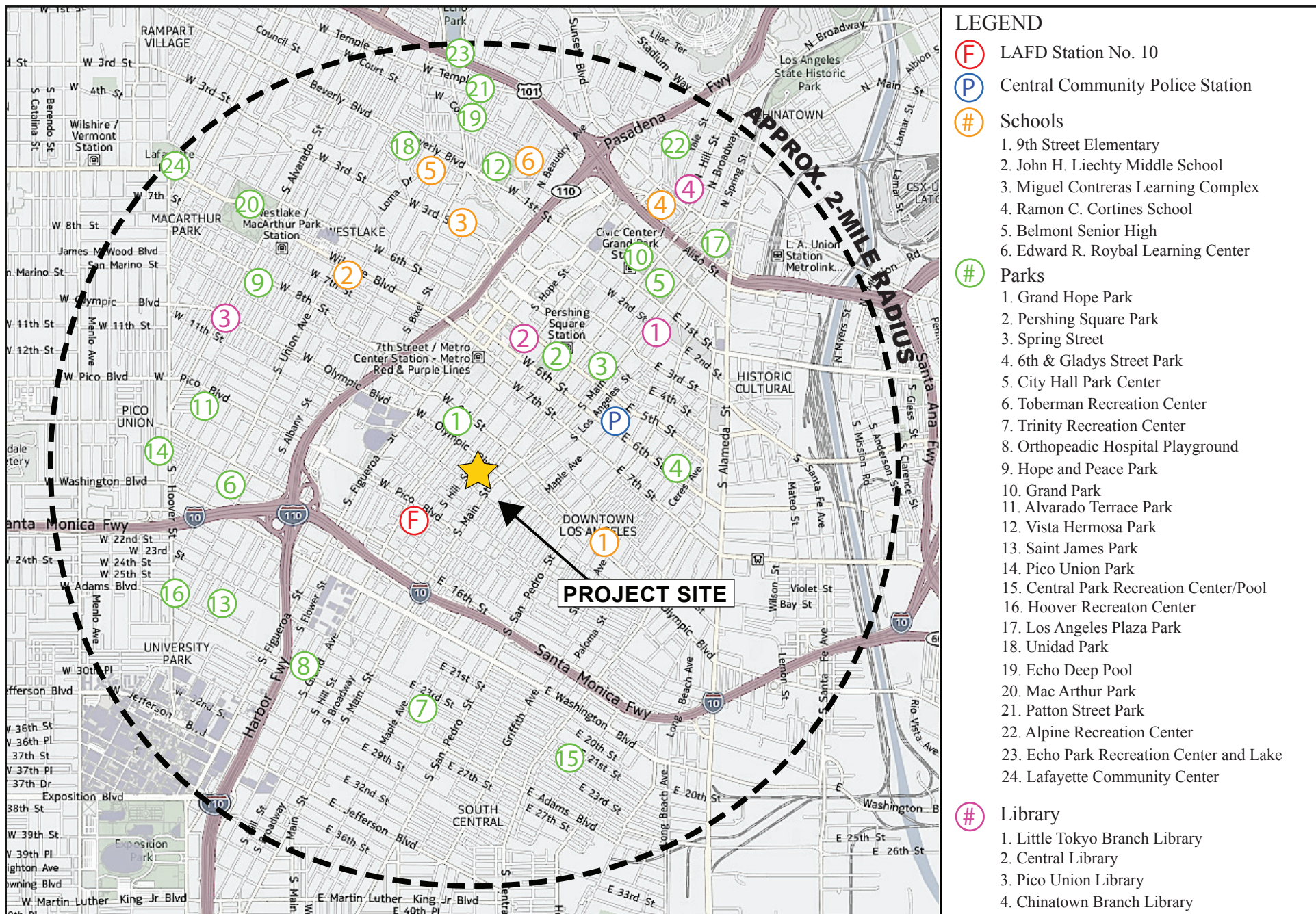
**MM PS-1      Public Services (Police – Demolition/Construction Sites)**

- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

**MM PS-2      Public Services (Police)**

- The plans shall incorporate the design features (outlined in LAPD’s “Design Out Crime Guidelines: Crime Prevention Through Environmental Design”) relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to “Design Out Crime Guidelines: Crime Prevention Through Environmental Design,” published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

The location of public services (including fire services, police protection services, parks, and libraries) in the Project vicinity and that service the Project Site are shown in Figure VI-2, below.



Source: Google Maps, 2017.



## PROJECT-SPECIFIC IMPACTS

- a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:**

(i) **Fire protection**

**Less Than Significant Impact.** Construction of the Proposed Project would increase the potential for accidental on-site fires from the operation of construction equipment and the use of flammable construction materials. The implementation of best management practices (BMPs) for the operation of mechanical equipment and the use of flammable construction materials by construction contractors and work crews would minimize fire hazards associated with the construction of the Proposed Project. The BMPs that would be implemented during construction of the Proposed Project would include: keeping mechanical equipment in good operating condition, and as required by law, carefully storing flammable materials in appropriate containers, and the immediate and complete cleanup of spills of flammable materials when they occur.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. Thus, construction could have the potential to adversely affect fire access. However, these impacts are considered to be less than significant because emergency access would be maintained to the Project Site and surrounding vicinity during construction through marked emergency access points approved by the LAFD, construction impacts are temporary in nature and do not cause lasting effects, and no complete lane closures are anticipated. Additionally, if any partial street closures are required, flagmen would be used to facilitate the traffic flow until construction is complete. Construction of the Proposed Project would result in a less than significant impact.

### ***Operation***

Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service that would result in a physical adverse impact upon the environment.

The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between high density residential and commercial land uses and a LAFD fire station that houses an engine company or a truck company is 1.5 miles or two miles, respectively. If the distance is exceeded, all structures located in the applicable high density residential or commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the Proposed Project is located beyond the maximum response distance. Although the Proposed Project is within the adequate response distance, the Proposed

Project would install a fire sprinkler system to ensure safety from any fire hazards that may occur within the building.

According to the LAFD, minimum fire flow requirement for the Proposed Project is 6,000 gallons per minute (gpm) from six adjacent hydrants flowing simultaneously. A Service Advisory Request/Fire Service Pressure Flow Report (SAR) was prepared for the Proposed Project by the Department of Water and Power (LADWP) and was approved on May 1, 2017. Based on the approval of the SAR, fire flow requirements would be considered adequate at the Project Site. Development of the Proposed Project would result in a less than significant impact to fire flow requirements.

The Proposed Project would include up to 700 dwelling units and up to 15,000 square feet of ground floor retail/restaurant and would generate approximately 1,176 new residents and 72 employees.<sup>52</sup> The Proposed Project would increase the utilization of the Project Site, which is currently used as a surface parking lot and would potentially increase the demand for LAFD services. The Project Site is served by LAFD Station No. 10, located at 1335 S. Olive Street, approximately 0.6 miles south of the Project Site. Based on the response distance criteria specified in LAMC 57.09.07A and the relatively short distance from Fire Station No. 10 to the Project Site, fire protection response would be considered adequate. The Proposed Project would work with LAFD and incorporate LAFD's recommendations relative to fire safety into the building plans. As part of the normal building permit process, the Project Applicant would submit a plot plan for review and approval by the LAFD either prior to the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant. Thus, compliance with regulatory compliance measures regarding fire protection and safety would ensure that that fire protection services are adequate within the proposed building and around the Project Site, and would result in a less than significant impact to fire protection services.

## **(ii) Police Protection**

**Less Than Significant with Mitigation Incorporated.** A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station that would result in a physical adverse impact upon the environment.

The Proposed Project would include up to 700 dwelling units and up to 15,000 square feet of ground floor retail/restaurant and would generate approximately 1,176 new residents and 72 employees. The Proposed Project would increase the utilization of the Project Site, which is currently used as surface parking and would potentially increase the demand for LAPD services. The Project Site is located in the Central Area division of the LAPD's Central Bureau. The Project Site is served by the Central Community Police Station, located at 251 E. 6<sup>th</sup> Street, which is approximately 0.8 miles northeast of the Project Site. Table VI-28, Central Area Police Station Crime Statistics, provides crime statistics for Central City area in the City of Los Angeles from 2014 to 2016.

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<sup>52</sup> A residential generation rate of 1.68 used. An employee rate of 588 square feet per employee used.



**Table VI-28  
Central Area Police Station Crime Statistics**

<b>Crimes <sup>a</sup></b>	<b>2016</b>	<b>2015</b>	<b>2014</b>
<i>Violent Crimes</i>			
Homicide	11	11	6
Rape	122	129	94
Robbery	680	688	478
Aggravated Assault	889	952	555
<b>Total Violent Crimes</b>	<b>1702</b>	<b>1780</b>	<b>1133</b>
<i>Property Crimes</i>			
Burglary	312	350	244
Motor Vehicle Theft	397	427	248
BTFV	1091	912	755
Personal / Other Theft	2577	2566	2035
<b>Total Property Crimes</b>	<b>4377</b>	<b>4255</b>	<b>3282</b>
<b>Total Part 1 Crimes</b>	<b>6079</b>	<b>6035</b>	<b>4415</b>
Child / Spousal Abuse (Part I & II) <sup>b</sup>	622	545	484
Shots Fired	38	32	17
Shooting Victims	24	20	11
<i>Notes:</i> <sup>a</sup> Crime Statistics for the following years ending December 31. <sup>b</sup> Part II Child/Spousal Abuse Simple Assaults not included in Part I Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting guidelines. Source: LAPD, COMPSTAT Unit, Central City Area Profile, accessed March 2017.			

Construction sites, if left unsecured, have the potential to attract trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and could potentially cause public health and safety concerns. The Proposed Project would incorporate temporary construction fencing along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area. With implementation of Mitigation Measure PS-1 below, Project impacts would be less than significant during the construction period.

The development of the Proposed Project would result in an increase of on-site residents, visitors, patrons, and employees to the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons may escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Proposed Project would include adequate and strategically positioned functional and security lighting to enhance public safety. Visually obstructed and infrequently accessed “dead zones” would be limited and, where possible, security controlled to limit public access. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. In addition, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning

hours. As such, the Project guests and employees would be able to monitor suspicious activity at the building entry points (refer to Mitigation Measure PS-2, above). With implementation of Mitigation Measure PS-2, the Proposed Project's impacts to LAPD Services would be less than significant.

### (iii) Schools

**Less Than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). The Project Site is located in LAUSD Board District 2. The Project Site is currently served by one elementary school, one middle school, and four high schools. Table VI-29, Resident Schools Serving the Project Site, details the names, grades served, and location of each school.

**Table VI-29  
Resident Schools Serving the Project Site**

School Name	Grades	Address
9 <sup>th</sup> Street Elementary	K-5	835 Stanford Avenue
John H. Liechty Middle School	6-8	650 S. Union Avenue
Miguel Contreras Learning Complex School (includes: Academic Leadership Community, School of Business and Tourism, School of Social Justice, and School of Global Studies)	9-12	322 S. Lucas Avenue
Ramon C Cortines School of Visual & Performing Arts	9-12	450 N. Grand Avenue
Belmont Senior High School	9-12	1575 W. 2 <sup>nd</sup> Street
Edward R. Roybal Learning Center	9-12	1200 W. Colton Street
<i>Source: Los Angeles Unified School District, Resident School Identifier, website: <a href="http://rsi.lausd.net/ResidentSchoolIdentifier/">http://rsi.lausd.net/ResidentSchoolIdentifier/</a>, accessed March 2017.</i>		

As shown in Table VI-30, Proposed Project Estimated Student Generation, the Proposed Project would generate approximately 115 elementary students, 32 middle school students and 66 high school students, for a total of approximately 213 students. The Project Applicant would be required to pay all applicable developer fees to the LAUSD to offset the Proposed Project's demands upon local schools. Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." With the payment of School Development Fee, the Proposed Project's potential impact upon public school services would be less than significant.



**Table VI-30  
Proposed Project Estimated Student Generation**

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
<b>Proposed Project</b>					
Multi-Family <sup>a</sup>	700 du	115	32	66	213
Commercial <sup>b</sup>	15,000 sf	0	0	0	0
<b>NET Student Generation:</b>		<b>115</b>	<b>32</b>	<b>66</b>	<b>213</b>
<i>Notes:</i> <i>sf = square feet; du = dwelling units</i> <sup>a</sup> <i>Student generation rates are as follows for retail/commercial uses: .0149 elementary, .0069 middle and .0067 high school students per 1,000 square feet.</i> <sup>b</sup> <i>Student generation rates are as follows for multi-family residential uses: .1649 elementary, .0450 middle and .0943 high school students per unit.</i> <i>Source: For bullet points (a) above: Los Angeles Unified School District, School Facilities Needs Analysis for Los Angeles Unified School District, September 2012.</i> <i>-For bullet points (b) above: Los Angeles Unified School District, School Fee Justification Study, September 2002.</i>					

**(iv) Parks**

**Less Than Significant Impact.** A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project or if the proposed project resulted in the construction of new recreation and park facilities that create significant direct or indirect impacts to the environment.

The Public Recreation Plan (PRP), a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards. The desired long-range standard for local parks is based on two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks or four acres per 1,000 persons of combined neighborhood and community parks. However, the PRP also notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of one (1) acre per 1,000 persons for neighborhood parks and one (1) acre per 1,000 persons for community parks, or two (2) acres per 1,000 people of combined neighborhood and community parks. These standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Element of the City's General Plan also recognizes that the achievement of such goals is not the responsibility of individual development projects and that such goals will be met by "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities."

The Proposed Project is located within a highly urbanized area within the Central City Community Plan Area. As shown in Table VI-31, there are approximately 106.5 acres of parkland and public recreation facilities within a 2-mile radius of the Project Site. These facilities range from 0.33-acres (Unidad Park) to 29.86 acres (MacArthur Park). The Proposed Project would provide approximately 86,976 square feet (2.00 acres) of total common open space and amenities on-site available exclusively to serve Project residents and their guests. The Proposed Project includes a variety of on-site amenities including, but not limited to,

a 5<sup>th</sup> level amenity deck with a pool, lounging area, outdoor landscaped terrace, and roof deck, thereby achieving the required square feet of open space required by the LAMC. In addition, the Project Applicant would be required to pay all applicable fees pursuant to the Parks Dedication and Fee Update Ordinance (Ordinance No. 184,505) or Quimby Fees, which would be used to provide additional park facilities in the Project area. With payment of the mandatory developer fees, the project's increased demands upon public parkland and recreation facilities would be reduced to less than significant levels.

#### (v) Other Public Facilities

**Less Than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site.

Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services at the Central Library and 72 regional branch libraries. Approximately 6.5 million books and other materials comprise the LAPL collection. The LAPL branches currently serving the Project Site include:

- Central Library, located at 630 W. 5<sup>th</sup> Street, approximately 0.6 mile north of the Project Site;
- Little Tokyo Branch, located at 203 S. Los Angeles Street, approximately 1.0 mile northeast of the Project Site;
- Pico Union Branch, located at 1030 S. Alvarado Street, approximately 1.42 miles west of the Project Site;
- Chinatown Branch Library, located at 639 N. Hill Street, approximately 1.7 miles north of the Project Site.<sup>53</sup>

The Central Library is approximately 500,000 square feet and has approximately 6.3 million items. It serves approximately 7,000 people a day and maintains a staff of 150 employees. The Library budget (\$150.7 million) is 2% of the total city budget (\$6.7 billion).<sup>54</sup> In 2011, Measure L, the Public Library Funding Charter Amendment, was approved by over 63% of voters. Measure L provides funds to restore 6-day-a-week service at all 73 libraries, and eventually 7-day-a-week service at 9 libraries, purchase additional books, and increase access to the Library's collections, computers and programs including after-school/summer youth, student homework help, adult literacy and job search programs.<sup>55</sup> Currently, there are no plans to construct any new library facilities in the local area. The LAPL's Criteria for New Libraries (formerly Site Selection Guidelines) recommended sizes for libraries are 12,500 square feet

<sup>53</sup> *City of Los Angeles Public Library, Hours and Locations, website: <http://www.lapl.org/branches>, accessed September 2015.*

<sup>54</sup> *Los Angeles Public Library, Measure L Fact Sheet, [http://www.lapl.org/sites/default/files/media/pdf/about/fact\\_sheet.pdf](http://www.lapl.org/sites/default/files/media/pdf/about/fact_sheet.pdf), accessed March 2017.*

<sup>55</sup> *Ibid.*



**Table VI-31  
Recreation and Park Facilities within the Project Area**

<b>Park Name</b>	<b>Park Size (acres)</b>	<b>Park Amenities</b>	<b>Approx. Distance to Project Site (miles)</b>
Grand Hope Park	2.07	Clock tower, open space (lawns), and children's play area	0.19
Pershing Square Park	4.44	Ice skating rink (seasonal), stage, sunken amphitheater	0.61
Spring Street Park	0.56	Open space, benches, and children's play area	0.71
6 <sup>th</sup> & Gladys Street Park	0.34	Open space and basketball court	0.92
City Hall Park Center	1.20	Open space and benches	1.16
Toberman Recreation Center	2.20	Auditorium, barbecue pits, baseball diamond (lighted), children's play area, community room, indoor gym, picnic tables	1.17
Trinity Recreation Center	2.06	Auditorium, basketball courts (lighted/outdoor), open space, children's play area.	1.24
Orthopaedic Hospital Playground	0.17	Children's playground	1.28
Hope and Peace Park	0.57	Basketball courts and benches	1.30
Grand Park	12.0	Open space, benches, and dog park	1.30
Alvarado Terrace Park	0.91	Children's play area and gazebo	1.34
Vista Hermosa Park	2.13	Children's play area, picnic tables, soccer field	1.40
Saint James Park	0.98	Children's play area, open space	1.42
Pico Union Park	0.75	Children's play area, picnic tables	1.48
Central Park Recreational Center and Pool	0.70	Basketball courts (lighted/indoor), children's play area, pool	1.51
Hoover Recreation Center	2.46	Basketball courts, children's play area, picnic tables, indoor gym, barbecue pits, kitchen, gym	1.52
Los Angeles Plaza Park (El Pueblo de Los Angeles Monument)	2.60	Open space, benches, museums, and Olvera Street	1.53
Unidad Park (Beverly Park)	0.33	Children's play area, benches	1.57
Echo Deep Pool	1.04	Year-round indoor pool which offers various programming	1.58
Mac Arthur Park	29.86	Lake, recreation center, open space, benches, children's play area, auditorium, picnic tables, walking paths, auditorium, class room, and paddle boats	1.58
Patton Street Park	0.42	Children's play area, outdoor fitness equipment, walking path, benches	1.68
Alpine Recreation Center	1.97	Auditorium, basketball courts (lighted/indoor/outdoor), children's play area, indoor gym, volleyball courts	1.84
Echo Park Recreation Center, and Lake	28.60	Children's play area, picnic tables, basketball courts, tennis courts, barbecue pits, pool, soccer field, boathouse, paddle boats	1.95
Lafayette Community Center	8.10	Children's play area, picnic tables, basketball courts, tennis courts, community room, soccer field, kitchen, stage, TV area	2.00
<b>Total Parkland (Approximate):</b>	<b>106.46</b>		
<i>Sources: Park distances, size, and amenities were determined using:            (1) City of Los Angeles Department of Recreation and Parks, Facility Locator, <a href="http://www.laparks.org/">http://www.laparks.org/</a>; and            (2) Navigate LA, <a href="http://navigatea.lacity.org/navigatea/">http://navigatea.lacity.org/navigatea/</a>, accessed March 2017.</i>			

facilities for communities with less than a population of 45,000 and 14,500 square feet facilities for communities with a population of more than 45,000. At 500,000 square feet the Central Library far exceeds these criteria and currently meets the library demands of the surrounding community. Therefore, it would be able to meet the Proposed Project's demand for library services, and the Proposed Project's impacts upon library services would be less than significant.

The Project would generate approximately 1,176 residents and an increase of roughly 72 employees. Employees of commercial development do not typically frequent libraries during work hours, but are more likely to use libraries near their homes during non-work hours. The additional 1,176 residents represent a negligible amount of the current service population of the Little Tokyo Branch and would be accommodated in the future service population of the Central Library, which serves the entire City. Therefore, the impacts related to library facilities would be less than significant.

## CUMULATIVE IMPACTS

### (i) Fire protection

**Less Than Significant Impact.** The Proposed Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. 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 that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards described above would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to fire protection services, and, as such cumulative impacts on fire protection would be less than significant.

### (ii) Police protection

**Less Than Significant Impact.** The Proposed Project, in combination with the related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the



Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site. No impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.

### (iii) Schools

**Less Than Significant Impact.** The Proposed Project, in combination with the related projects is expected to result in a cumulative increase in the demand for school services. Development of the related projects would likely generate additional demands upon school services. These related projects would have the potential to generate students that would attend the same schools as the Proposed Project. As shown in Table VI-32, Estimated Cumulative Student Generation, the Proposed Project and related projects would cumulatively contribute approximately 4,150 elementary school students, 1,160 middle school students and 2,356 high school students, for a total of almost 7666 students. This would create an increased cumulative demand on local school districts. However, as noted in the Related Projects List in Table II-6 of the Project Description, Related Project No. 26, 60, 70, 86, and 104 propose to develop schools within the Project vicinity. The addition of these schools would reduce the demand of schools in the area. Furthermore, each of the new housing units would be responsible for paying mandatory school fees to mitigate the increased demand for school services. Cumulative impacts on schools would be less than significant.

### (iv) Parks

**Less Than Significant Impact.** Development of the Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the greater Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are required to comply with payment of all applicable fees pursuant to the City's Parks Dedication and Fee Update Ordinance (Ordinance No. 184,505). Each residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable

**Table VI-32  
Estimated Cumulative Student Generation**

<b>Land Use</b>	<b>Size</b>	<b>Elementary School Students</b>	<b>Middle School Students</b>	<b>High School Students</b>	<b>Total Students</b>
Single-Family Attached <sup>a</sup>	8,141 du	431	118	247	796
Multi-Family Residences <sup>b</sup>	20,979 du	3,459	944	1,978	6381
Hotel <sup>c</sup>	2,614,525 sf	20	8	9	37
Industrial <sup>d</sup>	130,000 sf	2	1	1	4
Office <sup>e</sup>	3,640,273 sf	85	39	38	162
Retail <sup>f</sup>	2,541,517 sf	38	18	17	73
<b>Related Projects Total:</b>		<b>4,035</b>	<b>1,128</b>	<b>2,290</b>	<b>7,453</b>
Proposed Project Net Total:		115	32	66	213
<b>Cumulative Total:</b>		<b>4,150</b>	<b>1,160</b>	<b>2,356</b>	<b>7,666</b>
<i>Notes: sf = square feet; du = dwelling units</i> <sup>a</sup> Student generation rates are as follows for single-family attached residential uses: .053 elementary, .0145 middle and .0303 high school students per unit. <sup>b</sup> Student generation rates are as follows for multi-family residential uses: .1649 elementary, .0450 middle and .0943 high school students per unit. <sup>c</sup> Student generation rates are as follows for hotel uses: .0076 elementary, .0035 middle and .0034 high school students per 1,000 sf. <sup>d</sup> Student generation rates are as follows for industrial uses: .018 elementary, .0083 middle and .008 high school students per 1,000 square feet. <sup>e</sup> Student generation rates are as follows for office uses: .0233 elementary, .0108 middle and .0104 high school students per 1,000 square feet. <sup>f</sup> Student generation rates are as follows for retail/commercial uses: .0149 elementary, .0069 middle and .0067 high school students per 1,000 square feet. Source: -For bullet points (a) and (b) above: Los Angeles Unified School District, School Facilities Needs Analysis for Los Angeles Unified School District, September 2012. -For bullet points (c) through (g) above: Los Angeles Unified School District, School Fee Justification Study, September 2002. -Conversions for square feet per occupant are based on California Building Code (2013), Ch.10, Table 1004.1.2.					

recreation fees on a project-by-project basis, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

#### **(v) Other Public Facilities**

**Less Than Significant Impact.** Development of the related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population, combined with the 580 additional residents generated by the Proposed Project, would result in a cumulative increase in demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for \$178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2015-2020 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. The LAPL is committed to increase the



number of people who use the library services, to increase the number of library cardholders and actively promote the robustly market programs and services to increase residents' overall engagement with the libraries.<sup>56</sup> Moreover, the Central Library far exceeds the LAPL criteria for its service area. Thus, the additional population generated by the Proposed Project and the related projects would not make a cumulatively considerable impact upon the City's library system.

## XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## PROJECT-SPECIFIC IMPACTS

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**Less Than Significant Impact.** A significant impact may occur if the project would include substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated.

It is reasonable to assume that the future occupants of the Proposed Project would utilize recreation and park facilities in the surrounding area. As noted in Table VI-31, above, there are 24 existing new and recently improved parks within the Project Area totaling more than 106 acres that are available to serve the future residents and retail visitors to the Project Site. Notable new additions to the downtown area are Grand Park, at the Los Angeles Civic Center, and Spring Street Park, a pocket park recently developed at 426 S. Spring Street. In addition, the Proposed Project would provide approximately 86,976 square feet (2.00 acres) of open space and recreational facilities on-site that would be available exclusively to serve Project residents and their guests including, but not limited to, a 5<sup>th</sup> level amenity deck with a pool, lounging area, outdoor landscaped terrace, and roof deck. The availability of these on-site recreation amenities and

<sup>56</sup> *Los Angeles Public Library Strategic Plan 2015-2020, June 2015.*

opportunities would serve to reduce the demand for off-site park services, and accordingly the Proposed Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. In addition, the Project Applicant would be required to pay Quimby Fees or, if applicable, fees in accordance with the Parks Dedication and Fee Update ordinance (Ordinance No. 184,505), which would be used to provide additional park facilities in the Project area. Therefore, the Proposed Project's impact upon parks and recreational facilities would be reduced to a less-than-significant level. Accordingly, the Proposed Project's impact upon parks and recreational facilities would be less than significant.

**b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**Less Than Significant Impact.** A significant impact may occur if a project includes or requires the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As noted above, there are 24 existing, new, or recently improved parks within the Project Area totaling more than 106 acres that are available to serve the future residents and retail visitors to the Project Site. The Proposed Project would also provide approximately 86,976 square feet of open space and recreational facilities on-site. As discussed in Section 14 (d) above, Citywide park standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Element of the City's General Plan also recognizes that the achievement of such goals is not the responsibility of individual development projects and that such goals will be met by "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities." The Proposed Project itself does not include the expansion of park facilities and does not require the construction or expansion of recreational facilities that might have an adverse impact on the environment. Therefore, a less than significant impact would occur.

## **CUMULATIVE IMPACTS**

**Less Than Significant Impact.** The Proposed Project in combination with the related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. A number of new parks and recently renovated park improvements have been made in the downtown area to accommodate cumulative demands created by increased residential development. Similar to the Proposed Project's requirement to pay fees to improve recreation and park facilities, the related projects that include residential units would be required to pay park mitigation fees or applicable Quimby fees to mitigate impacts upon park and recreational facilities and to provide additional funds to meet Citywide park goals. Additionally, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development. Because the Proposed Project would have a less than significant incremental contribution to the potential cumulative impact on recreational resources, the Proposed Project would have a less than significant cumulative impact on such resources.



**XVII. TRANSPORTATION AND TRAFFIC<sup>57</sup>**

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following section summarizes and incorporates by reference the information provided in the Transportation Impact Analysis prepared by Fehr & Peers, dated January 2018. The Traffic Study, the Traffic Memo, and related correspondence from the Los Angeles Department of Transportation (DOT) are provided as Appendix H to this SCEA.

**Project Design Features:**

- As an infill mixed-use development in an urban area, the Proposed Project is expected to have a higher percentage of internal and pass-by trips. Furthermore, because of its proximity to public transit, employment and entertainment destinations, a number of Project trips would be expected to be walk or transit trips rather than auto vehicle trips. Similarly, because the commercial components of the Proposed Project will be primarily locally serving to the Project and the surrounding area, some of the trips might be expected to be walk-ins either from the Project or the surrounding area.
- The Proposed Project would include 290 on-site bicycle parking spaces, which is pursuant to the standards and requirements of the City's Bicycle Ordinance (185480, effective May 9, 2018). The

<sup>57</sup> Until the City has adopted new Transportation thresholds (or July 1, 2020, whichever is sooner), this section will use the 2018 Appendix G questions for question a.

residential units would be provided 274 bicycle parking spaces, and the commercial/retail component would be provided 16 bicycle parking spaces. A bicycle maintenance area is provided.

**Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:**

**T-1: Compliance with LADOT Requirements**

The Applicant shall implement the project requirements detailed in DOT's communication to the Planning Department (DOT Case No. CEN 17-45630 dated July 12, 2017, attached) and as listed below:

Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

Transportation Demand Management (TDM) Program

A final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to the following strategies:

The TDM program should include, but not be limited to the following strategies:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Administrative support for the formation of carpools/vanpools;
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Establish bike and walk to work promotions;
- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- Coupled with the unbundled parking, provide on-site car share amenities for residents;
- Guaranteed ride home program;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;



- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- Contribute a one-time fixed fee contribution of **\$50,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.

#### Highway Dedication and Street Widening Requirements

The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

#### Parking Requirements

The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

#### Driveway Access and Circulation

The traffic study indicates that two proposed driveways will provide access to the building's underground parking, including shared access for residents and retail and restaurant customers. The conceptual site plan for the project illustrated in Attachment 3 is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case 2 - designed with a recommended width of 30 feet for two-way operations or 16 feet for one-way operations. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveways on any adjacent street. However, the truck loading dock off of the alley (Blackstone Court) is acceptable.

#### Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

### **T-2: Transportation Demand Management Plan and Monitoring Program**

The Applicant shall prepare and submit a preliminary Transportation Demand Management (TDM) Plan to the Department of Transportation prior to the issuance of the first building permit for the Project. A final TDM Plan shall be submitted and approved by the Department of Transportation prior to the issuance of the first certificate of occupancy for the Project. The TDM Plan shall include strategies, as determined to

be appropriate by the Department of Transportation, that would have a minimum fifteen (15) percent effectiveness in reducing new vehicle trips.<sup>58</sup> TDM program elements should include, but not be limited to, the strategies listed in Mitigation Measure T-1 and the following:

- Site Design – The site will be designed to encourage walking, biking, and transit. Amenities would include:
  - New sidewalks and street trees along the perimeter
  - Improved street and pedestrian lighting.
- Unbundled Parking – Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of the purchasing or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making.
- Bicycle Parking – As described in Chapter 7, the Project will provide both long term and short-term bicycle parking. In addition, the Project could provide complementary amenities such as a self-service bike repair area.

### **T-3: Construction Management Plan**

- The following will be implemented prior to construction:
  - As traffic lane, parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.
  - Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.
  - Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.

### **PROJECT SPECIFIC-IMPACTS**

- a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

**Less Than Significant Impact with Mitigation Incorporated.** The Transportation Study was prepared in accordance with the assumptions, methodologies, and procedures outlined in the City of Los Angeles Department of Transportation (“LADOT”) Transportation Impact Study Guidelines (December 2016). The analysis is also consistent with the guidelines in the Congestion Management Program (CMP) for Los

<sup>58</sup> *This assessment is based on a 15% reduction to the Proposed Project’s trip generation as identified in the Traffic Impact Report. Should something other than apartment or condominium residential units be provided (e.g., short-term rentals, suites, etc.), the TDM percent effectiveness shall be adjusted accordingly to the satisfaction of DOT.*



Angeles County. The Transportation Study analyzed the following: Existing (2017) traffic volumes, Existing (2017) Plus Project traffic volumes, Future (2022) Without Project traffic volumes, and Future (2022) Plus Project traffic volumes. The analyses of future (2022) conditions included cumulative traffic attributable to ambient growth and related projects within the Project study area.

### **Study Intersections**

Thirteen signalized intersections were selected for analysis in consultation with LADOT. The following 13 signalized intersections, illustrated in Figure VI-3, were identified in conjunction with LADOT to be analyzed as part of the scope of work for the Proposed Project:

- |   |  |
|---|--|
| 1. Grand Avenue & Olympic Boulevard       | 8. Hill Street & 11 <sup>th</sup> Street |
| 2. Olive Street & 9 <sup>th</sup> Street  | 9. Hill Street & 12 <sup>th</sup> Street |
| 3. Olive Street & Olympic Boulevard       | 10. Broadway & 9 <sup>th</sup> Street    |
| 4. Olive Street & 11 <sup>th</sup> Street | 11. Broadway & Olympic Boulevard         |
| 5. Hill Street & 8 <sup>th</sup> Street   | 12. Broadway & 11 <sup>th</sup> Street   |
| 6. Hill Street & 9 <sup>th</sup> Street   | 13. Main Street & Olympic Boulevard      |
| 7. Hill Street & Olympic Boulevard        |  |

### **Existing Conditions (2017)**

#### ***Study Area***

The Project Site is located within the Central City Community Plan area of the City of Los Angeles. The study area selected for analysis extends to include South Grand Avenue to the west, South Main Street to the east, West 8<sup>th</sup> Street to the north, and West 12<sup>th</sup> Street to the south. All of the streets in the study area are under the jurisdiction of the City of Los Angeles.

#### ***Existing Street System***

Major arterials serving the study area include Olympic Boulevard in the east/west direction. Interstate 10 lies approximately 0.7 miles south of the Project Site, State Route 110 lies approximately 0.7 miles to the west of the Project Site, and US-101 lies approximately 1.5 miles northeast of the Project Site. Each of these interstates provides regional access to and from the study area.

The characteristics of the major roadways serving the study area are described in more detail in page 7 of the Transportation Study. The street descriptions include the designation of the roadway under the Mobility Plan 2035, An Element of the General Plan adopted by the Los Angeles City Council in January 2016.

#### ***Existing Public Transit Service***

The Project Site is served by a high level of public transit. Figure 3A in the Transportation Study shows the various Metro bus routes, rapid bus routes, and Metro Rail lines providing service in the study area. Figure 3B shows the bus routes operated by other operators in the study area. The Project Site is located approximately one half-mile northeast of the Metro Pico Station and approximately 0.7 miles southeast of the 7<sup>th</sup> Street/Metro Center Station. Thirty-seven local, limited, express, rapid, and shuttle bus routes run

within a ¼-mile of the Project Site, including: Metro local, Metro Rapid, Foothill Transit rapid, DASH, LADOT Commuter Express, and Big Blue Bus rapid routes.

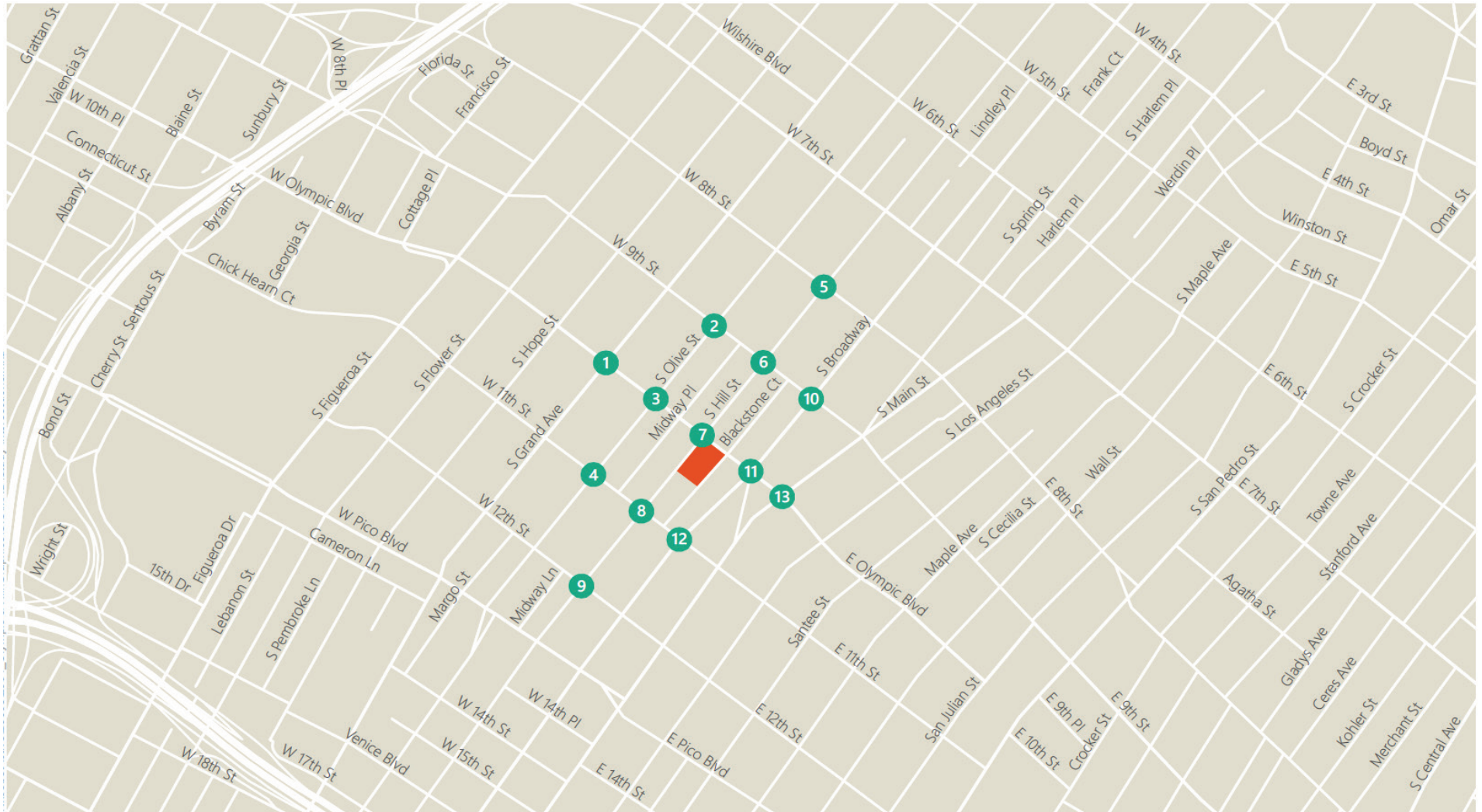
### ***Existing Bicycle and Pedestrian Facilities***

Grand Avenue, Olive Street, and Main Street each have bicycle lanes. West 11<sup>th</sup> Street, east of Broadway, also has a bicycle lane. Approximately ½ mile north of the Project Site, West 7<sup>th</sup> Street includes a bicycle lane. Figueroa Street has peak hour bus lanes with bicycles permitted south of 7<sup>th</sup> Street and a bicycle lane north of Wilshire Boulevard. Figure 4 of the Transportation Study shows citywide existing and planned designated bicycle facilities in the Project area.

The Mobility Plan 2035 identifies corridors proposed to receive improved bicycle, pedestrian and vehicle infrastructure improvements. Tier 1 Protected Bicycle Lanes are bicycle facilities that are separated from vehicular traffic. Tier 2 and Tier 3 Bicycle Lanes are facilities on roadways with striped separation. Tier 2 Bicycle Lanes are those more likely to be built by 2035. The Mobility Plan 2035 identifies Hill Street and Hope Street as part of the Neighborhood Enhanced Network. Figueroa Street, Hope Street, Grand Avenue, Olive Street, and Main Street are part of the Tier 1 Bike Lane Network.

The Neighborhood Enhanced Network is the network of locally-serving streets planned to contain traffic calming measures that close the gaps between streets with bicycle facilities. Several streets in the study area are included within the planned Neighborhood Enhanced Network, including Hope Street, Hill Street, and 11<sup>th</sup> Street. The study area generally has a mature network of pedestrian facilities including sidewalks, crosswalks and pedestrian safety features. Approximately 8- to 18-foot sidewalks are provided throughout the study area.





Source: Fehr & Peers, January 2018.

### ***Existing Traffic Volumes***

Weekday AM and PM peak hour turning movement counts for seven of the 13 study intersections were provided by LADOT and were collected on Thursday, May 7, 2015. An annual growth rate of 1% per year was applied to these volumes to estimate 2017 volumes. New weekday AM and PM peak hour turning movement counts were collected at the remaining six study intersections on Thursday, March 23, 2017. The existing weekday morning and afternoon peak hour volumes at the study intersections and count sheets for the intersection are provided in Figure VI-4 and Figure VI-5.

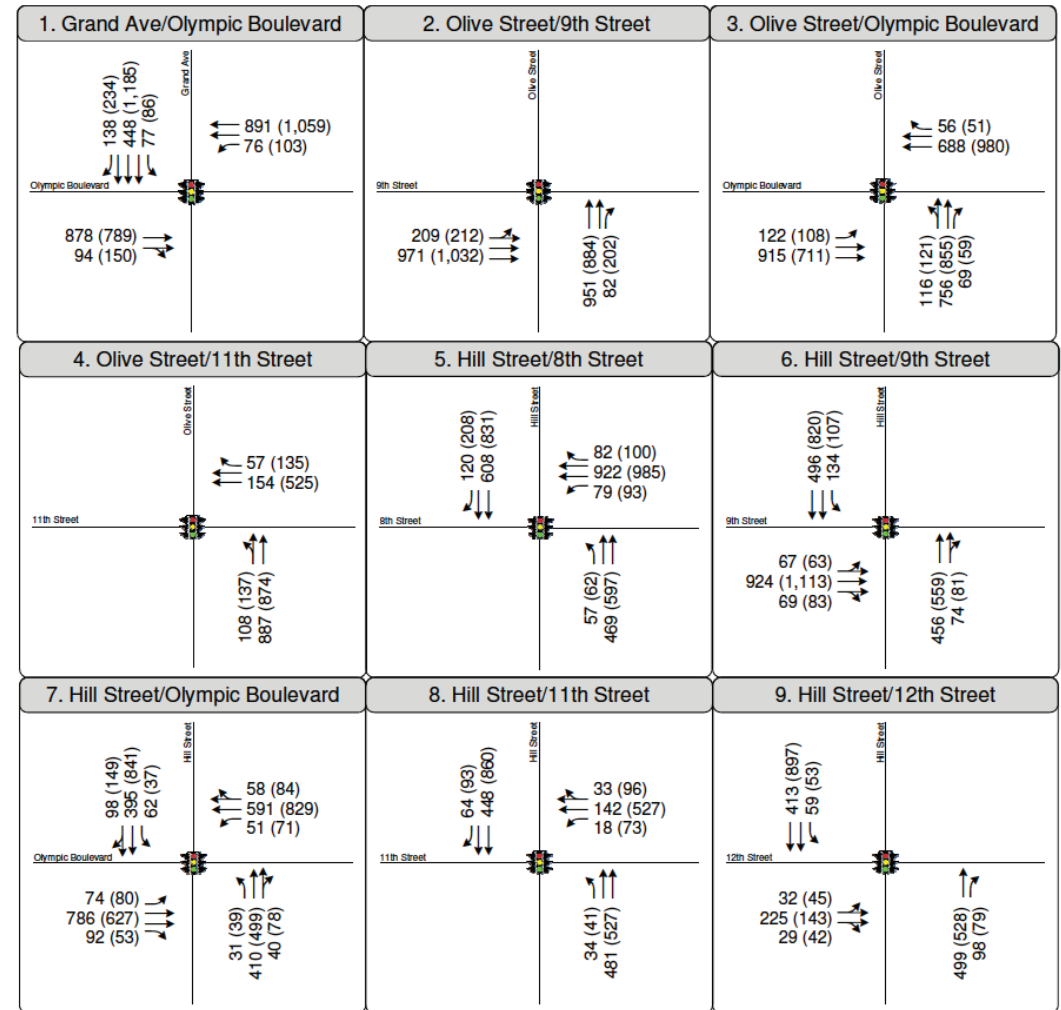
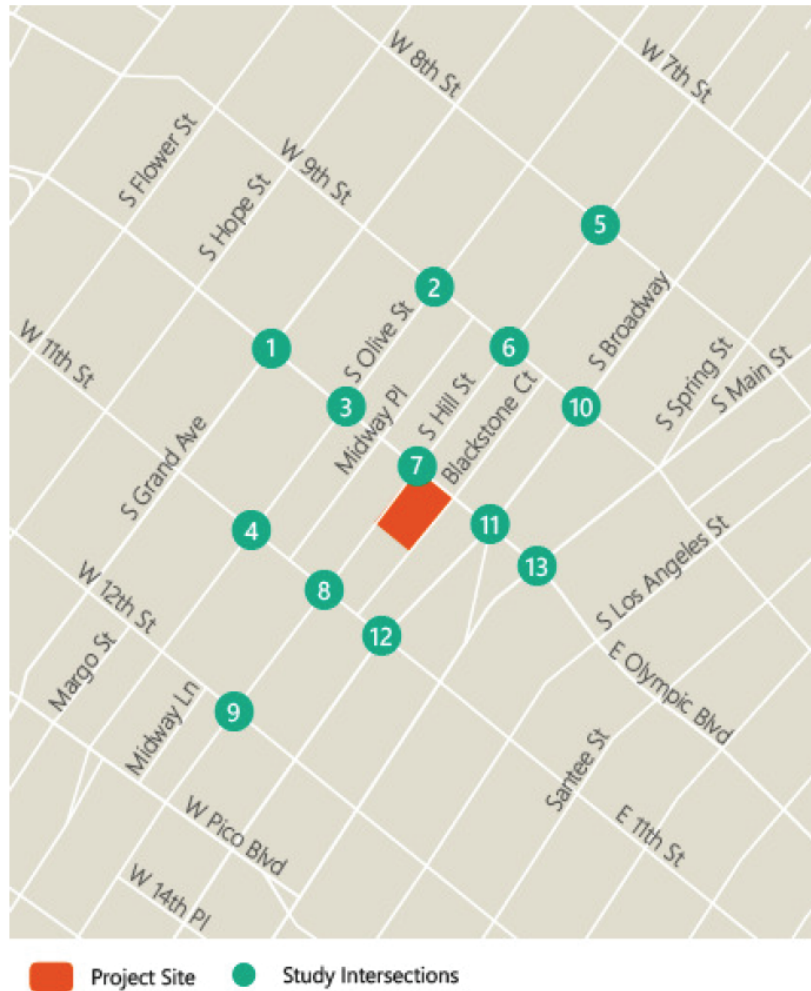
### ***Existing Level of Service***

Existing year traffic volumes were analyzed using the intersection capacity analysis methodology described above to determine the existing operating conditions at the study intersections. Table VI-33 summarizes the results of the analysis of the existing weekday morning and afternoon peak hour V/C ratio and corresponding LOS at each of the analyzed intersections. As indicated, all of the 13 intersections analyzed for impacts operate at LOS B or better during both peak periods.

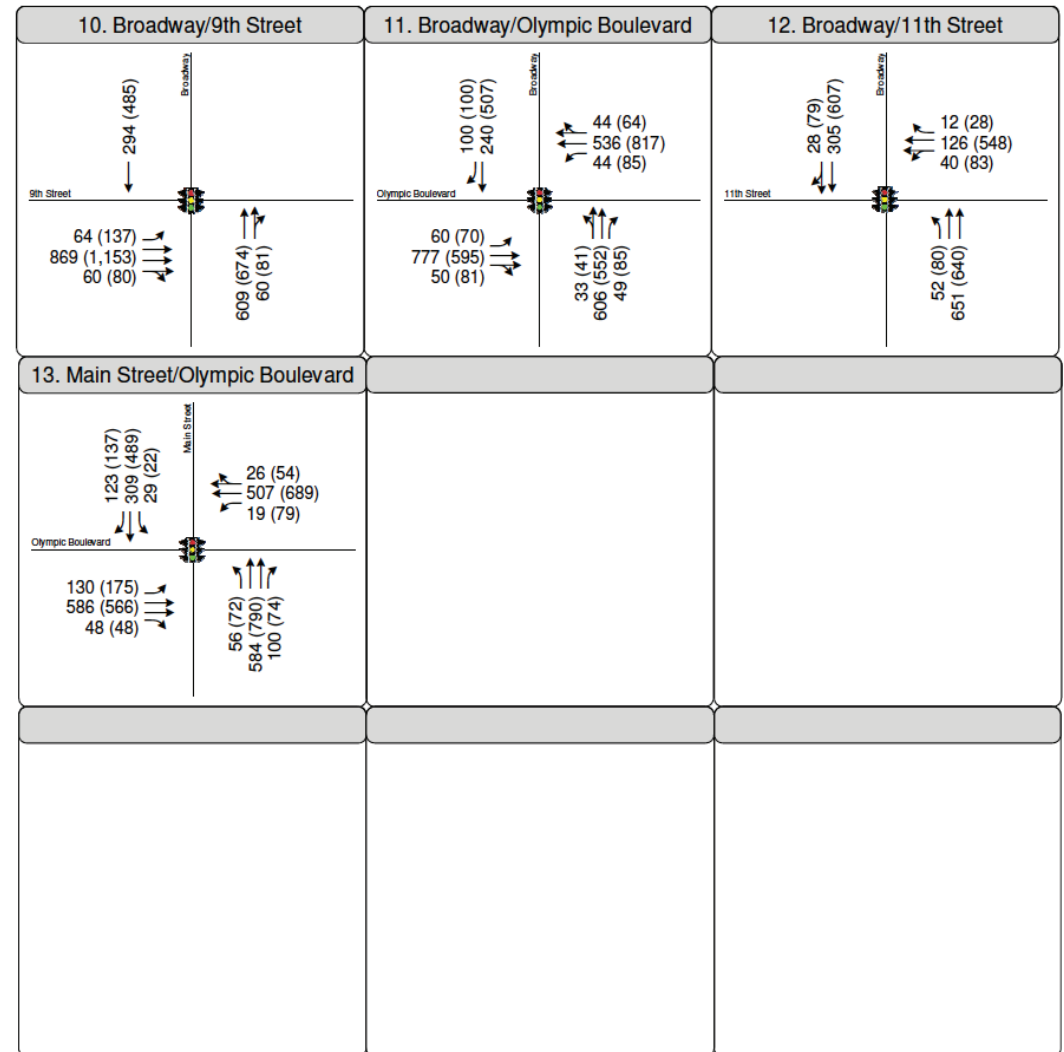
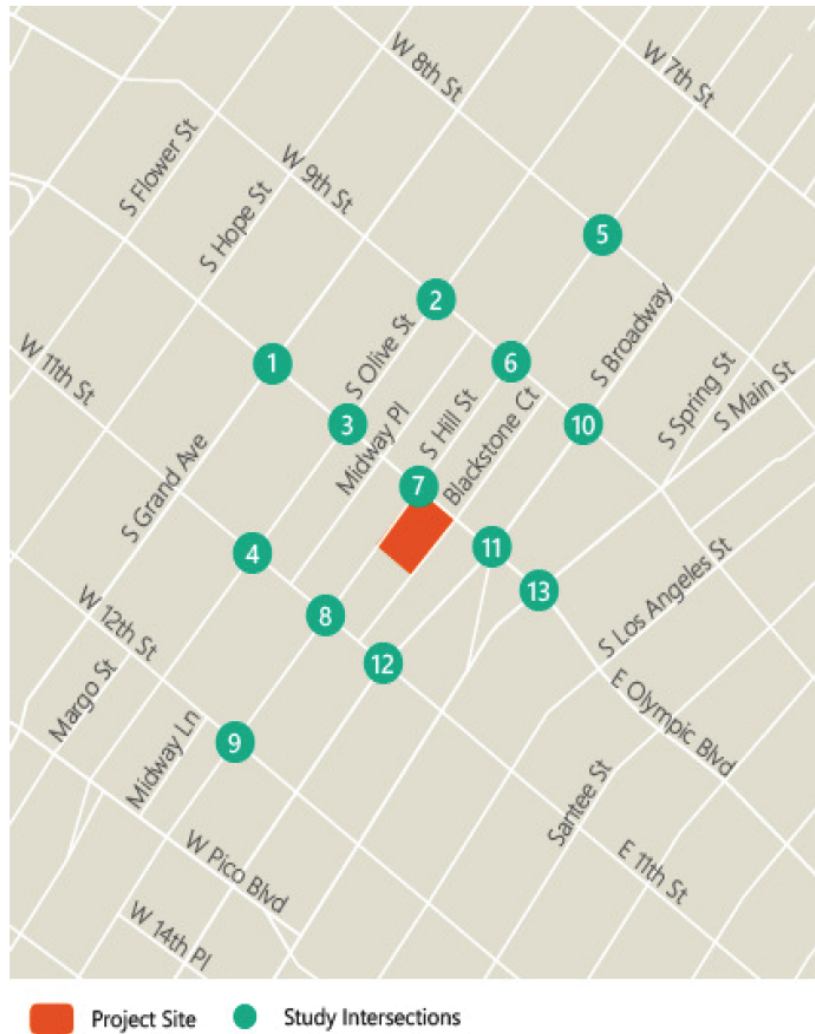
**Table VI-33**  
**Existing Condition – Intersection Levels of Service**

<b>No.</b>	<b>Intersection</b>	<b>Peak Hour</b>	<b>V/C Ratio</b>	<b>LOS</b>
1.	Grand Avenue & Olympic Boulevard	AM PM	0.374 0.545	A A
2.	Olive Street & 9 <sup>th</sup> Street	AM PM	0.479 0.471	A A
3.	Olive Street & Olympic Boulevard	AM PM	0.501 0.624	A B
4.	Olive Street & 11 <sup>th</sup> Street	AM PM	0.283 0.413	A A
5.	Hill Street & 8 <sup>th</sup> Street	AM PM	0.448 0.547	A A
6.	Hill Street & 9 <sup>th</sup> Street	AM PM	0.401 0.465	A A
7.	Hill Street & Olympic Boulevard	AM PM	0.387 0.614	A B
8.	Hill Street & 11 <sup>th</sup> Street	AM PM	0.131 0.422	A A
9.	Hill Street & 12 <sup>th</sup> Street	AM PM	0.367 0.364	A A
10.	Broadway & 9 <sup>th</sup> Street	AM PM	0.330 0.497	A A
11.	Broadway & Olympic Boulevard	AM PM	0.429 0.606	A B
12.	Broadway & 11 <sup>th</sup> Street	AM PM	0.173 0.393	A A
10.	Main Street & Olympic Boulevard	AM PM	0.408 0.639	A B
<i>Source: Fehr &amp; Peers, January 2018.</i>				





Source: Fehr & Peers, January 2018.



Source: Fehr & Peers, January 2018.



## **Project Impacts**

### ***Project Trip Generation***

As discussed above, the Proposed Project consists of 700 apartment units, 7,000 square feet of retail space, and 8,000 square feet of quality restaurant space. Trip generation rates from Trip Generation, 9<sup>th</sup> Edition (Institute of Transportation Engineers [ITE], 2012) were used to estimate the number of trips associated with the Proposed Project and are presented in Table VI-34, below.

The City of Los Angeles' Transportation Impact Study Guidelines state that developments within a ¼-mile walking distance of a transit station, or of a Rapid Bus stop, may qualify for up to a 15% transit credit. There are six rapid bus lines accessible within a ¼-mile walking distance of the Project Site. The Rapid Bus line 794 has a bus stop located on Hill Street, immediately north of Olympic Boulevard. Accordingly, a transit credit of 15% was applied to the Project's retail and quality restaurant uses. The daily transit credit is assumed to be 75% of the average of AM and PM peak hour credit.

Per LADOT's Transportation Impact Study Guidelines, Attachment 1 Policy on Pass-By Trips, a 50% pass-by credit was applied to the Proposed Project's retail use, and a 10% pass-by credit was applied to the quality restaurant use. Pass-by credits account for the patrons making an intermediate stop on the way from an origin to a primary trip destination without a route diversion. These trips would be attracted from traffic passing the Project Site on Hill Street, Olympic Boulevard, and other nearby streets.

Internal trip credits can be defined as a reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the Project Site. These are trips usually made via walking within the Project Site. The percentages are informed by the Trip Generation for Mixed-Use Development calculation methodology described in Chapter 6 of the ITE Trip Generation Handbook, 3<sup>rd</sup> Edition (2014). Internalization percentages were derived from Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments. The internal trip credits are based on the NCHRP analysis.

As shown in Table VI-34, the Proposed Project is projected to generate an estimated net increase of 3,392 daily trips, including 242 trips (49 inbound/193 outbound) during the AM peak hour and 285 trips (181 inbound/104 outbound) during the PM peak hour.

**Table VI-34**  
**Vehicle Trip Generation Estimate**

<b>Trip Generation Rates</b>								
<b>Land Use (Land Use Code)</b>	<b>Size</b>	<b>Daily</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>Rate</b>	<b>In%</b>	<b>Out%</b>	<b>Rate</b>	<b>In%</b>	<b>Out%</b>
High-Rise Residential (222, 232) <sup>e</sup> <i>Internal Capture</i> <sup>b</sup>	700 du	4.20 3%	0.34	19% 2%	81% 1%	0.38	62% 5%	38% 9%
Retail (820) <i>Less: Internal Capture</i> <sup>b</sup> <i>Less: Transit Credit</i> <sup>c</sup> <i>Less: Pass-by</i> <sup>d</sup>	7 ksf	42.70 39% 5% 50%	0.96	62% 14% 15% 50%	38% 40% 15% 50%	3.71	48% 60% 15% 50%	52% 54% 15% 50%
Quality Restaurant (931) <i>Less: Internal Capture</i> <sup>b</sup> <i>Less: Transit Credit</i> <sup>c</sup> <i>Less: Pass-by</i> <sup>d</sup>	8 ksf	89.95 24% 8% 10%	0.81	82% 33% 15% 10%	18% 0% 15% 10%	7.49	67% 25% 15% 10%	33% 47% 15% 10%
<b>Estimated Trip Generation</b>								
<b>Land Use</b>	<b>Size</b>	<b>Daily</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
High-Rise Residential <sup>e</sup> <i>Internal Capture</i> <sup>b</sup> <b>Net External Vehicle Trips</b>	700 du	2,940 (88) <b>2,852</b>	45 (1) <b>44</b>	193 (2) <b>191</b>	238 (3) <b>235</b>	165 (9) <b>156</b>	101 (9) <b>92</b>	266 (18) <b>248</b>
Retail <i>Less: Internal Capture</i> <sup>b</sup> <i>Less: Transit Credit</i> <sup>c</sup> <b>Total Driveway Trips</b> <i>Less: Pass-by</i> <sup>d</sup> <b>Net External Vehicle Trips</b>	7 ksf	299 (117) (9) 173 (86) <b>87</b>	4 (1) 0 3 (1) <b>2</b>	3 (1) 0 2 (1) <b>1</b>	7 (2) 0 5 (2) <b>3</b>	12 (7) (1) 4 (2) <b>2</b>	14 (8) (1) 5 (2) <b>3</b>	26 (15) (2) 9 (4) <b>5</b>
Quality Restaurant <i>Less: Internal Capture</i> <sup>b</sup> <i>Less: Transit Credit</i> <sup>c</sup> <b>Total Driveway Trips</b> <i>Less: Pass-by</i> <sup>d</sup> <b>Net External Vehicle Trips</b>	8 ksf	720 (173) (44) 503 (50) <b>453</b>	5 (2) 0 3 0 <b>3</b>	1 0 0 1 0 <b>1</b>	6 (2) 0 4 0 <b>4</b>	40 (10) (5) 25 (2) <b>23</b>	20 (9) (2) 9 0 <b>9</b>	60 (19) (7) 34 (2) <b>32</b>
<b>Total Project Driveway Trips</b>		<b>3,528</b>	<b>50</b>	<b>194</b>	<b>244</b>	<b>185</b>	<b>106</b>	<b>291</b>
<b>NET External Vehicle Trips</b>		<b>3,392</b>	<b>49</b>	<b>193</b>	<b>242</b>	<b>181</b>	<b>104</b>	<b>285</b>

**Notes:**

du = dwelling unit; ksf = thousands of square feet of gross floor area

<sup>a</sup> Source: Trip Generation, 9<sup>th</sup> Edition, Institute of Transportation Engineers, 2012.

<sup>b</sup> Internal capture represents the percentage of trips between land uses that occur within the site. This percentage is informed by the Trip Generation for Mixed-Use Development calculation methodology described in Chapter 6 of the ITE Trip Generation Handbook, 3<sup>rd</sup> Edition, 2014. Internalization percentages are derived from NCHRP Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, Transportation Research Board, 2011. See Attachment B of Transportation Study for detailed calculation tables. The daily credit is assumed to be 75% of peak hour credits taken.

<sup>c</sup> The transit credit is based on LADOT's Traffic Study Policies and Procedures, December 2016. The guidelines state that up to 15% transit credit may be taken for projects within 1/4 mile walking distance of a transit station or of a RapidBus stop. The nearest RapidBus service is provided by Route 728 on Olympic Boulevard and Hill Street and Route 794 on Hill Street, adjacent to the Project Site. The daily credit is assumed to be 75% of peak hour credits taken.

<sup>d</sup> The pass-by credit is based on Attachment I of LADOT's Traffic Study Policies and Procedures, December 2016.

<sup>e</sup> For flexibility, the trip generation analysis uses the most conservative (highest) rates for high-rise apartments versus high-rise condominiums: ITE code 222 (high-rise apartment) for daily trips and ITE code 232 (high-rise condominium) for peak hour trips. Since the high-rise residences in the ITE database are generally in urban areas with transit service, no additional transit credit was taken to provide a conservative estimate.

Source: Fehr & Peers, Olympic & Hill Project Transportation Impact Analysis, January 2018.



### ***Project Traffic Distribution***

The geographic distribution of trips generated by the Proposed Project is dependent on characteristics of the street system serving the Project Site; the level of accessibility of routes to and from the proposed project site; locations of employment and commercial centers to which residents of the Project would be drawn; and residential areas from which the commercial visitors would be drawn. A select zone analysis was conducted for the proposed uses using the City of Los Angeles' Travel Demand Model to inform the general distribution pattern for the Transportation Study. The distribution of Proposed Project trips is illustrated in Figure VI-6.

### ***Project Traffic Assignment***

The traffic to be generated by the Proposed Project was assigned to the street network using the distribution pattern described in Figure VI-6. Figure VI-7 and III-8 provides the assignment of the Proposed Project generated peak hour traffic volumes at the analyzed intersections during the AM and PM peak hours. The assignment of traffic volumes took into consideration the locations of the proposed Project driveways on Hill Street and Olympic Boulevard.

### ***Project Driveways***

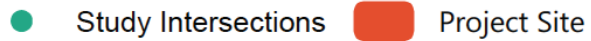
As discussed, both driveways will allow full access to the building's underground parking, including shared access for residents and retail and restaurant customers.

### **Criteria For Determination of Significant Traffic Impact**

The City of Los Angeles has established threshold criteria to determine significant traffic impact of a proposed project in its jurisdiction. Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of Project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. The following summarizes the impact criteria:

**Table VI-35**  
**Definition of Significant Impact at Intersection**

<b>Level of Service</b>	<b>Final V/C Ratio</b>	<b>Project-Related Increase in V/C</b>
C	0.701–0.800	Equal to or greater than 0.04
D	0.801–0.900	Equal to or greater than 0.02
E, F	> 0.900	Equal to or greater than 0.01
<i>Source: City of Los Angeles.</i>		



Source: Fehr & Peers, January 2018.



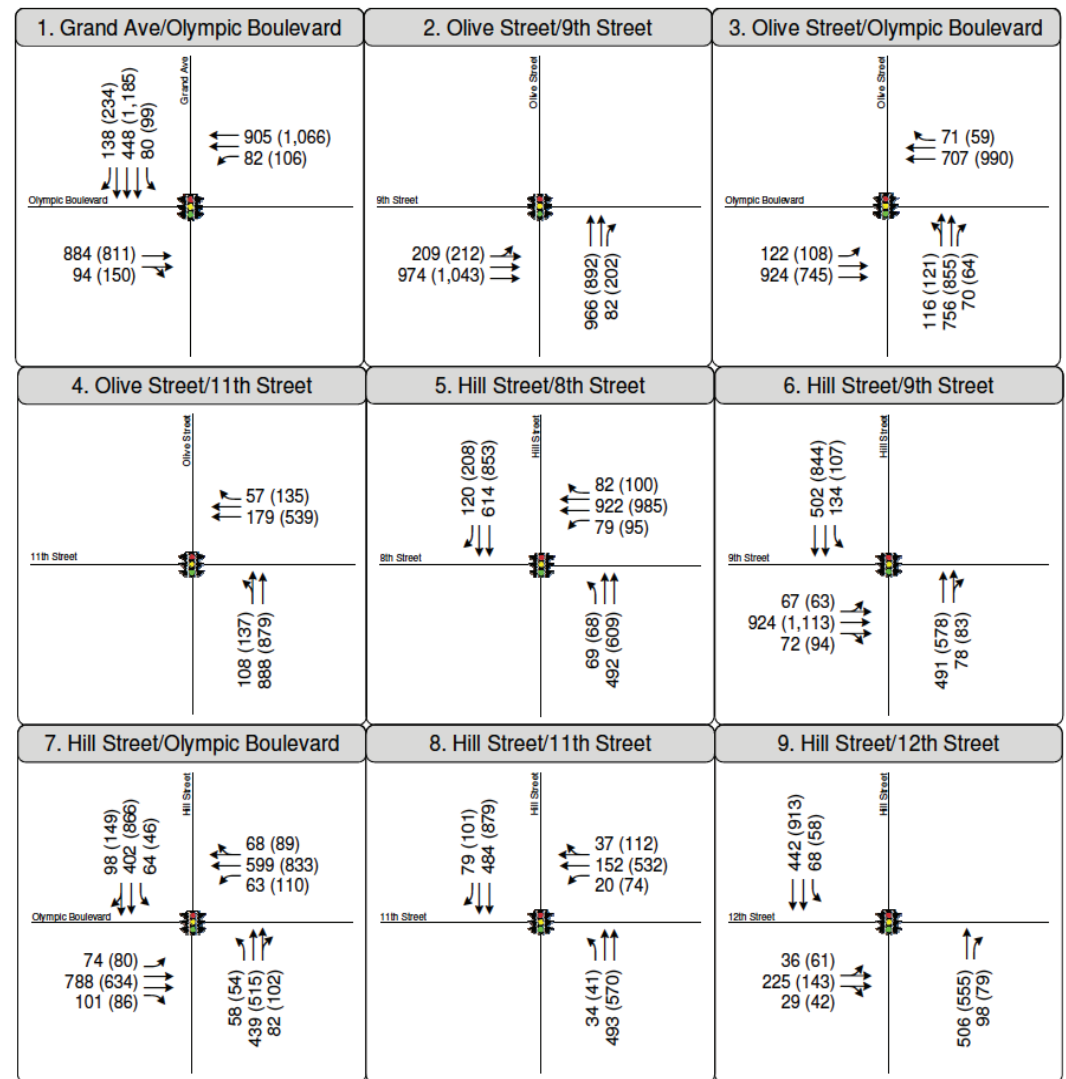
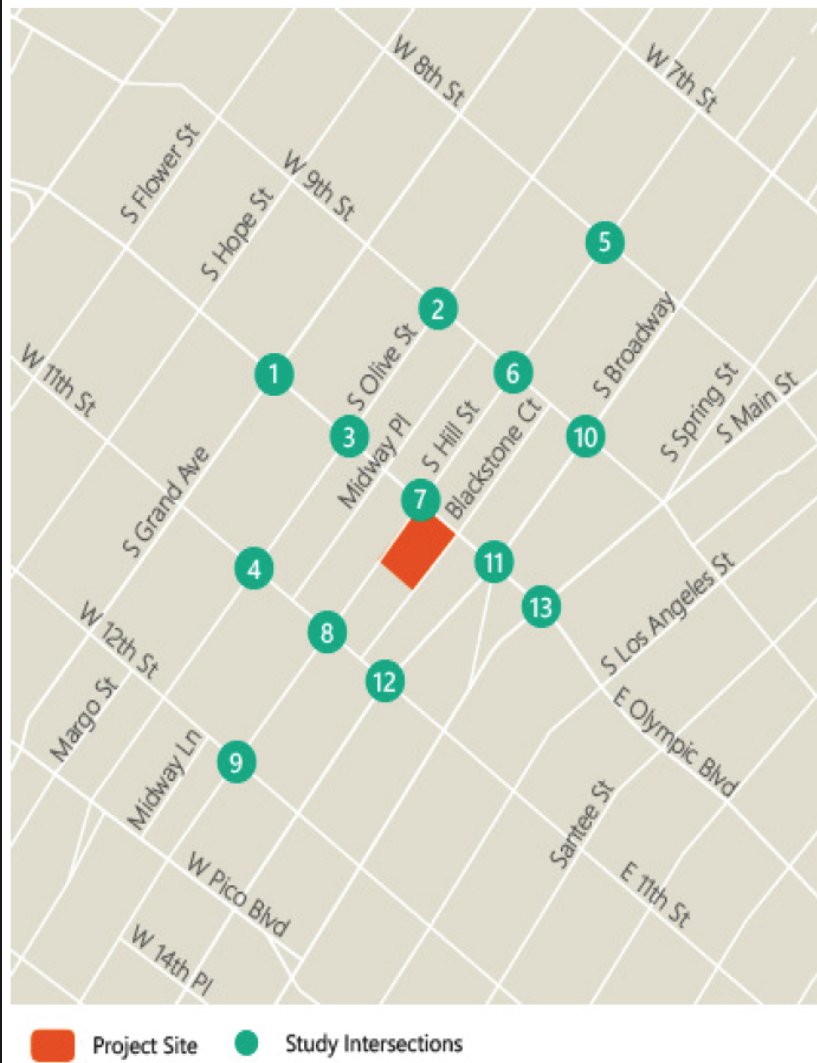
### Existing Plus Project Traffic Level of Service

The Proposed Project traffic estimated and assigned to the study intersections was added to the existing traffic volumes to estimate Existing plus Project traffic volumes. Turning movement traffic volumes for the Existing plus Project scenario are provided in Figure VI-7 and Figure VI-8.

The Existing plus Project traffic volumes were analyzed to determine the Projected V/C ratios and LOS for each of the analyzed intersections under this scenario. Table VI-36 summarizes the Existing plus Project LOS. As indicated in Table VI-36, all 13 signalized intersections are projected to operate at LOS B or better during both peak hours. As shown in Table VI-36, after applying the aforementioned City of Los Angeles significant impact criteria, it is determined that the proposed Project would not result in significant impacts under Existing plus Project conditions at any of the study intersections.

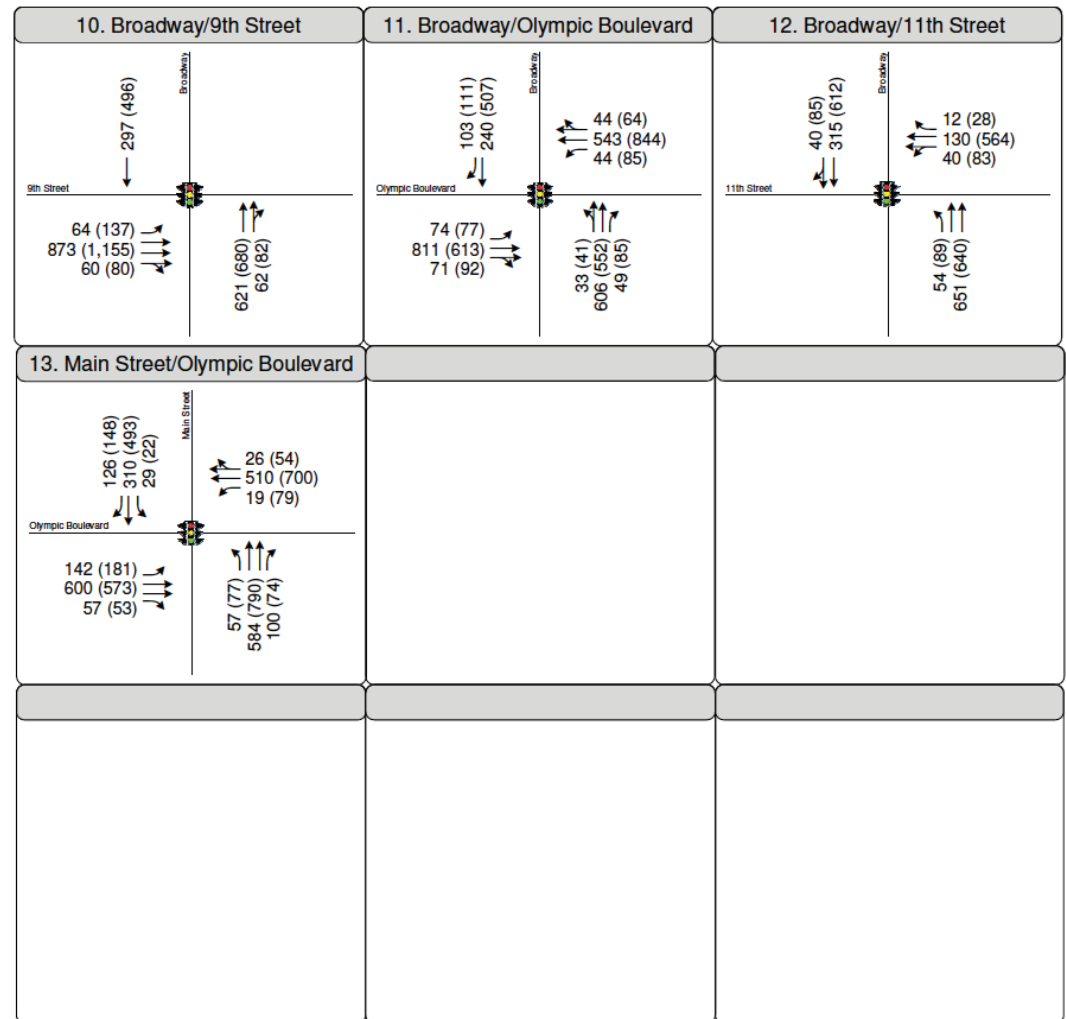
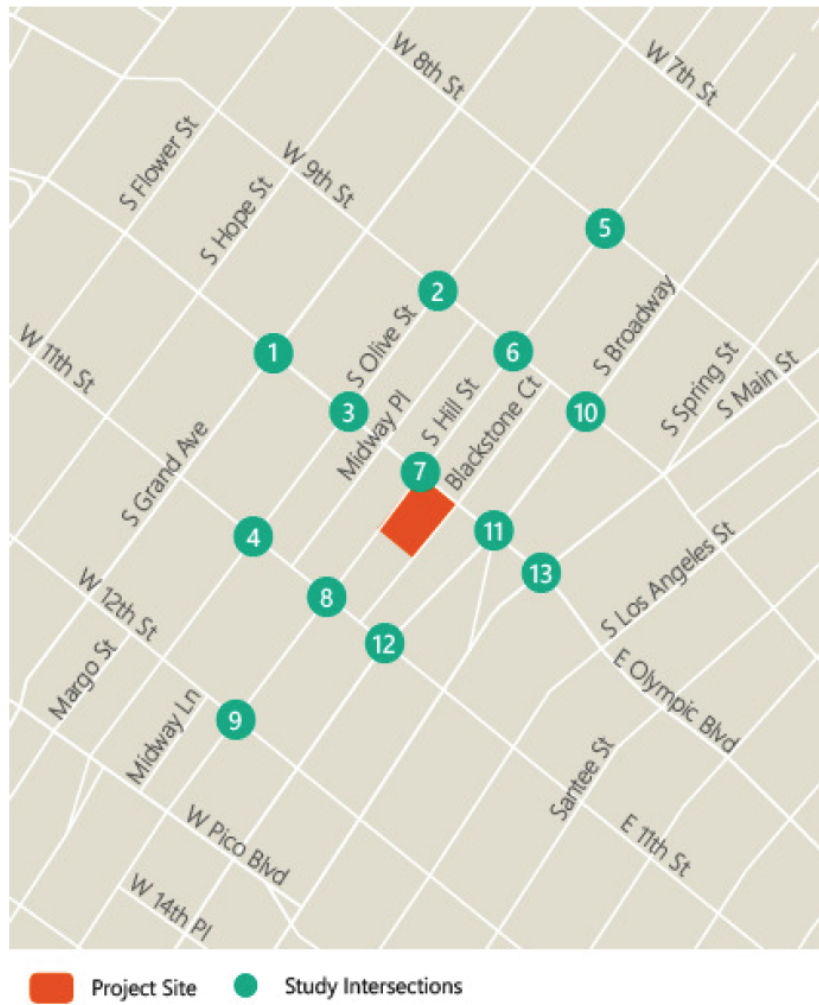
**Table VI-36**  
**Existing Plus Project Intersection Levels of Service and Impact Analysis**

No.	Intersection	Peak Hour	Existing		Existing Plus Project		V/C Increase	Significant Impact?
			V/C	LOS	V/C	LOS		
1.	Grand Avenue & Olympic Boulevard	AM	0.374	A	0.380	A	0.006	No
		PM	0.545	A	0.555	A	0.010	No
2.	Olive Street & 9 <sup>th</sup> Street	AM	0.479	A	0.485	A	0.006	No
		PM	0.471	A	0.476	A	0.005	No
3.	Olive Street & Olympic Boulevard	AM	0.501	A	0.508	A	0.007	No
		PM	0.624	B	0.627	B	0.003	No
4.	Olive Street & 11 <sup>th</sup> Street	AM	0.283	A	0.292	A	0.009	No
		PM	0.413	A	0.419	A	0.006	No
5.	Hill Street & 8 <sup>th</sup> Street	AM	0.448	A	0.458	A	0.010	No
		PM	0.547	A	0.559	A	0.012	No
6.	Hill Street & 9 <sup>th</sup> Street	AM	0.401	A	0.415	A	0.014	No
		PM	0.465	A	0.474	A	0.009	No
7.	Hill Street & Olympic Boulevard	AM	0.387	A	0.421	A	0.034	No
		PM	0.614	B	0.635	B	0.021	No
8.	Hill Street and 11 <sup>th</sup> Street	AM	0.131	A	0.147	A	0.016	No
		PM	0.422	A	0.435	A	0.013	No
9.	Hill Street & 12 <sup>th</sup> Street	AM	0.367	A	0.379	A	0.012	No
		PM	0.364	A	0.391	A	0.027	No
10.	Broadway & 9 <sup>th</sup> Street	AM	0.330	A	0.335	A	0.005	No
		PM	0.497	A	0.505	A	0.008	No
11.	Broadway & Olympic Boulevard	AM	0.429	A	0.447	A	0.018	No
		PM	0.606	B	0.619	B	0.013	No
12.	Broadway & 11 <sup>th</sup> Street	AM	0.173	A	0.174	A	0.001	No
		PM	0.393	A	0.408	A	0.015	No
13.	Main Street & Olympic Boulevard	AM	0.408	A	0.418	A	0.010	No
		PM	0.639	B	0.652	B	0.013	No
Source: Fehr & Peers, January 2018.								



Source: Fehr & Peers, January 2018.





Source: Fehr & Peers, January 2018.

## **Future Conditions (Year 2022)**

To evaluate the potential impacts of the Proposed Project on future (Year 2022) conditions, it was necessary to develop estimates of future traffic conditions in the area both without and with Project traffic. First, estimates of traffic growth were developed for the study area to forecast future conditions without the Proposed Project. These forecasts included traffic increases as a result of both regional ambient traffic growth and traffic generated by specific developments in the vicinity of the Project (related projects).

These projected traffic volumes, identified herein as the Future Base conditions, represent the future conditions without the Proposed Project. The traffic generated by the Proposed Project was then estimated and assigned to the surrounding street system. Project traffic was added to the Future Base conditions to form Future (year 2022) plus Project traffic conditions, which were analyzed to determine the incremental traffic impacts attributable to the Project itself.

The assumptions and analysis methodology used to develop each of the future year scenarios discussed above are described in more detail in the following sections.

### ***Background or Ambient Growth***

Based on historic trends and at the direction of LADOT, it was established that an ambient growth factor of 1% per year should be applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development by year 2022. This adjustment was applied to the existing (year 2017) traffic volume data to reflect the effect of ambient growth by the year 2022.

### ***Related Project Traffic Generation and Assignment***

Future Base traffic forecasts include the effects of known specific projects, called related projects, expected to be implemented in the vicinity of the proposed project site prior to the buildout date of the Proposed Project. The list of related projects was prepared based on data from LADOT. A total of 111 cumulative projects were identified in the study area; these projects are listed in Table II-6 and illustrated in Figure II-16 of the Project Description section.

### ***Trip Generation / Distribution***

Trip generation estimates for the related projects were calculated using a combination of previous study findings, publicly available environmental documentation, and trip generation rates contained in Trip Generation, 9th Edition. Table 6 in the Transportation Study presents the resulting trip generation estimates for these related projects. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the possible use of non-motorized travel modes (transit, walking, etc.). Traffic mitigation measures associated with the related projects are also not in every case accounted for in the analysis.

The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which employees and potential patrons of proposed commercial developments may be



drawn, the locations of employment and commercial centers to which residents of residential projects may be drawn, and the location of the projects in relation to the surrounding street system. Additionally, if the traffic study or environmental document for a related project was available, the trip distribution from that study was used.

### **Future Year (2022) Base Traffic Volumes**

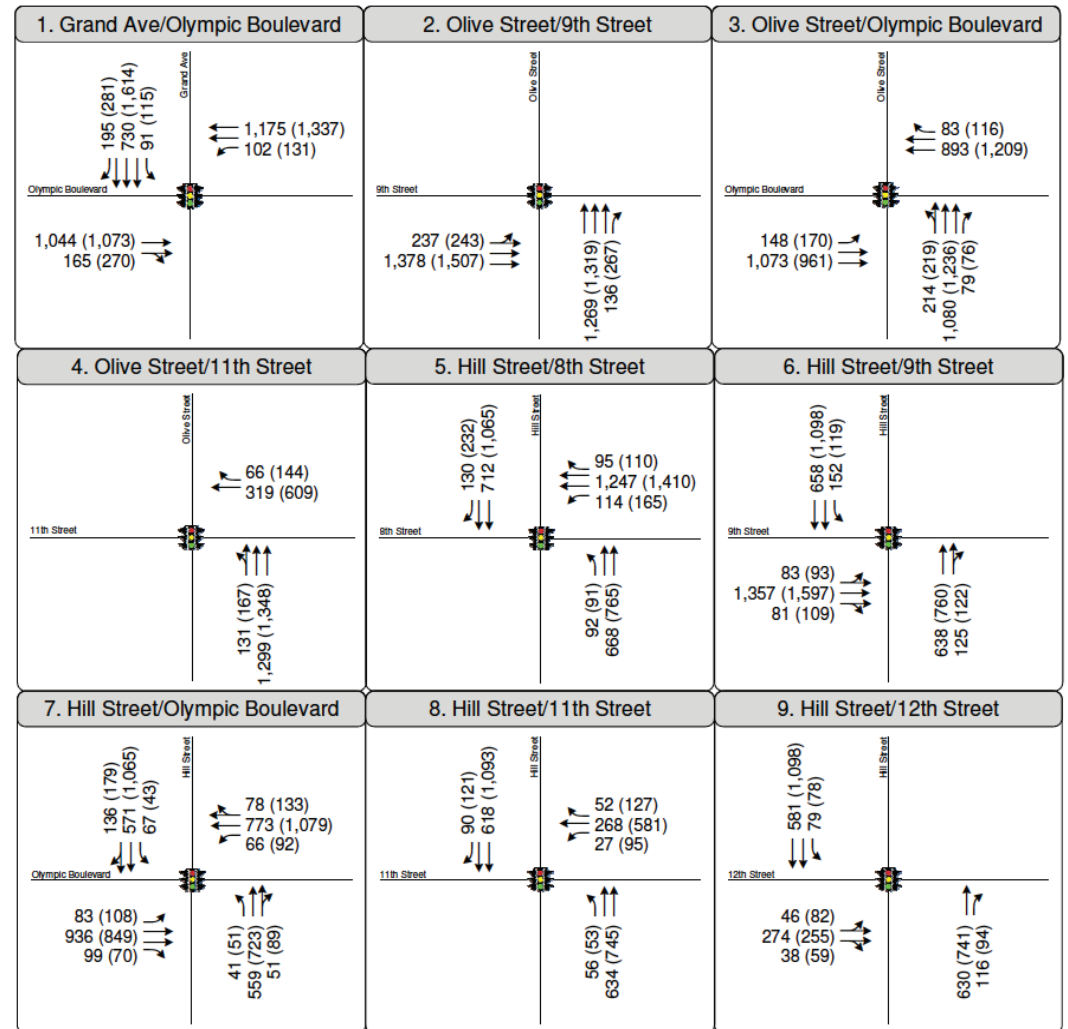
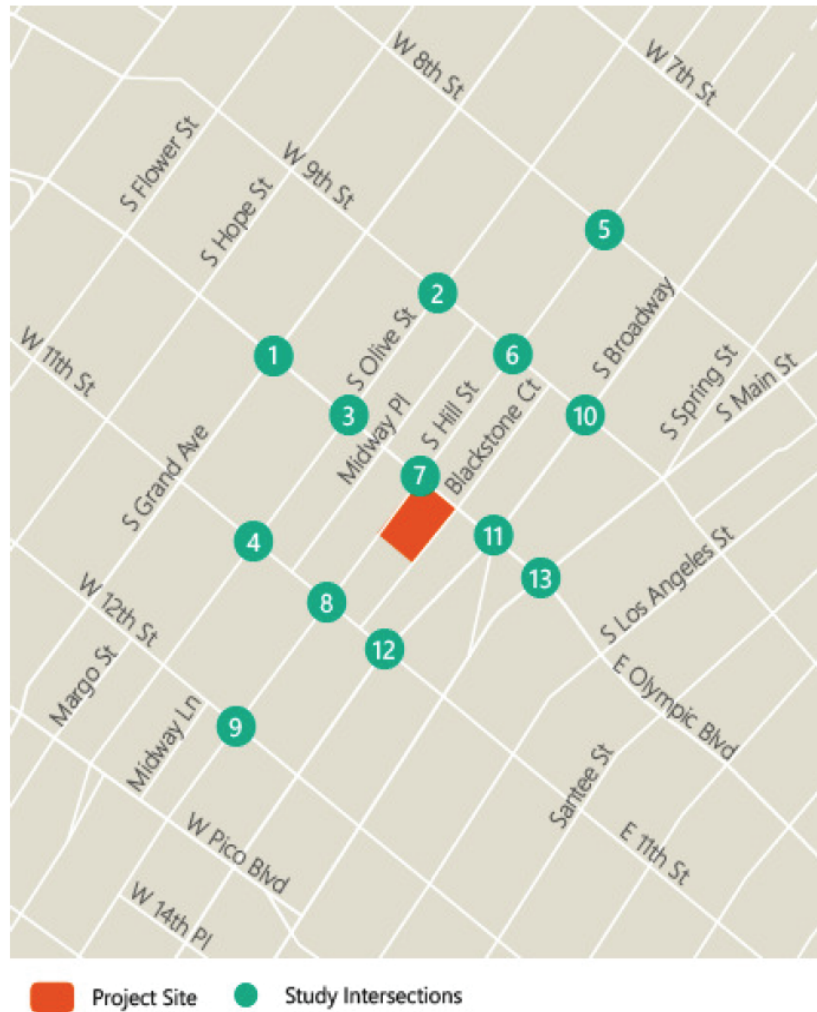
Future year 2022 base weekday AM and PM peak hour traffic volumes and lane geometries for the analyzed intersections are provided in Figure VI-9 and Figure VI-10, below. The Future Base traffic conditions represent an estimate of future conditions without the proposed Project inclusive of the ambient background growth and related projects traffic.

### ***Future Base Traffic Conditions***

The year 2022 Future Base peak hour traffic volumes were analyzed to determine the projected V/C ratio and LOS for each of the analyzed intersections. Table VI-37 summarizes the future LOS. All of the 13 signalized intersections analyzed for impacts are projected to operate at LOS D or better during the morning and afternoon peak hours under Future Base conditions. None of the study intersections are projected to operate at LOS E or worse during either of the peak hours under Future Base conditions.

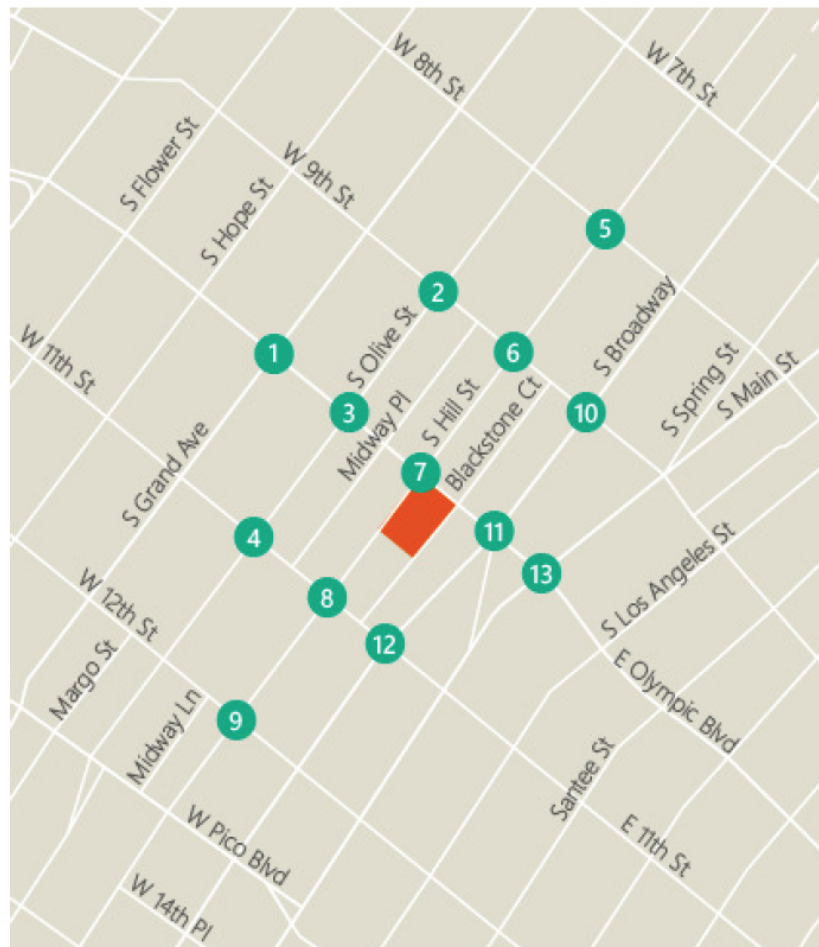
### ***Future Plus Project Traffic Conditions***

The resulting Future (year 2022) plus Project peak hour traffic volumes, provided in Figure VI-11 and Figure VI-12, were analyzed to determine the projected future operating conditions with the addition of the Proposed Project traffic. The results of the Future (year 2022) plus Project analysis are also presented in Table VI-37. All of the 13 signalized intersections analyzed for impacts are projected to operate at LOS D or better during the morning and afternoon peak hours under Future (year 2022) plus Project conditions during afternoon peak hour.



Source: Fehr & Peers, January 2018.





Project Site Study Intersections

10. Broadway/9th Street	11. Broadway/Olympic Boulevard	12. Broadway/11th Street
<p>382 (656)</p> <p>107 (188) 1,312 (1,630) 68 (93)</p> <p>753 (822) 69 (92)</p>	<p>110 (126) 325 (669)</p> <p>53 (76) 711 (1,098) 53 (102)</p> <p>79 (82) 940 (803) 59 (88)</p> <p>39 (61) 749 (726) 61 (106)</p>	<p>30 (87) 404 (785)</p> <p>19 (30) 230 (578) 51 (104)</p> <p>100 (148) 790 (829)</p>
13. Main Street/Olympic Boulevard		
<p>149 (154) 392 (660) 40 (44)</p> <p>35 (75) 646 (919) 21 (90)</p> <p>147 (218) 724 (720) 65 (85)</p> <p>82 (95) 733 (922) 113 (85)</p>		

Source: Fehr & Peers, January 2018.

***Future Year (2022) Plus Project Intersection Impacts***

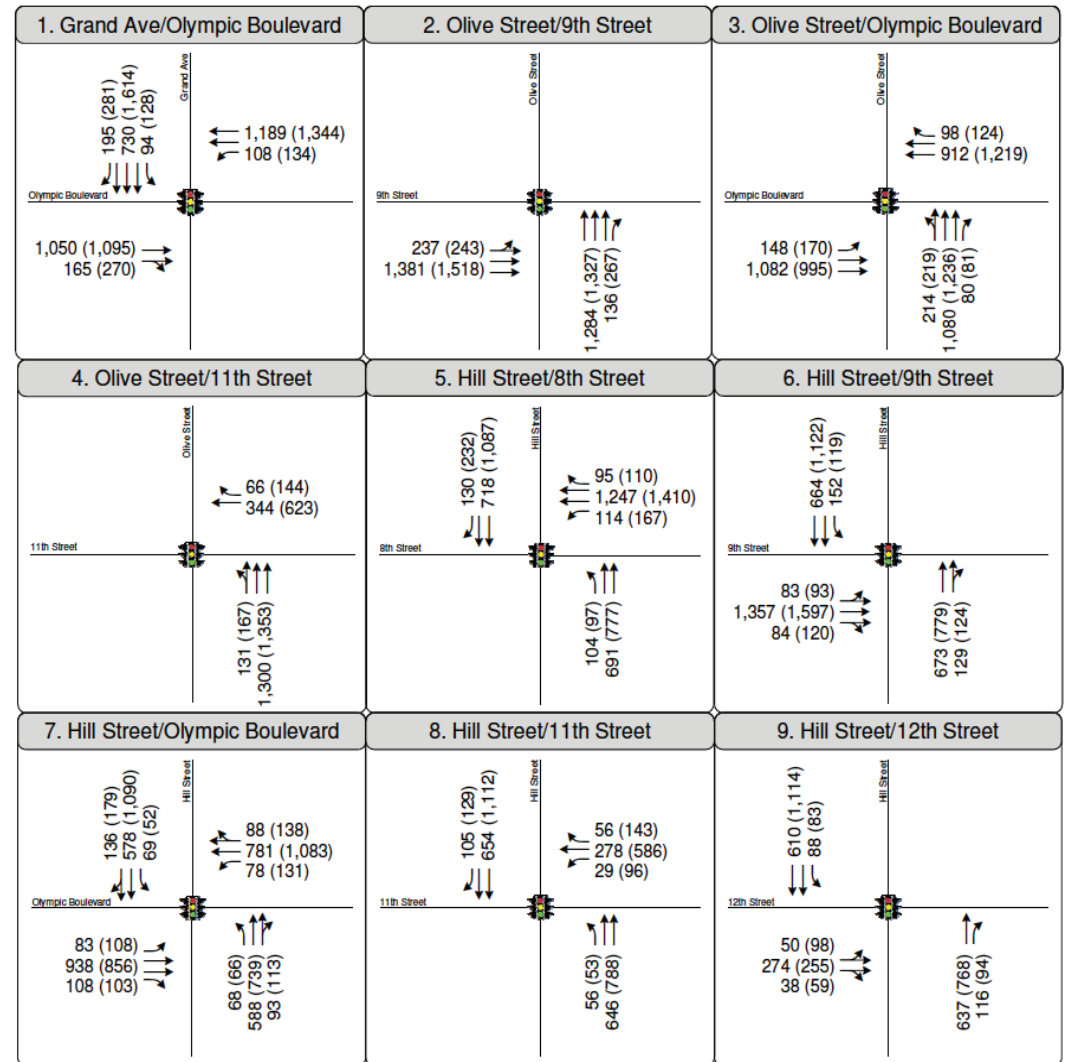
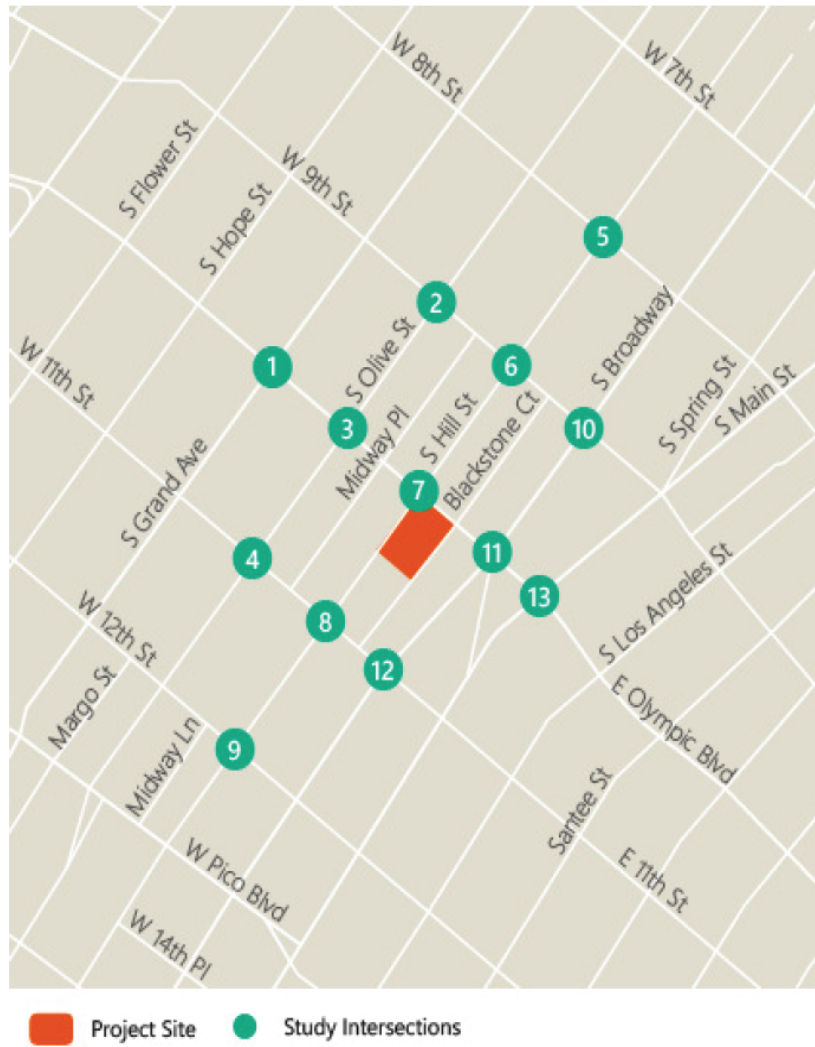
As shown in Table VI-37, using the criteria for determination of significant impacts, it is determined that the Proposed Project would result in a significant impact at Olympic Boulevard & Hill Street (intersection #7) under Future (year 2022) plus Project conditions during the PM peak hour.

**Table VI-37  
Future (2022) Plus Project Intersection Levels of Service and Impact Analysis**

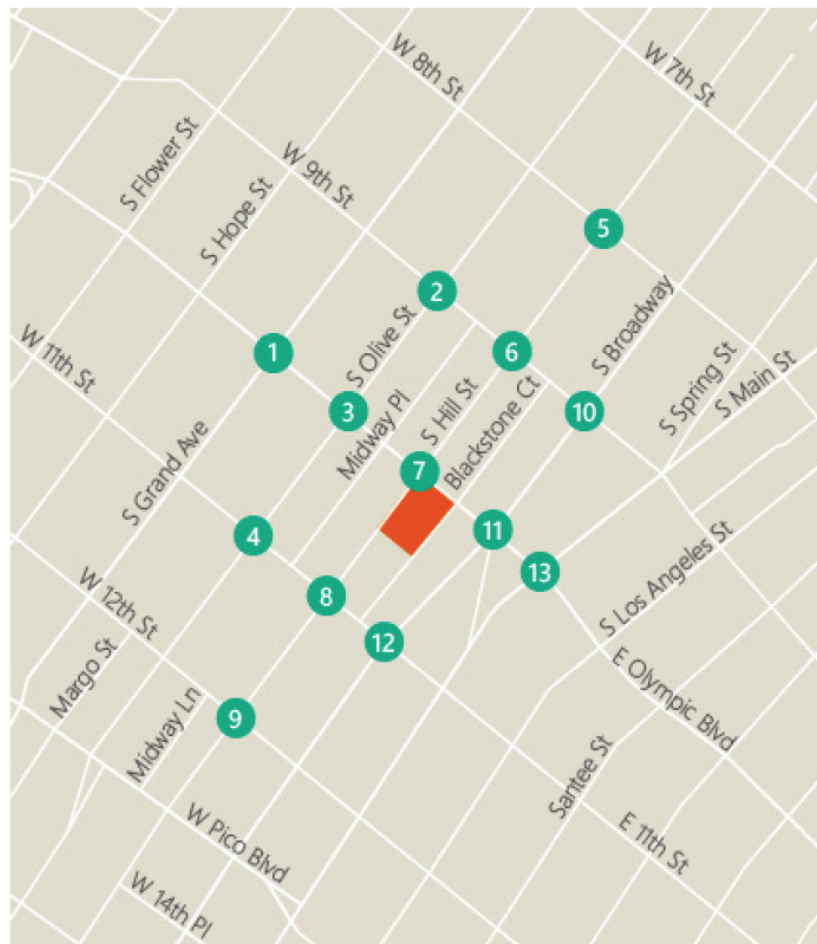
No.	Intersection	Peak Hour	Future (2022)		Future (2022) Plus Project		V/C Increase	Significant Impact?
			V/C	LOS	V/C	LOS		
1.	Grand Avenue & Olympic Boulevard	AM	0.533	A	0.539	A	0.006	No
		PM	0.794	C	0.803	D	0.009	No
2.	Olive Street & 9 <sup>th</sup> Street	AM	0.541	A	0.545	A	0.004	No
		PM	0.582	A	0.586	A	0.004	No
3.	Olive Street & Olympic Boulevard	AM	0.584	A	0.590	A	0.006	No
		PM	0.740	C	0.743	C	0.003	No
4.	Olive Street & 11 <sup>th</sup> Street	AM	0.431	A	0.447	A	0.016	No
		PM	0.643	B	0.653	B	0.010	No
5.	Hill Street & 8 <sup>th</sup> Street	AM	0.615	B	0.625	B	0.010	No
		PM	0.786	C	0.797	C	0.011	No
6.	Hill Street & 9 <sup>th</sup> Street	AM	0.594	A	0.607	B	0.013	No
		PM	0.673	B	0.683	B	0.010	No
7.	Hill Street & Olympic Boulevard	AM	0.519	A	0.548	A	0.029	No
		PM	0.825	D	0.847	D	0.022	Yes
8.	Hill Street and 11 <sup>th</sup> Street	AM	0.322	A	0.341	A	0.019	No
		PM	0.687	B	0.697	B	0.010	No
9.	Hill Street & 12 <sup>th</sup> Street	AM	0.492	A	0.504	A	0.012	No
		PM	0.578	A	0.605	B	0.027	No
10.	Broadway & 9 <sup>th</sup> Street	AM	0.481	A	0.486	A	0.005	No
		PM	0.721	C	0.729	C	0.008	No
11.	Broadway & Olympic Boulevard	AM	0.545	A	0.563	A	0.018	No
		PM	0.833	D	0.847	D	0.014	No
12.	Broadway & 11 <sup>th</sup> Street	AM	0.317	A	0.319	A	0.002	No
		PM	0.675	B	0.695	B	0.020	No
13.	Main Street & Olympic Boulevard	AM	0.541	A	0.551	A	0.010	No
		PM	0.880	D	0.894	D	0.014	No

*Source: Fehr & Peers, January 2018.*





Source: Fehr & Peers, January 2018.



■ Project Site
 ● Study Intersections

10. Broadway/9th Street	11. Broadway/Olympic Boulevard	12. Broadway/11th Street
<p>           Broadway            9th Street            385 (669)            107 (188)            1,316 (1,632)            68 (93)            765 (828)            71 (93)         </p>	<p>           Broadway            Olympic Boulevard            113 (137)            325 (669)            53 (76)            718 (1,125)            53 (102)            93 (89)            974 (821)            80 (99)            39 (61)            749 (726)            61 (106)         </p>	<p>           Broadway            11th Street            42 (93)            414 (790)            19 (30)            234 (594)            51 (104)            102 (157)            790 (829)         </p>
13. Main Street/Olympic Boulevard		
<p>           Main Street            Olympic Boulevard            152 (165)            393 (664)            40 (44)            35 (75)            649 (930)            21 (90)            159 (224)            738 (727)            74 (90)            83 (100)            733 (922)            113 (85)         </p>		

Source: Fehr & Peers, January 2018.



**Table VI-38  
Mitigated Vehicle Trip Generation Estimate**

<b>Trip Generation Rates</b>								
<b>Land Use (Land Use Code)</b>	<b>Size</b>	<b>Daily</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>Rate</b>	<b>In%</b>	<b>Out%</b>	<b>Rate</b>	<b>In%</b>	<b>Out%</b>
High-Rise Residential (222, 232) <i>Internal Capture</i> <i>Less: TDM Credit</i>	700 du	4.20 3% 15%	0.34  15%	19% 2%  	81% 1%  	0.38  15%	62% 5%  	38% 9%  
Retail (820) <i>Less: Internal Capture</i> <i>Less: Transit Credit</i> <i>Less: Pass-by</i>	7 ksf	42.70 39% 5% 50%	0.96  15% 50%	62% 14%  	38% 40%  	3.71  15% 50%	48% 60%  	52% 54%  
Quality Restaurant (931) <i>Less: Internal Capture</i> <i>Less: Transit Credit</i> <i>Less: Pass-by</i>	8 ksf	89.95 24% 8% 10%	0.81  15% 10%	82% 33%  	18% 0%  	7.49  15% 10%	67% 25%  	33% 47%  
<b>Estimated Trip Generation</b>								
<b>Land Use</b>	<b>Size</b>	<b>Daily</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
High-Rise Residential <i>Internal Capture</i> <i>Less: TDM Credit</i> <b><i>Net External Vehicle Trips</i></b>	700 du	2,940 (88) (427) <b>2,425</b>	45 (1) (6) <b>38</b>	193 (2) (28) <b>163</b>	238 (3) (34) <b>201</b>	165 (9) (23) <b>133</b>	101 (9) (13) <b>79</b>	266 (18) (36) <b>212</b>
Retail <i>Less: Internal Capture</i> <i>Less: Transit Credit</i> <b><i>Total Driveway Trips</i></b> <i>Less: Pass-by</i> <b><i>Net External Vehicle Trips</i></b>	7 ksf	299 (117) (9) 173 (86) <b>87</b>	4 (1) 0 3 (1) <b>2</b>	3 (1) 0 2 (1) <b>1</b>	7 (2) 0 5 (2) <b>3</b>	12 (7) (1) 4 (2) <b>2</b>	14 (8) (1) 5 (2) <b>3</b>	26 (15) (2) 9 (4) <b>5</b>
Quality Restaurant <i>Less: Internal Capture</i> <i>Less: Transit Credit</i> <b><i>Total Driveway Trips</i></b> <i>Less: Pass-by</i> <b><i>Net External Vehicle Trips</i></b>	8 ksf	720 (173) (44) 503 (50) <b>453</b>	5 (2) 0 3 0 <b>3</b>	1 0 0 1 0 <b>1</b>	6 (2) 0 4 0 <b>4</b>	40 (10) (5) 25 (2) <b>23</b>	20 (9) (2) 9 0 <b>9</b>	60 (19) (7) 34 (2) <b>32</b>
<b>Total Project Driveway Trips</b>		<b>3,101</b>	<b>44</b>	<b>166</b>	<b>210</b>	<b>162</b>	<b>93</b>	<b>255</b>
<b>NET External Vehicle Trips</b>		<b>2,965</b>	<b>43</b>	<b>165</b>	<b>208</b>	<b>158</b>	<b>91</b>	<b>249</b>
<i>Notes:</i> <i>du = dwelling unit; ksf = thousands of square feet of gross floor area</i> <i>Source: Fehr &amp; Peers, Olympic &amp; Hill Project Transportation Impact Analysis, January 2018.</i>								

**Table VI-39**  
**Future (2022) Plus Project with Mitigation Intersection Levels of Service**  
**and Impact Analysis**

No.	Intersection	Peak Hour	Future (2022) Plus Project		V/C Increase	Significant Impact?	Future + Project w/ Mitigation		V/C Increase	Significant Impact?
			V/C	LOS			V/C	LOS		
7.	Hill Street & Olympic Boulevard	AM	0.548	A	0.029	No	0.545	A	0.026	No
		PM	0.847	D	0.022	Yes	0.844	D	0.019	No
Source: Fehr & Peers, January 2018.										

The TDM+ tool developed by Fehr & Peers was used to quantify the potential trip reduction for the Project due to implementation of these TDM measures. The TDM+ tool is based on research conducted by Fehr & Peers under contract to the California Air Pollution Control Officers Association (CAPCOA) and elsewhere. It considers a variety of TDM strategies and the setting in which they may apply, estimates effectiveness for each, and applies caps when appropriate (for example, simply aggregating the effectiveness of individual TDM measures can sometimes yield a result that is overblown since more than one measure may be targeting the same trip). With the TDM+ tool, it was estimated that a net overall reduction in trips of approximately 15% could be achieved. The results of the TDM+ tool analysis are presented in Appendix F of the Transportation Study.

Upon discussion with LADOT, a 15% TDM credit was applied to the residential trip generation estimates for the Proposed Project. The mitigated trip generation estimate for the Proposed Project are presented in Table VI-38. Table VI-39 shows LOS and significant impact analysis results after implementation of the TDM program under Existing and Future plus Project conditions. After applying the aforementioned mitigation, the significant impact at the intersection of Olympic Boulevard & Hill Street would be reduced to a less than significant level. Refer to Mitigation Measure T-1 and T-2, above.

A Monitoring Program shall be prepared to provide continued monitoring of the TDM Plan's effectiveness. The Monitoring Program shall be prepared by a licensed Transportation Engineer and be submitted to the Department of Transportation for review. The Monitoring Program shall continue until such time that the Project has shown, for three consecutive years, at a minimum of 85 percent occupancy, a minimum fifteen (15) percent effectiveness in reducing new vehicle trips through implementation of the TDM Plan. Should the review show that the trip reductions have not been met, the Project shall have one year to attain compliance or be subject to a penalty program.

## **Construction Traffic**

### ***Temporary Traffic Impacts***

Full-time closure of the sidewalk and one parking lane on a portion of Hill Street, on the east side along the project frontage, is anticipated for the duration of the project. Additionally, one vehicular travel lane along the project frontage would be closed for a portion of the construction phase. Pedestrian and vehicular access to nearby businesses will remain open during the construction period. Hill Street is classified as an Avenue II.



Full-time closure of the sidewalk on Olympic Boulevard, on the south side along the project frontage, is anticipated for the duration of the project. Additionally, one vehicular travel lane along the project frontage would be closed for a portion of the construction phase. Olympic Boulevard is classified as an Avenue I. In addition, there are no emergency services in the immediate vicinity of the affected streets. Since the closures during construction would be for the parking lane and one travel lane each on Hill Street and Olympic Boulevard, the temporary construction impacts on the roadway network would be considered less than significant.

The intersection of Hill Street & Olympic Boulevard operates at LOS A in the AM peak hour and LOS B in the PM peak hour under existing conditions and would to operate at LOS A during the AM peak hour and at LOS D during the PM peak hour under cumulative conditions. The intersection of Hill Street & 11<sup>th</sup> Street operates at LOS A during both peak hours under existing conditions and would operate at LOS A during the AM peak hour and LOS B during the PM peak hour under cumulative conditions. The intersection of Broadway & Olympic Boulevard operates at LOS A during the AM peak hour and LOS B during the PM peak hour under existing conditions and would operate at LOS A during the AM peak hour and LOS D during the PM peak hour, under cumulative conditions. Worksite traffic control plans would be prepared for any temporary vehicle lane, parking lane, or sidewalk closures in accordance with applicable City and MUTCD guidelines.

### ***Temporary Loss of Access***

Pedestrian and vehicular access to properties located near the Project Site would be open and unobstructed for the duration of construction. Since the Project construction would not block any vehicle or pedestrian access to other parcels fronting the construction area, impacts would be less than significant.

### ***Temporary Loss of Bus Stops or Rerouting of Bus Lines***

A bus stop is located on Hill Street along the Project frontage that currently serves nine different local, limited, rapid, and shuttle bus services. This stop would need to be relocated during construction of the Proposed Project. Since many of the bus routes turn from Hill Street onto Olympic Boulevard or 11<sup>th</sup> Street, the bus stop might be relocated further south on the same block, just north of 11<sup>th</sup> Street, in order to minimize disruption and obviate rerouting. Doing so would require temporarily closing five additional on-street parking spaces on Hill Street, the significance of which is discussed below. There are no bus stops near the Project Site on Olympic Boulevard. With relocation of the bus stop on the same block, the construction impacts on transit operations would be less than significant.

### ***Temporary Loss of On-Street Parking***

Construction would require temporary parking restrictions along the project frontage of Hill Street to accommodate the construction area footprint. A total of four metered spaces would require temporary parking restrictions during this time, but could extend for the entire duration of construction. Additionally, in order to accommodate relocation of the bus stop from the project frontage to just north of 11<sup>th</sup> Street, five metered spaces would require parking restrictions during project construction. Per the provisions in the California Public Resources Code Section 21099, which implements SB 743, 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 such, temporary parking impacts would be less than significant.

### ***Construction Period Trip Generation***

Based on the aforementioned information, a construction period trip generation analysis was conducted for each phase of construction to estimate daily, morning and evening peak hour passenger car equivalent (PCE) trips. Construction workers often travel to and from a worksite outside of the typical peak commute hours. For the purpose of the analysis, it was assumed that up to 40% of the construction workers would arrive during the peak morning commute hour and 40% would depart during the peak evening commute hour. Haul and delivery/equipment trucks were assumed to occur evenly throughout the 9-hour construction day. A PCE factor of 2.5 was used for vendor, haul, and delivery trucks.

On a peak construction activity day, a total of up to 940 daily PCE trips are estimated to occur, of which 166 PCE trips would occur during each of the morning and evening peak hours. As such, the peak construction activity would generate fewer daily and peak hour trips than are projected for the Project once it is completed and occupied.

Although significant construction impacts are not anticipated, the influx of this material and equipment could create less than significant impacts on the adjacent roadway network based on the following considerations:

1. There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks would be needed for the parking garage and the buildings.
2. Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.
3. Delivery vehicles may need to park temporarily on adjacent roadways as they deliver their items. Based on experience, it is not uncommon for these types of deliveries to result in temporary lane closures.

Impacts related to construction traffic were found to be less than significant. In addition, the peak construction activity would generate fewer daily and peak hour trips than are projected for the Proposed Project once it is completed and occupied. While mitigation measures are not required to mitigate any significant impacts during construction, the Applicant has proposed to implement a construction management control plan as project design feature (see Mitigation Measure T-3, above). No further mitigation measures would be required.

- b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Less Than Significant Impact.** A significant impact would occur if the project conflicts with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads



or highways. The Transportation Impact Analysis presented in Appendix H to this SCEA included a regional transportation system impact analysis in accordance with the procedures outlined in Congestion Management Program for Los Angeles County (CMP) (Metro, 2010). The CMP requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities.

In addition, *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* sets forth criteria for when a freeway impact analysis should be conducted. In December 2015, the City of Los Angeles and Caltrans District 7 signed an extension of the agreement and adjusted the ramp capacity to 850 vehicles per hour per lane for the freeway ramp screening analysis. LADOT determined as part of the traffic study memorandum of understanding for the project (see Appendix A) that the project would not meet these criteria for requiring a freeway impact analysis.

The CMP guidelines require that the first issue to be addressed is the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM peak hours.

#### Significant Traffic Impact Criteria

The CMP traffic impact analysis guidelines establish that a significant project impact occurs when a certain threshold is exceeded. If the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ), causing LOS F ( $V/C > 1.00$ ), a significant impact would occur. If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ).

#### Arterial Monitoring Analysis

None of the study area intersections are CMP arterial monitoring locations. The CMP arterial monitoring station closest to the proposed project site is located at Wilshire Boulevard & Alvarado Street located approximately 1.5 miles northwest of the project site. Based on the project trip distribution and trip generation, the Project is not expected to add 50 peak hour vehicle trips through the CMP arterial monitoring station. Project trips are anticipated to disperse among the transportation network due to the extended distance between the project site and the monitoring station. The proposed project is not expected to add enough new traffic to exceed the arterial analysis criteria of 50 vehicle trips at the above-mentioned location. Therefore, no further CMP arterial analysis is required.

#### Freeway Analysis

Regional access to the project site is provided by the Interstate 10, State Route (SR) 110, and US-101 Freeways. Interstate 10 lies approximately 0.7 miles south of the site, State Route 110 lies approximately

0.7 miles to the west of the site, and US-101 lies approximately 1.5 miles northeast of the site. The CMP freeway monitoring stations closest to the project site include the I-10 Freeway at Budlong Avenue, SR 110 at the US-101 Freeway interchange, and US-101 Freeway north of Vignes Street.

Based on the project distribution patterns shown in Figure 5, approximately 5% of project traffic is expected to travel through all three monitoring stations. According to the trip generation estimates shown in Table VI-34, the project is projected to result in an increase of 12 trips in the morning peak hour and 14 trips in the evening peak hours at the monitoring stations. Since fewer than 150 trips would be added during the AM or PM peak hours in either direction at any of the freeway segments in the vicinity of the study area, no further analysis of the freeway segments is required for CMP purposes.

### Regional Transit Impact Analysis

Potential increases in transit person trips generated by the proposed project were estimated. Appendix B-4 of the 2010 CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips. This methodology assumes an average vehicle ridership (AVR) factor of 1.4 in order to estimate the number of person trips to and from the project and then provides guidance regarding the percentage of person trips assigned to public transit depending on the type of use (commercial/other versus residential) and the proximity to transit services. Appendix B-4 of the 2004 CMP recommends observing the fixed-route local bus services within ¼ mile of the project site and express bus routes and rail service within two miles of the project site.

The Project Site is served by a high level of public transit. The Project is located approximately one half-mile northeast of the Metro Pico Station and approximately 0.7 miles southeast of the 7<sup>th</sup> Street/Metro Center Station. Thirty-seven local, limited, express, rapid, and shuttle bus routes run within a ¼-mile of the project site, including: Metro local, Metro Rapid, Foothill Transit rapid, DASH, LADOT Commuter Express, and Big Blue Bus rapid routes. Additional details and maps of the transit service near the Project Site is provided in Appendix H.

As part of the trip generation estimates presented in Table VI-34, no transit credit was taken on the residential land use. A transit credit of 15% was taken, in consultation with LADOT, for the commercial land uses. Excluding the transit credit in Table VI-34, the proposed project would have an estimated increase in vehicle trip generation of approximately 242 net vehicle trips during the AM peak hour and 294 during the PM peak hour before the transit credit. Applying the AVR factor of 1.4 to the estimated vehicle trips would result in an estimated increase of approximately 339 and 412 person trips during the AM and PM peak hours, respectively. Applying the 15% transit trips, the project would generate an estimated increase of 51 transit trips during the AM peak hour and 62 transit trips during the PM peak hour. Given the frequency of the transit service in close proximity to the project site, the incremental transit riders resulting from the project are not anticipated to result in a significant impact on the transit lines serving the area.

Therefore, based on the analysis summarized above, the Proposed Project would not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways and the project regional traffic impacts would be less than significant.



**c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less Than Significant Impact.** A significant impact may occur if the Proposed Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project Site access or other features were designed in such a way as to create hazard conditions.

The Proposed Project would not include unusual or hazardous design features. Current vehicular access to the Project Site is provided by a full access driveways into the surface parking lot along Hill Street and Olympic Boulevard. The Proposed Project would retain the existing driveway along Hill Street and would provide an additional vehicle entrance through Blackstone Court. Additionally, the Proposed Project does not include any sharp curves, dangerous intersections, or incompatible uses. No offsite traffic improvements are proposed in the area surrounding the Project Site. As such, the Proposed Project would not include new vehicular access driveways that could potentially conflict with pedestrian circulation and traffic. Therefore, the Proposed Project would not substantially increase hazards due to design features or incompatible uses, and no impact would occur.

**d) Would the project result in inadequate emergency access?**

**Less Than Significant Impact.** A significant impact may occur if the Project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses.

As previously discussed in Section 8(h), the Proposed Project is not located on or near an adopted emergency response or evacuation plan. Development of the Project Site may require temporary and/or partial street closures due to construction activities. However, any such closures would be temporary in nature and would be coordinated with the Departments of Transportation, Building and Safety, and Public Works. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Therefore, the impacts would be less than significant.

As described in Section 14(a), the Proposed Project would satisfy the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Proposed Project would be reviewed and approved by DOT. Furthermore, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Therefore, the Proposed Project would not be expected to result in inadequate emergency access, and the impact would be less than significant.

## **CUMULATIVE IMPACTS**

**Less Than Significant Impact.** Development of the Proposed Project in conjunction with the 86 related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Central City Community Plan Area. As noted in Table VI-37 and Table VI-39, above, all increases in V/C ratios in

the AM peak hour and PM peak hour would be less than the threshold for a significant impact to occur and the Proposed Project's contribution to cumulative impacts is less than significant for all of the study intersections analyzed. Therefore, the Proposed Project's cumulative impact is considered less than significant.

## XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Mitigation Measures Incorporated from, or Consistent with, Mitigation Measures in the RTP/SCS EIR:

#### MM-TRI-1 Tribal Cultural Resources

- In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities<sup>59</sup>, 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 at (213) 978-1454.

<sup>59</sup> 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



- 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 Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
- f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

## PROJECT-SPECIFIC ANALYSIS

- a) **Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or**
- b) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?**

Approved by Governor Jerry Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation or Notice of Negative Declaration/Mitigated Negative Declaration on or after July 1, 2015. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a

proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

**Less Than Significant with Mitigation Incorporated.** As noted above, the Proposed Project would require excavations to a depth of approximately 80 feet below grade for the seven-level subterranean parking garage. As such, it is possible that unknown tribal cultural resources could be discovered on the Project Site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur.

Public Resources Code Section 21084.2 establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” A project would cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe if such resource is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or if such resource is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. PRC 5024.1(c) states that “[a] resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

As discussed in response to Checklist Question 5.b (Cultural Resources, Archeological Resources), the Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.<sup>60</sup> The Project Site is located in a highly urbanized area of the Central City Community Plan Area of the City of Los Angeles, and has been partially disturbed by past development activities along with associated control/maintenance of existing buildings. The Proposed Project includes subgrade preparation that would involve the excavation and export of approximately 206,100 cubic yards of soil. Thus, the potential exists for the accidental discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, periodic monitoring during construction is required to identify any previously unidentified archaeological resources uncovered by Project construction activity. With the implementation of Regulatory Compliance Measures described in Section 5(b), potential impacts to archaeological resources would be less than significant.

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<sup>60</sup> *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*



Additionally, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. Pursuant to the procedures imposed by AB 52, pre-consultation request letters were sent on December 1, 2017 to the local Native American Tribal representatives who are on file with the Department of City Planning as having requested to be notified of future development projects. The City of Los Angeles received one request from the Gabrieleno Band of Mission Indians – Kizh Nation (Gabrieleno Band) to consult. On January 18, 2018, the City of Los Angeles began the consultation process with the Gabrieleno Band by phone. No substantial evidence of a tribal cultural resource was provided at the time, but the Gabrieleno Band did request additional information from the City of Los Angeles on the historical uses, as well as the existing soil and geologic conditions, of the subject site. On February 2, 2018, the City of Los Angeles provided the requested information by email, and again requested substantial evidence, if any, of tribal cultural resource(s) on the site or in the surrounding area by February 16, 2018. No additional information of any kind was received from the Gabrieleno Band. Additionally, the lead agency requested a Sacred Lands File (SLF) Search through the Native American Heritage Commission (NAHC) on December 1, 2017. In response to the SLF Search, the NAHC provided a written response on December 15, 2017, concluding that a search of the SFL was completed for the project with negative results but recommending that the lead agency contact all of the listed Tribes. As noted, all of the listed Tribes have been contacted with AB 52 consultation request letters, and no substantial evidence of tribal cultural resources was received. Therefore, because the Project Site has been subject to ground disturbance activities in the past and is not known to be associated with any cultural or sacred sites, and the Native American Tribal Representative that requested consultation for the Project did not provide any substantial evidence, the probability for the discovery of a known site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe is considered low. Nevertheless, Mitigation Measure TRI-1, in combination with the regulatory compliance measures referenced above, has been included to address inadvertent discovery of tribal cultural resources to ensure that impacts to tribal cultural resources remain less than significant during Project construction.

Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

## **CUMULATIVE IMPACTS**

Development of the Proposed Project, in combination with the related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project's impacts to tribal cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate mitigation. Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to tribal cultural resources would be less than significant.

**XIX. UTILITIES AND SERVICE SYSTEMS**

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the construction or relocation of new or expanded water or wastewater treatment or storm drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment off solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Regulatory Compliance Measures:**

The following Regulatory Compliance Measures are required in conjunction with the Proposed Project.

- **Utilities (Low Impact Development Plan):** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Utilities (Water):** As part of the normal construction/building permit process, the Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phase.
- **Utilities (Water):** The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of



water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

- **Utilities (Water):** The Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development in order to exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code in accordance with the California Building Energy Efficiency Standards by 20%. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.
- **Utilities (Solid Waste Recycling):**
  - *(Operational)* All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
  - *(Operational)* Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.
  - *(Construction/Demolition)* Prior to the issuance of any demolition or construction permit, the Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
  - *(Construction/Demolition)* To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

## PROJECT-SPECIFIC IMPACTS

- a) **Would the project require or result in the construction or relocation of new or expanded water or wastewater treatment or storm drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less Than Significant Impact.**

### *Water Treatment Facilities and Existing Infrastructure*

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of water

supply through an extensive distribution system that includes more than 7,200 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd).<sup>61</sup> The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.

As part of the application process, the Applicant has submitted a water supply assessment to the LADWP to ensure there is adequate water supply available to serve the Proposed Project. As part of the WSA request, the Applicant has committed to implement the following water conservation measures that are in addition to those required by codes and ordinances for the entire Project:

4. High Efficiency Toilets with flush volume of 1.0 gallons of water per flush
5. Energy Star Certified Clothes Washers (Residential) – water factor of 3.2 and capacity of 4.5 cu-ft, front loading
6. Showerheads with flow rate of 1.5 gallons per minute or less
7. Drought Tolerant Plants – 70% of total landscaping
8. Domestic Water Heating System located close proximity to point(s) of use
9. Individual Metering and billing for water use for every residential dwelling unit and commercial unit
10. Drip/Subsurface Irrigation (Micro-Irrigation)
11. Proper Hydro-zoning (groups plants with similar water requirements together) Zoned Irrigation

The Los Angeles Board of Water and Power Commissioners adopted the WSA for the Project at their August 15, 2017, meeting. A copy of the adopted Resolution No. 018 033 is included in Appendix J in the WSA.

The Applicant shall also comply with the City of Los Angeles Low Impact Development Ordinances (City Ordinance No. 181899 and No.183833) and to implement Best Management Practices that have stormwater recharge or reuse benefits for the entire Project as feasible, pending final determination. With these measures, LADWP has sufficient supply to provide water for the Proposed Project.

As shown in Table VI-40 below, the Proposed Project would generate a net increase in water demand of approximately 80,392 gallons per day (gpd) of water (or 90 acre feet per year), significantly below available capacity. Because the Proposed Project is consistent with the zoning and General Plan land use designations, which form the basis for the LADWP's future year water demand and availability forecasts, and the Project's population growth is within SCAG's forecast, the Proposed Project's increased water demand would not measurably reduce the LAAFP's treatment capacity; therefore, no new or expanded

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<sup>61</sup> *Los Angeles Department of Water and Power, website:*  
<http://wsoweb.ladwp.com/Aqueduct/historyoflaa/waterquality.htm>, accessed May 2017.



water treatment facilities would be required. With respect to water treatment facilities, the Proposed Project would have a less-than-significant impact.

**Table VI-40**  
**Proposed Project Estimated Water Demand**

Type of Use	Size	Water Demand Rate (gpd/unit) <sup>a</sup>	Total Water Demand
<b>Existing Uses</b>			
Surface Parking Lot and Driveway	50,617 sf	0 gpd/sf	0
<b>Proposed Project</b>			
<b>Residential Units (700 total du)</b>			
Studio	140 du	90 gpd/du	12,600 gpd
One Bedroom	352 du	132 gpd/du	46,464 gpd
Two-Bedroom	203 du	180 gpd/du	36,540 gpd
Three-Bedroom	5 du	228 gpd/du	1,140 gpd
Landscape	--	--	453 gpd <sup>b</sup>
<b>Commercial</b>			
Retail	7,000 sf	30 gpd/sf	210 gpd
Restaurant	8,000 sf	36 gpd/seat	19,188 gpd
<b>Baseline Additional Water Demand:</b>			<b>116,595 gpd</b>
<b>Water Conservation Reduction <sup>c</sup></b>			<b>31%</b>
<b>Net Water Demand</b>			<b>80,392 gpd (90 AF/Y)</b>
<p><i>Notes: sf=square feet; du = dwelling units, gpd: gallons per day</i></p> <p><sup>a</sup> Consumption Rates based on 120% of the City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewage Generation Factor for Residential and Commercial Categories, effective April 6, 2012.</p> <p><sup>b</sup> The Landscape Water Budget was provided by Carter, Romanek Landscape Architects Inc., which assumes approximately 165,415 gallons per year.</p> <p><sup>c</sup> Pursuant to LADWP Resolution No. 018033, LADWP determined that the Proposed Project's net increase in water demand would be 90 acre feet with implementation of the developer's water conservation commitments. See Appendix J to this SCEA.</p> <p>Parker Environmental Consultants, 2017.</p>			

Based on communication from the LADWP, the Project Site is currently serviced by a 24" main along the south side of Olympic Boulevard. The static water pressure in the main ranges from 68 psi to 69 psi. LADWP approved a proposed service line off this water main along the east side of Hill Street. With approval of a main line extension, LADWP would be able to provide the required fire flow for the Proposed Project.<sup>62</sup> The water system would be verified again at the time of construction. In the event that water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area, and would

<sup>62</sup> City of Los Angeles, Los Angeles Department of Water and Power, written correspondence re: Fire Service Pressure Flow Report, May 1, 2017 (See Appendix K, Will Serve Letters, to this SCEA).

not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be short-term, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from water infrastructure improvements would be less than significant.

#### *Wastewater Treatment Facilities and Existing Infrastructure*

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

The Los Angeles Bureau of Sanitation (BOS) provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Water Reclamation Plant (HWRP). The Hyperion Water Reclamation Plant treats an average daily flow of 275 million gallons per day (mgd) on a dry weather day. Because the amount of wastewater entering the HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow of 450 mgd and a peak wet weather flow of 800 mgd.<sup>63</sup> This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. As shown in Table VI-41, the Proposed Project would generate a net increase of approximately 66,993 gpd of wastewater, representing a fraction of one percent of the available capacity.

Based on communication from the BOS, the Project Site is served by an existing 24-inch sewer pipe along Hill Street and an 8-inch sewer pipe along Olympic Boulevard. Based on the Sewer Capacity Availability Report, the sewer lines serving the project are adequate to serve the Proposed Project, with 50% of the discharge allocated to the Hill Street sewer line and 50% of the discharge allocated to the Olympic Boulevard sewer line.<sup>64</sup> Through the rules and regulations established in the City of Los Angeles Sewer Allocation Ordinance (Ord. 166,060), the BOS will re-verify the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. If it is later determined that the local sewer system has insufficient capacity to serve the Proposed Project, the Applicant would be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the Proposed Project's increased flows. Any infrastructure improvements to update or expand the sewer lines in the Project vicinity, if necessary, would be limited to trenching, excavating and backfilling the sewer lines beneath the public right-of-way. Such construction activities would be localized

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<sup>63</sup> City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Water Reclamation Plant, website: [https://www.lacitysan.org/san/faces/wcnav\\_externalId/s-lsh-wwd-cw-p-hwrp?\\_adf.ctrl-state=t4yrq0jkq\\_4&\\_afLoop=10780400868530458#!](https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=t4yrq0jkq_4&_afLoop=10780400868530458#!), accessed May 2017.

<sup>64</sup> Sewer Capacity Availability Request (SCAR) for 220 & 226 W. Olympic Blvd./1000-1022 S. Hill Street, ID# 61-3709-0517, 05/31/2017.



**Table VI-41  
Proposed Project Estimated Wastewater Generation**

Type of Use	Size	Wastewater Generation Rate (gpd/unit) <sup>a</sup>	Total Wastewater Generation (gpd)
<b>Existing Uses</b>			
Surface Parking Lot and Driveway	50,617 sf	0 gpd/sf	0
<b>Proposed Project</b>			
<b>Residential Units (700 total du)</b>			
Studio	140 du	75 gpd/du	10,500
One Bedroom	352 du	110 gpd/du	38,720
Two-Bedroom	203 du	150 gpd/du	30,450
Three-Bedroom	5 du	190 gpd/du	950
<b>Commercial</b>			
Retail	7,000 sf	25 gpd/sf	175
Restaurant (533 seats)	8,000 sf	30 gpd/seat	16,000
<b>Baseline Wastewater Generation:</b>			<b>96,795</b>
<b>Water Conservation Reduction <sup>b</sup></b>			<b>31%</b>
<b>Net Wastewater Generation</b>			<b>66,993 gpd</b>
<b>Allowed Wastewater Generation per SCAR Letter <sup>c</sup></b>			<b>88,510 gpd</b>
<i>Notes: sf =square feet; du = dwelling units, gpd: gallons per day</i> <sup>a</sup> City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewage Generation Factor for Residential and Commercial Categories, effective April 6, 2012. <sup>b</sup> Pursuant to LADWP Resolution No. 018033, LADWP determined that the Proposed Project's net increase in water demand would be 90 acre feet with implementation of the developer's water conservation commitments. <sup>c</sup> Sewer Capacity Availability Request (SCAR) for 220 & 226 W. Olympic Blvd./1000-1022 S. Hill Street, 05/31/2017, updated 06/27/2017. Parker Environmental Consultants, 2017.			

in nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few weeks. Impacts to sewer capacity and infrastructure would be less than significant. Therefore, impacts to sewer capacity and infrastructure would be less than significant.

#### *Stormdrains*

The Project Site is currently developed with a surface parking lot. The Project Site is completely covered with impervious surfaces. Thus, 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. Existing storm drain lines serving the Project Site are located along Hill Street and Olympic Boulevard. Stormwater flows south along Hill Street and onto stormwater inlets on the corner of Hill Street and 11<sup>th</sup> Street. Stormwater along Olympic Boulevard flows eastbound and onto stormwater inlets on the corner of Olympic Boulevard and Broadway.<sup>65</sup> These storm drain lines are owned and maintained by the City of Los Angeles.

<sup>65</sup> City of Los Angeles, Bureau of Engineering, Navigate LA, website: <http://navigatela.lacity.org/navigatela/>, March 2017.

The Proposed Project would continue to generate surface water runoff, and runoff would be directed to existing stormwater inlets in a similar manner as existing conditions. The Proposed Project's potential impacts to storm drain capacity would be reduced to a less than significant level by incorporating stormwater pollution control measures as set forth below that would reduce the amount of stormwater leaving the Project Site.

#### *Electricity and Natural Gas*

As discussed in response to VI, Energy, electricity and natural gas are provided by the LADWP and Southern California Gas, respectively. Adequate electricity and natural gas service and supplies are available in the immediate project vicinity and would be provided to the Project Site. The availability of electricity and natural gas is dependent upon adequate generating capacity, adequate fuel supplies, and a reliable distribution system. The estimated power requirement for the Proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system. Construction and operation of the Proposed Project would not necessitate the construction of off-site facilities or infrastructure improvements that would have the potential to cause significant environmental impacts. As such, project impacts would be less than significant.

#### *Telecommunications*

Adequate telecommunications services exist within in the immediate project vicinity and would be provided to the Project Site based on demand. Construction and operation of the Proposed Project would not necessitate the construction of off-site telecommunication facilities that would have the potential to cause significant environmental impacts. As such, project impacts to telecommunication facilities would be less than significant.

#### **b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?**

**Less than Significant Impact.** A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the Proposed Project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District (MWD) of Southern California, which is obtained from the Colorado River Aqueduct. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the SCAG into water service areas for each of MWD's member agencies. The 2015 Urban Water Management Plan (UWMP), which estimates future demand based on



population and growth estimated reported in SCAG's RTP/SCS, projects a total water demand and supply of 675,685 AFY in 2040. With its current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2015 UWMP. Through various conservation strategies, the LADWP will be able to reduce the City's water demand during dry years to respond to any reductions to water supplies during multiple dry years.

As shown in Table VI-40, the Proposed Project's net increase in water demand would be 80,392 gallons per day. The Proposed Project would be consistent with the allowable land uses and density that are planned for the Project Site under the zoning and General Plan and is therefore within the growth projections of SCAG's RTP/SCS. Accordingly, the Project's anticipated water demand has been accounted for and would not exceed the water demand estimates of the City's 2015 UWMP. Thus, the Proposed Project would have a less-than-significant impact on water demand.

In addition, high efficiency water closets, high efficiency urinals, water saving showerheads, and low flow faucets must be installed in new construction. The flow rates of new plumbing fixtures must comply with the most stringent of the following: Los Angeles City Ordinance No. 184248, Los Angeles Ordinance No. 184,692, the 2017 Los Angeles Plumbing Code, the 2016 California Green Building Standards Code (CAL Green) and the 2017 Los Angeles Green Building Code. With respect to landscaping, the Proposed Project would be required to comply with Los Angeles City Ordinance No. 170978 and the City of Los Angeles Irrigation Guidelines, which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

The City of Los Angeles has enacted legislation to address the water supply shortages caused by the recent statewide drought. Los Angeles City Ordinance No. 181288 (Emergency Water Conservation Plan) imposes phased water rationing during drought conditions and imposes penalties for users that do not comply. When water rationing is in effect, landscape irrigation is prohibited between the hours of 9:00 AM and 4:00 PM. Specific watering days and maximum irrigation rates are also defined in this ordinance.<sup>66</sup> Compliance with the regulatory compliance measures identified above would reduce the Proposed Project's demands for potable water resources to a less than significant level.

- c) **Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained

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<sup>66</sup> *Ibid.*

or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. As stated in Checklist Question 18(b), above, the sewage flow would ultimately be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the Proposed Project. Therefore, impacts would be less than significant.

**f) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**Less Than Significant Impact.** A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (SWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Under the City's RENEW LA Plan, adopted in February 2006, the City committed to reaching Zero Waste. The goal of Zero Waste as defined by the RENEW LA Plan is to reduce, reuse, recycle, or convert the resources currently going to disposal so as to achieve an overall diversion rate of 90 percent or more by the year 2025 and becoming a Zero Waste city by 2030.<sup>67</sup> State law (AB 341) currently requires at least 50% solid waste diversion and establishes a state-wide goal of not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020. As of 2012 the City of Los Angeles achieved a landfill diversion rate of 76.4%, based upon the calculation methodology adopted by the State of California.<sup>68</sup>

Moreover, state law requires mandatory commercial recycling in all businesses and multi-family complexes and imposes additional reporting requirements on local agencies, including the City of Los Angeles. In order to meet these requirements and goals, the City has established an exclusive, competitive franchise

<sup>67</sup> *City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013, Final Adoption, April 2015.*

<sup>68</sup> *City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013.*



system for the collection, transportation and processing of commercial and multi-family solid waste that will aid the City in meeting its diversion goals by, among other things: (i) requiring franchisees to meet diversion targets; (ii) increasing the capacity for partnership between the City and solid waste haulers; (iii) allowing the City to establish consistent methods for diversion of recyclables and organics; (iv) increasing the City's ability to track diversion, which will enable required reporting and monitoring of state mandated commercial and multi-family recycling; (v) increasing the City's ability to ensure diversion quality in the processing facilities handling its waste and recyclables; and (vi) increasing the City's capacity to enforce compliance with federal, state, county, and local standards.

Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining capacity of 72.6 million tons. The Sunshine Canyon Landfill has an estimated remaining life of 22 years. The Chiquita Canyon Landfill has a remaining capacity of 758,146 tons.<sup>69</sup> For the past decade, Chiquita Canyon Landfill has been working with the County of Los Angeles on an Environmental Impact Report (EIR) and a new Conditional Use Permit (CUP) application. During this period, the Chiquita Canyon Landfill reached the permitted disposal limit of 23 million tons that was approved in 1997. The Director of Regional Planning granted Chiquita Canyon Landfill a limited waiver to continue operation of the landfill until necessary public hearings for the EIR and new CUP are completed. If the new CUP is not approved, then the landfill would close. The Proposed Project would be allowed to dispose solid waste at the Chiquita Canyon Landfill during the EIR and CUP process given that the landfill would not be required to close.<sup>70</sup> An expansion of the Chiquita Canyon Landfill is currently proposed and would add a capacity of 48,114,000 tons (a 45-year life expectancy based on 2015 average daily disposal of 3,446 tons per day or 15 years based on the maximum permitted rate of disposal of 10,000 tons per day).<sup>71</sup>

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility. Debris from demolition of any asphalt surface parking located on the Project Site would be recycled/recovered and would not be deposited in area landfills. It is estimated that the demolition and construction for the Proposed Project would generate approximately 2,563 tons of debris during the demolition and construction process (see Table VI-42). In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent.

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<sup>69</sup> *County of Los Angeles Department of Public Works, 2015 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, December 2016.*

<sup>70</sup> *Chiquita Canyons, "Chiquita Canyon Granted Waiver, Continues Operations" August 5, 2016. Website: <http://chiquitacanyon.com/chiquita-canyon-granted-waiver-continues-operations/>, accessed May 2017.*

<sup>71</sup> *Ibid.*

Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an AB 939 Compliance Permit from the Bureau of Sanitation.

**Table VI-42**  
**Estimated Construction and Demolition Debris**

Construction Activity	Size	Rate <sup>a b</sup>	Generated Waste (tons)
<b>Demolition</b>			
Paved Surface Parking Lot (50,617 sf) <sup>c</sup>	938 cy	2,400 lbs/cy	1,126
<b>Construction</b>			
Multi-Family Residential	643,021 sf	4.38 lbs/sf	1,408
Commercial / Retail Spaces	15,000 sf	3.89 lbs/sf	29
<b>Total Debris:</b>			<b>2,563 tons</b>
<i>Notes:</i> <i>sf = square feet; lbs = pounds</i> 1. CalRecycle, Solid Waste Cleanup Program Weights and Volumes for Project Estimates, <a href="http://www.calrecycle.ca.gov/swfacilities/cdi/Tools/Calculations.htm">http://www.calrecycle.ca.gov/swfacilities/cdi/Tools/Calculations.htm</a> , accessed May 2017. 2. United States Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Materials Amounts, 2003. 3. Assumed that the parking lot is 0.5-feet in depth. Source: Parker Environmental Consultants, 2017.			

As shown in Table VI-43, Proposed Project Operational Solid Waste Generation, the Proposed Project's net generation during operation would be 9,319 pounds per day. However, this estimate is conservative, as it does not factor in any recycling or waste diversion programs. The Proposed Project's solid waste would be handled by private waste collection services. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills and Project impacts to regional landfill capacity would be less than significant. In compliance with AB 341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341.

**g) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**Less Than Significant Impact.** Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an



**Table VI-43**  
**Proposed Project Operational Solid Waste Generation**

Type of Use	Size	Solid Waste Generation Rate <sup>a</sup> (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
<b>Existing Uses</b>			
Surface Parking	50,617 sf	0 lbs/sf/day	0
<b>Proposed Project</b>			
Multi-Family Residential	700 du	12.23 lbs/du/day	8,561
Restaurant/retail (15,000 sf)	72 emp <sup>b</sup>	10.53 lbs/employee/day	758
<b>NET TOTAL Solid Waste Generation:</b>			<b>9,319</b>
<i>Notes: sf=square feet; du = dwelling units, emp = employee</i> <sup>a</sup> L.A. CEQA Thresholds Guide, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill. <sup>b</sup> Employees were projected based on 1 employee per 588 square feet community retail and 1 employee per 143 square feet of restaurant space. Source: U.S. Green Building Code, Building Area per Employee by Business Type Table, May 13, 2008. Source: Parker Environmental Consultants, 2017.			

ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects. Furthermore, Assembly Bill 341 (AB 341), which became effective on July 1, 2012, requires businesses and public entities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. In addition, in March 2006, the Los Angeles City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in “zero waste” by 2030. The “blueprint” of the plan builds on the key elements of existing reduction and recycling programs and infrastructure, and combines them with new systems and conversion technologies to achieve resource recovery (without combustion) in the form of traditional recyclables, soil amendments, renewable fuels, chemicals, and energy. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills. More recently, in October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week shall arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week shall arrange for organic waste recycling services. Mandatory recycling of organic waste is the next step toward achieving California’s recycling and greenhouse gas emission goals. Organic waste such as green materials and food materials are recyclable through composting and mulching, and through anaerobic digestion, which can produce renewable energy and fuel. Reducing the amount of organic materials sent to landfills and increasing the production of compost and mulch are part of the AB 32 (California Global Warming Solutions Act of 2006) Scoping Plan.

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-

site recycling area or room of specified size. The Project would also comply with AB 939, AB 341, AB 1826 and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. Since the Project would comply with federal, State, and local statutes and regulations related to solid waste, impacts would be less than significant and no mitigation measures are required.

## CUMULATIVE IMPACTS

### *Wastewater*

Development of the Proposed Project in conjunction with the related projects would further increase regional demands on the HWRP's capacity.

Similar to the Proposed Project, each related project would be required to submit a SCAR and obtain approval by the Department of Public Works to ensure adequate sewer capacity for each related project. Since the SCAR for the Proposed Project was approved, signifying that the sewer lines serving the Project Site have adequate capacity, the Proposed Project would not be expected to contribute to a local cumulative impact. Locally, the Proposed Project would not be cumulatively considerable.

The Integrated Resources Plan, adopted in 2006, incorporates a new City-prepared Wastewater Facilities Plan to address demand and capacity through 2020. The Integrated Resources Plan serves to update the information prepared in the 1991 Wastewater Facilities Plan, while also considering the needs of the City's recycled water and urban runoff systems. Specifically, the Integrated Resources Plan was developed to accommodate the projected increase in wastewater flow over the next 20 years while maximizing the beneficial reuse of recycled water and urban runoff and, as a result, optimizing the use of the City's existing facilities and water resources. Growth projections and data sources used in the Integrated Resources Plan were based on the Southern California Association of Governments (SCAG) 2001 Regional Transportation Plan, which estimated that the population of Los Angeles would reach almost 4.3 million people by 2020. Implementation of the Integrated Resources Plan will enable the City to adequately convey wastewater to the treatment plants with minimal potential for sewage spills. It will also enable the City to treat future wastewater flows while protecting public health and safety and meeting regulatory requirements, thereby protecting the environment and surface waters. As discussed in Section 13, Population and Housing, the cumulative growth impacts for the Proposed Project and related projects are consistent with the SCAG's growth projections.

Based on continued implementation of the Integrated Resources Plan and the anticipated cumulative wastewater generation forecasted for the region, the demands of the Proposed Project and related projects in relation to wastewater treatment, when considered cumulatively, would result in less than significant impacts.

### *Water*

Development of the Proposed Project, related projects and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City. Through the 2015 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2040, with implementation of conservation strategies and proper supply management.



This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's RTP/SCS. As discussed previously in Section 13, Population and Housing, the Proposed Project's population growth is consistent with SCAG's growth projections for the City of Los Angeles subregion. The Proposed Project is consistent with the underlying allowable uses per the Central City Community Plan and the LAMC and would not exceed the allowable density for the Project Site. As such, the additional water demands generated by the Proposed Project are accounted for in the 2015 Urban Water Management Plan.

### *Stormwater*

Development of the Proposed Project in conjunction with the related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles and could further increase regional demands on stormwater facilities. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. As discussed earlier, stormwater on each related project site would be collected on their respective site, retained and treated in compliance with Article 4.4 of Chapter VI of the LAMC, and directed towards existing storm drains. As a result of the requirements under Article 4.4 of Chapter VI of the LAMC, the amount of peak stormwater flows from new development would decrease as compared to older sites that were improved prior to the requirement to retain the first  $\frac{3}{4}$  inches of rainfall during storm events or the rainfall from an 85<sup>th</sup> percentile 24-hour runoff event, whichever is greater. Therefore, the Proposed Project and related projects would not result in cumulative stormwater impacts.

### *Solid Waste*

Development of the Proposed Project in conjunction with the related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Based on the 2015 CoIWMP Annual Report, the countywide cumulative need for Class III landfill disposal capacity through the year 2030 will not exceed the 2015 remaining permitted Class III landfill capacity of 114 million tons.<sup>72</sup> However, solutions to resolve the regional solid waste disposal needs beyond 2030 are continuously being investigated at the state, regional, and local levels. The regional scenario analyses presented in the Countywide Integrated Waste Management Plan – Los Angeles County – Countywide Summary Plan and Citing Element (adopted December 2016) demonstrate that the County could meet its disposal capacity needs by promoting extended producer responsibility, continuing to enhance diversion programs and increasing the Countywide diversion rate, and developing conversion and other alternative technologies. Additionally, by successfully permitting and developing all proposed in-County landfill expansions, utilizing available or planned out-of-County disposal facilities, and developing infrastructure

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<sup>72</sup> County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2015 Annual Report, December 2016.

to facilitate exportation of waste to out-of-County landfills, the County may further ensure adequate disposal capacity is available throughout the planning period. Thus, cumulative impacts with respect to regional solid waste impacts would be less than significant.

Furthermore, it should be noted that the City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with Proposed Project is within those projections. Furthermore, projects within the City of Los Angeles must comply with the City's SRRE.

As of 2012 the City of Los Angeles achieved a landfill diversion rate of 76.4%, based upon the calculation methodology adopted by the State of California.<sup>73</sup> Waste diversion rates are required to increase to 75 percent by 2025 and through on-going development of waste management infrastructure over the last decade and innovative source reduction, reuse, recycling and composting programs have been implemented. These programs include Green Mulching and Composting workshops, back yard trimming recycling cans, the City-owned Central Los Angeles Refuse Transfer Station (CLARTS) and Residential Special Material and Electronics Recycling or S.A.F.E. Centers. New programs are being implemented to increase the amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as it increases waste diversion rates in accordance with City goals. Therefore, the Proposed Project's contribution to cumulative solid waste impacts would be less than cumulatively considerable, and cumulative impacts with respect to solid waste would be less than significant.

**XX. WILDFIRE.** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

<sup>73</sup> City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013.



- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?**

**b) Due to slope, prevailing winds, and other factors, would the Project exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?**

**c) Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

**d) Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**No Impact (Responses a through d).** The Project Site is located in an urbanized area with no natural vegetation. The Project Site is improved with a surface parking lot. There are no state responsibility areas or lands classified as Very High Fire Hazard Severity Zones on or near the Project Site.<sup>74</sup> Therefore, this checklist question is not applicable to the Proposed Project and no impact would occur.

#### MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>74</sup> City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: [www.zimas.lacity.org](http://www.zimas.lacity.org), accessed February 2019.

population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- b. Does the project have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).
- ☐                      ☐                      ☒                      ☐
- c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?
- ☐                      ☒                      ☐                      ☐

## PROJECT-SPECIFIC IMPACTS

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**No Impact.** A significant impact may occur only if the Proposed Project would have an identified potentially significant impact for any of the above issues. The Proposed Project is located in a highly urbanized area, development of the Project would result in a less than significant impact to biological and cultural resources with adherence to regulatory compliance measures. The Proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, no impact would occur.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

**Less Than Significant Impact.** A significant impact may occur if the Proposed Project, in conjunction with the other 111 related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together.



As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, tribal cultural resources, and utilities and service systems would be less than significant. As such, the Proposed Project's contribution to cumulative impacts would be less than significant.

**c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?**

**Less Than Significant Impact with Mitigation Incorporated.** A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures identified within this SCEA analysis.

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## VIII. REFERENCES AND ACRONYMS

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## **2. ACRONYMS AND ABBREVIATIONS**

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks
ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin
BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards

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Caltrans	California Department of Transportation
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH <sub>4</sub>	Methane
CHMIRS	California Hazardous Material Incident Report System
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
City Zoning Code	City of Los Angeles Planning and Zoning Code
CIWMA	California Integrated Waste Management Act
CLARTS	Central Los Angeles Refuse Transfer Station
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
CPA	Community Plan Area
CPC	City Planning Commission
CPT	cone penetrometer test
CPU	Crime Prevention Unit
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CUP	conditional use permit
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
d/D	flow level



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DHS	California Department of Health and Services
DOGGR	California Department of Conservation Division of Oil, Gas, and Geothermal Resources
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EPA	Environmental Protection Agency
EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
GBCI	Green Building Certification Institute
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HQTA	High-Quality Transit Areas
HSA	Hyperion Service Area
HVAC	Heating, Ventilation and Air Conditioning
HWRP	Hyperion Water Reclamation Plant
I-101	Hollywood Freeway
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
km	kilometers
kV	kilovolt
kWh	kilowatt-hours
LAA	Los Angeles Aqueduct
LAAFP	Los Angeles Aqueduct Filtration Plant
LABC	City of Los Angeles Building Code
LABS	Los Angeles Department of Public Works Bureau of Sanitation
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADRP	Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board

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LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L <sub>dn</sub>	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L <sub>eq</sub>	equivalent energy noise level/ambient noise level
LID	Low Impact Development
LOS	Level of Service
LST	localized significance thresholds
LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
MERV	Minimum Efficiency Reporting Value
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day
mi	miles
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N <sub>2</sub> O	nitrous oxide
NAAQS	National ambient air quality standards
NAHC	Native American Heritage Commision
NFRAP	No Further Remedial Action Planned Sites
NO <sub>2</sub>	nitrogen dioxide
NOP	Notice of Preparation
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O <sub>3</sub>	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research
Pb	lead
PCB	polychlorinated biphenyl
PCE	tetrachloroethylene
PEC	Potential environmental concern
PFC	perfluorocarbons
PGA	peak horizontal ground acceleration



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PM	particulate matter
PM <sub>10</sub>	respirable particulate matter
PM <sub>2.5</sub>	fine particulate matter
ppd	pounds per day
ppm	parts per million
PRC	Public Resources Code
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PWS	Public water suppliers
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
ROWD	Report of Waste Discharge
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF <sub>6</sub>	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation and Cleanup
SO <sub>2</sub>	sulfur dioxide
SO <sub>4</sub>	sulfates
SO <sub>x</sub>	sulfur oxides
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SR-110	Harbor Freeway
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Storm Water Mitigation Plan
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	Stormwater Management Plan
SWMPP	Solid Waste Management Policy Plan
SWP	State Water Project

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SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TCM	transportation control measures
TDM	Transportation Demand Management Plan
TFAR	Transfer of Floor Area Rights
TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
US-101	Hollywood Freeway
USEPA/ U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VdB	Vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WE	Water Efficiency
µg/m <sup>3</sup>	micrograms per cubic meter
ZIMAS	Zoning Information and Map Access System



**Exhibit E -  
CRA/LA Agency Board  
Approval**

**APPROVED**

CRA/LA, A DESIGNATED LOCAL AUTHORITY  
(Successor Agency to the Community Redevelopment Agency of the City of Los Angeles, CA)

MEMORANDUM

**DATE:** AUGUST 1, 2019

**TO:** GOVERNING BOARD

**FROM:** STEVE VALENZUELA, CHIEF EXECUTIVE OFFICER

**SUBJECT:** **LAND USE APPROVAL – ONNI DEVELOPMENT PROJECT.** Consideration of Resolution on City of Los Angeles Sustainable Communities Environmental Assessment (ENV-2019-1792 SCEA); Approval of up to a 354,277 square feet of Transfer of Floor Area Ratio to allow construction of an approximately 658,000 square foot mixed-use development, consisting of a 60-story tower with 700 residential units and 15,000 square feet of ground floor commercial, located at 1000-1034 S. Hill Street and 220-226 W. Olympic Boulevard (Project Site) in the City Center Redevelopment Project Area.

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**RECOMMENDATIONS**

That the Governing Board take the following actions:

1. Adopt a Resolution (Attachment D) certifying that it has reviewed and considered the environmental effects of the proposed project as shown in the City of Los Angeles' Sustainable Communities Environmental Assessment (SCEA) (ENV-2019-1792-SCEA) pursuant to California Environmental Quality Act ("CEQA") Guidelines set forth in California Code of Regulations Section 15096(f); and,
2. Approve a Transfer of Floor Area Ratio (TFAR) of not more than 354,277 square feet, pursuant to Sections 512.5 and 520 of the City Center Redevelopment Plan, by making the necessary determinations which will permit the development of a mixed-use development consisting of a 60-story residential tower of 700 units and 15,000 square feet of ground floor retail and restaurant space, and a maximum of 658,000 square feet of total floor area.

**SUMMARY**

Onni Capital, LLC (Developer), is requesting that CRA/LA approve TFAR of up to 354,777 square feet to allow for the development of a 657,943 square foot mixed-use development, consisting of a 60-story residential tower (700 residential units), approximately 15,000 square feet of commercial retail uses, and approximately 85,550 square feet of open space located on the Project Site (see Attachment A, Site Map) pursuant to the City Center Redevelopment Plan (Redevelopment Plan).

The CRA/LA has authority under Section 512.5 of the Redevelopment Plan and Section 14.5.6.B of the Los Angeles Municipal Code (Municipal Code) to approve TFAR of more than 50,000 square feet of floor area. Pursuant to Section 14.5.6.B of the Municipal Code, the Developer is requesting approval of a TFAR and an associated Transfer Plan for 354,277 square feet from the City-owned portion of the Los Angeles Convention Center's available floor area, located at 1201



South Figueroa Street. As a condition of the approval, the Project has agreed to a Public Benefit Payment valued at approximately \$12,740,000.

Pursuant to Municipal Code Section 14.5.6, the CRA/LA Governing Board shall review a report issued by the Chief Executive Officer to approve, approve with conditions or deny a request from an applicant for TFAR over 50,000 square feet based on specific findings outlined in the Municipal Code and with the condition of approval that a Public Benefit Payment and Transfer Payment will be paid prior to the project proceeding. Only after the CRA/LA Governing Board approves the request can the City Planning Commission consider the request and either approve, approve with conditions or deny the TFAR. After City Planning Commission action, the application is forwarded to the City Council for approval and then to the Mayor.

Staff believes that the Project is well designed, emphasizing green streetscapes and walkability principles outlined in the Redevelopment Plan. Approximately 184 new trees will be provided by the proposed project. Providing the TFAR for the Project will further contribute to the creation of a livable and workable Downtown Los Angeles where residents will live close to work, transit and recreational activities.

This Project satisfies the criteria in the Redevelopment Plan and the requested TFAR will allow the proposed Project to move forward expeditiously.

## **DISCUSSION & BACKGROUND**

### **Location**

The Project Site is comprised of parcels totaling 50,611 square feet (1.16 acres) and is currently used as a surface parking lot. The site contains no structures of historic or architectural significance. The Project Site is generally bound by Hill Street (west), Blackstone Court (east), Olympic Boulevard (north) and The Mayan Theater, mid-block between 11<sup>th</sup> Street and Olympic Boulevard (south).

### **Developer Entity**

Onni Capital, LLC is the project applicant. The development entity has developed other mixed-use projects in the City of Los Angeles including 825 South Hill Street and are currently developing another property at Hope and Flower Street.

### **Description, Project Context and Project History**

The Developer proposes to construct a mixed-use project of a 60-story, slim glass and steel tower, consisting of seven levels of parking below grade, ground floor retail and restaurant uses, a five-story podium with an amenity pool deck and a 60-story residential tower above the amenity deck with all units having private balconies. Dwelling units would be located on levels 3 and 4, wrap around parking and the amenity deck on level 5 located on levels 6 through 60. Overall, the new building would comprise up to 657,943 square feet of floor area, for a total FAR of 13:1. A maximum of 354,277 square feet would be transferred to the Project Site.

The project will include a mix of condominium housing including 140 studios, 352 one-bedroom units, 203 two-bedroom units, as well as 5 penthouse and sub penthouse units.

Based on the parking requirements for the proposed land uses set forth in Municipal Code Section 12.21A.4, the Project is required to provide 1,075 parking spaces, including 840 residential parking

spaces, 15 spaces for commercial/retail use and 220 spaces for an adjacent office building by contract agreement. In addition, the project will include 290 bicycle parking spaces (258 short-term and 32 long-term bicycle parking spaces).

The Project will provide up to 85,550 square feet of open space and recreational amenities located throughout the ground floor-lobby area, the level 5 landscaped deck and amenity deck area with landscaped seating areas, a pool, spa, and sport court, and private residential balconies.

The Project Site is located in a highly urbanized area of Downtown Los Angeles and dominated by low and high-rise commercial office, hotel, residential, and retail development. To the north is a one-story commercial structure currently used primarily for parking uses and proposed for development as a 20-story mixed use residential project. To the west are one-story commercial, surface parking lots and the TCU/IAM Jobs Corps Center. To the south are the historic Mayan and Belasco Theaters. To the east, across the adjacent alleyway, Blackstone Court, are a 12-story office building, and two-story commercial retail and a surface parking lot.

The Project is located within the Historic Downtown portion of City Center Redevelopment Project Area and is comprised of a number of historic buildings with a mix of medium and high-density housing, hotels, commercial/retail uses. The Project Site is located within the boundaries of the Downtown Design Guidelines, which seeks to promote walkability and livability in Downtown neighborhoods by emphasizing pedestrian orientation and street activation. CRA/LA staff has reviewed the project and determined that it conforms to the Downtown Design Guidelines.

#### Findings to Allow Higher Maximum Floor Area

Pursuant to Section 512.4 of the Redevelopment Plan, CRA/LA may permit projects to exceed the maximum floor area ratios set forth in Section 512.1 so long as the transfers are consistent with the five criteria below. Each is discussed in turn.

1. Higher Density Development is appropriate in terms of location, access, and compatibility with other existing development and consistent with purposes and objectives of the Redevelopment Plan.

*The proposed Project promotes community revitalization in the area by replacing a surface parking lot and developing the property in a manner that optimizes the site's economic potential. It is a priority of the City Center Redevelopment Plan and the City of Los Angeles to increase the number of residential units in downtown Los Angeles providing high and medium density housing close to employment opportunities. The project will include 700 residential units that will also contribute to offsetting the housing shortage currently being experienced in the City.*

2. Floor Area may only be transferred from parcels or portions thereof and parcels or portions thereof which are within, respectively, The Historic Downtown, City Markets or South Park Development Area of the Project Area.

*The donor site for the additional FAR will come from City-owned excess air rights at the City Convention Center, which is located within the South Park portion of the Center Redevelopment Project Area.*

3. The Floor Area on any parcel shall not exceed the Floor Area Ratio set forth in the applicable City Zoning Ordinance in effect at the time the transfer is made.



The underlying zoning of the Site is (Q) R5-4D-0; R5 is a high-density residential designation. The “Q” condition limits development of the property to residential uses, hotels, motels and apartment hotels. The proposed Project would be eligible for an exception to the “D” condition under which the Floor Area Ratio could be increased to 13:1 from 6:1. The proposed Transfer of Floor Area Ratio would allow the development to be built to 13:1, thus not exceeding the Floor Area Ratio established by the City Zoning Ordinance.

4. Transfers of floor area to parcels with reasonable proximity or direct access to public or private rapid transit stations shall be particularly encouraged.

*The Project Site is in Downtown Los Angeles, which is at the hub of the regional transit network. The roadways adjacent to the Project Site are served by several bus lines managed by multiple transit operators that include the Los Angeles County Metropolitan Transportation Authority (“Metro”), LADOT DASH and Commuter Express, Santa Monica Big Blue Bus, and the Foothill Transit Silver Streak. The Project Site is served by two nearby Metro Stations within walking distance: the 7<sup>th</sup> Street/Metro Center Station approximately 0.5 miles northwest of the Project Site; and the Pico/Flower Station approximately 0.4 miles west of the Project Site. These stations also provide transfer opportunities to other Metro rail services, Amtrak, Metrolink, and numerous bus routes served by Metro, LADOT, and municipal bus operators. The bus lines within a reasonable walking distance (approximately one-half mile) of the Project include #s 2, 4, 10, 14, 20, 28, 30, 33, 35, 40, 45, 51, 55, 60, 66, 70, 71, 76, 78, 81, 83, 90, 92, 94, 96, 720, 745, 760, 770, and 794. Due to its proximity to the bus stops and Metro stations, the Project Site is easily accessible and highly connected with the City of Los Angeles and the greater Los Angeles area.*

*Primary vehicular access to the Project Site is provided by the Hollywood Freeway (US-101) approximately 1.5 miles to the east, the Harbor/Pasadena Freeway (I-110/SR-110) approximately ¾ miles to the west, and the Santa Monica (I-10) Freeway approximately ¾ miles to the south.*

5. Transfers of floor area from a parcel on which buildings of historic, architectural or cultural merit are located shall be particularly encouraged where the transfer can reasonably be expected to further the goal of preservation of such buildings.

*The TFAR donor site is the City-owned portion of the Los Angeles Convention Center, which prevents this objective from being satisfied. The large amount of TFAR required for this project made it extremely difficult, if not impossible, to find numerous historic donor sites to satisfy this objective. The Community Benefits Package, however, includes funding towards the redevelopment and beautification of Pershing Square Park. Pershing Square Park is an important amenity to Downtown and the Historic Core where many of the City’s historic buildings are located.*

### Community Benefits

The Municipal Code Section 14.5.7(B)(2)(b)(1) stipulates that as a condition of approval of TFAR more than 50,000 square feet of floor area, the transfer shall provide for a Public Benefit Payment in conformance with Section 14.5.9 of the Municipal Code. Additionally, since the Floor Area Donor Site is the City-owned portion of the Los Angeles Convention Center, a TFAR Transfer Payment is also required by Section 14.5.10.

A Public Benefit must serve the public purpose, such as providing for affordable housing; public open space; historic preservation; recreational, cultural, community and public facilities; job training and outreach programs; affordable child care; streetscape improvements; public art programs; homeless service programs; and public transportation improvements in the area.

The Proposed Project has agreed to a public benefit equivalency of approximately \$12,740,00 that would be used for public benefits purposes in the area. The Developer has requested the ability to designate the beneficiaries of the Public Benefit Trust Fund payment, which is allowed under Section 14.5.9.B of the Municipal Code, with the approval of the City Council. Remaining funds will be deposited into the City's Public Benefit Payment Trust Fund. Consistent with the TFAR Ordinance, the Project shall provide 50 percent (\$6,370,000) of the Public Benefit Payment directly to the proposed beneficiaries of these funds, including the following:

1. A payment of \$476,000 for enhanced streetscape improvements on the Project Site and public right-of-way surrounding the project site;
2. A payment of \$300,000 for public art located on the Project Site;
3. A payment of \$2,000,000 to the Council District 14 Public Benefit Trust Fund for street beautification, transportation improvements, or affordable housing purposes;
4. A payment of \$3,594,000 to the City's Department of Recreation and Parks for Pershing Square Park Renovation.

These public benefits created by the proposed Project will advance the major objectives of the City Center Redevelopment Plan to eliminate and prevent the spread of blight, and to rehabilitate and redevelop the Project Area. Additionally, under Section 14.5.10 of the Municipal Code, the Developer will contribute \$1,771,385 into the Public Benefit Trust Fund as a Transfer Payment. No Floor Area Ratio Rights will be transferred or vested until the Public Benefit Payment and Transfer Payment are paid in full. Payment must be made on or before the earlier of (i) the issuance of building permits for the Project or (ii) 24-months after the final approval of the Transfer and the expiration of any appeals or appeals period or the Project.

#### **SOURCE OF FUNDS**

No CRA/LA funding is required for this action.

#### **ROPS AND ADMINISTRATIVE BUDGET IMPACT**

The approval of a transfer of floor area constitutes a "Land Use Function" as defined under Section 34173(i) of Assembly Bill 1484. On June 20, 2013, the Governing Board approved a resolution authorizing the transfer of all land use plans and functions of the successor agency to the City of Los Angeles pursuant to Section 34173(i) of the Health and Safety Code. To date, the City of Los Angeles has not taken all the necessary steps to formally assume the CRA/LA-DLA's land use authority. The Department of City Planning has been advised of the actions in this memorandum and concurs with recommendations. This action is a land use approval and will not impose a financial obligation on the CRA/LA for purposes of the ROPS.



**ENVIRONMENTAL REVIEW**

The City of Los Angeles is the lead agency for the Proposed Project for purposes of the California Environmental Quality Act (CEQA). The City of Los Angeles, acting through its Planning Department, prepared a Sustainable Communities Environmental Assessment (SCEA) (ENV-2019-1792-SCEA), a type of environmental clearance available to high density developments that dedicate at least 50 percent of floor area to residential uses and are located in close proximity to transit facilities and thus reducing vehicular travel. On June 7, 2019, The City Council of the City of Los Angeles adopted the SCEA. CRA/LA Governing Board's responsibility, as a Responsible Agency in connection with its consideration of residential land use approvals for the Project, is to consider the environmental effects of the Project as shown in the SCEA prepared by the City of Los Angeles as the lead agency prior to acting on the Proposed Project and to approve the attached Resolution.



Steve Valenzuela  
Chief Executive Officer

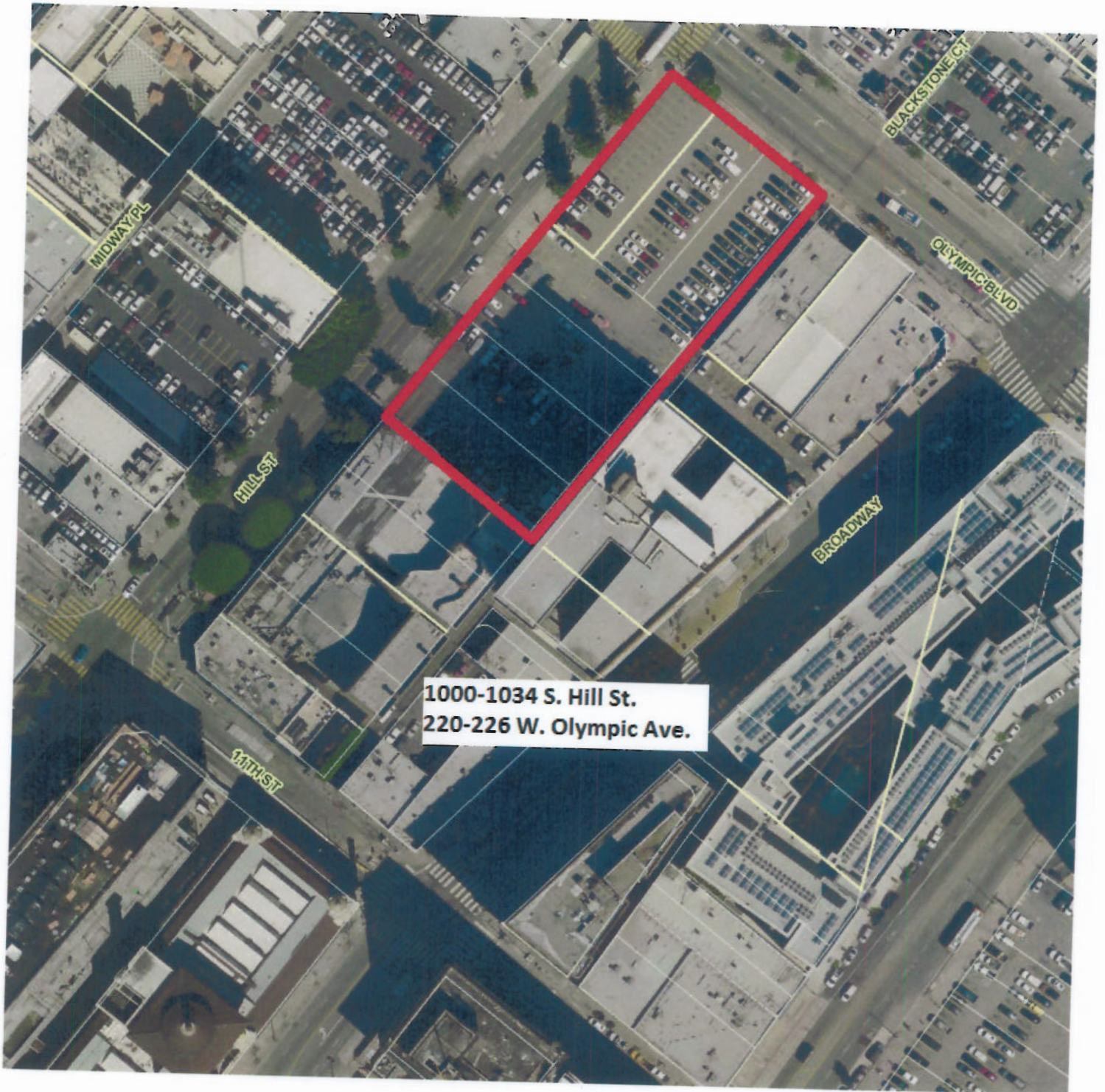
There is no conflict of interest known to me which exists with regard to any CRA/LA officer or employee concerning this action.

**ATTACHMENTS**

- Attachment A – Site Map
- Attachment B – Donor Site Map
- Attachment C – Project Renderings
- Attachment D – Environmental Resolution
- Attachment E – City of Los Angeles Vesting Tract Map Approval
- Attachment F – Notice of Determination



Attachment A  
Site Map





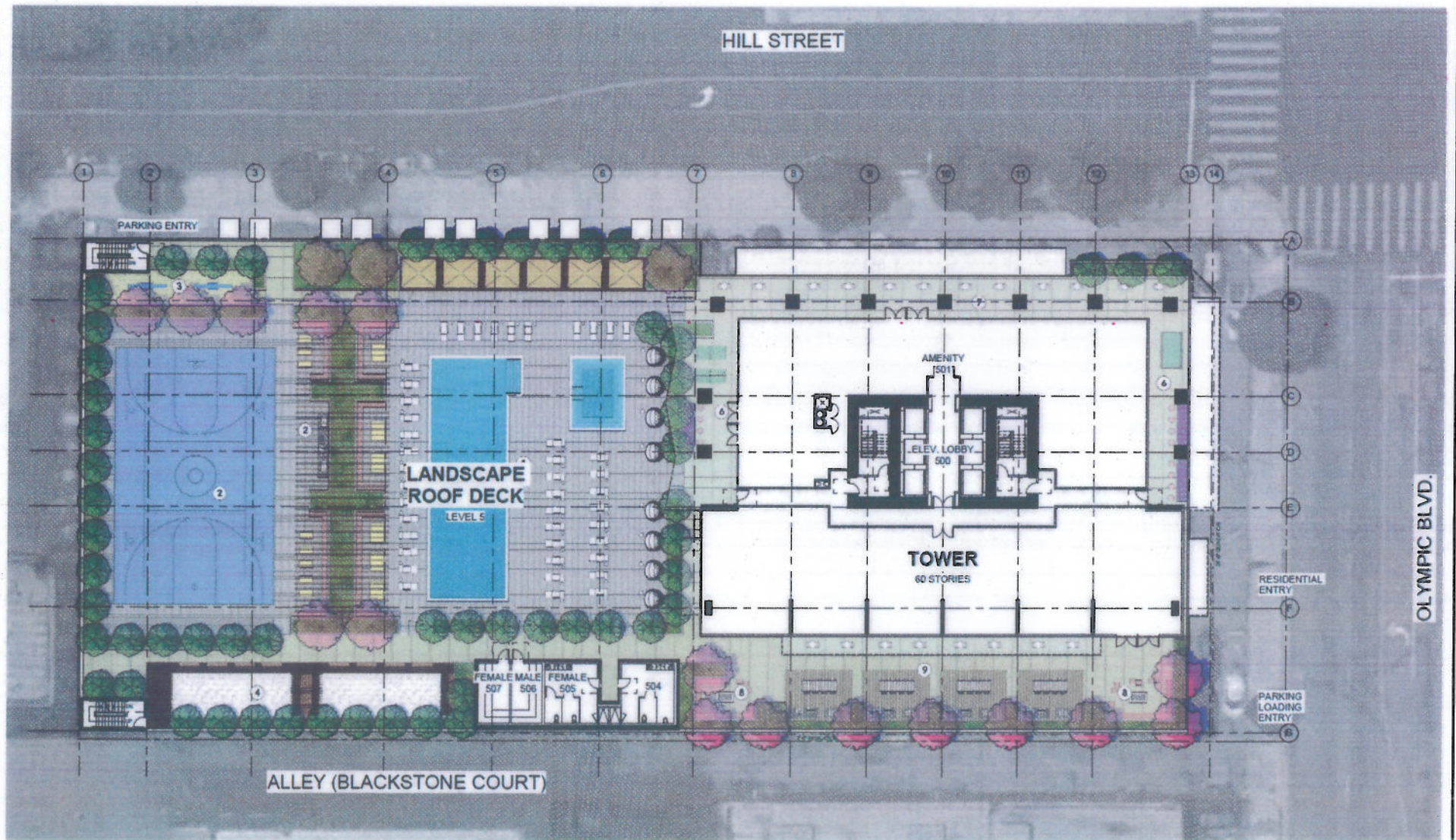
CRA/LA, A DESIGNATED LOCAL AUTHORITY  
(Successor Agency to the Community Redevelopment Agency of the City of Los Angeles, CA)

Attachment B:  
Donor Site





Attachment C  
Project Renderings

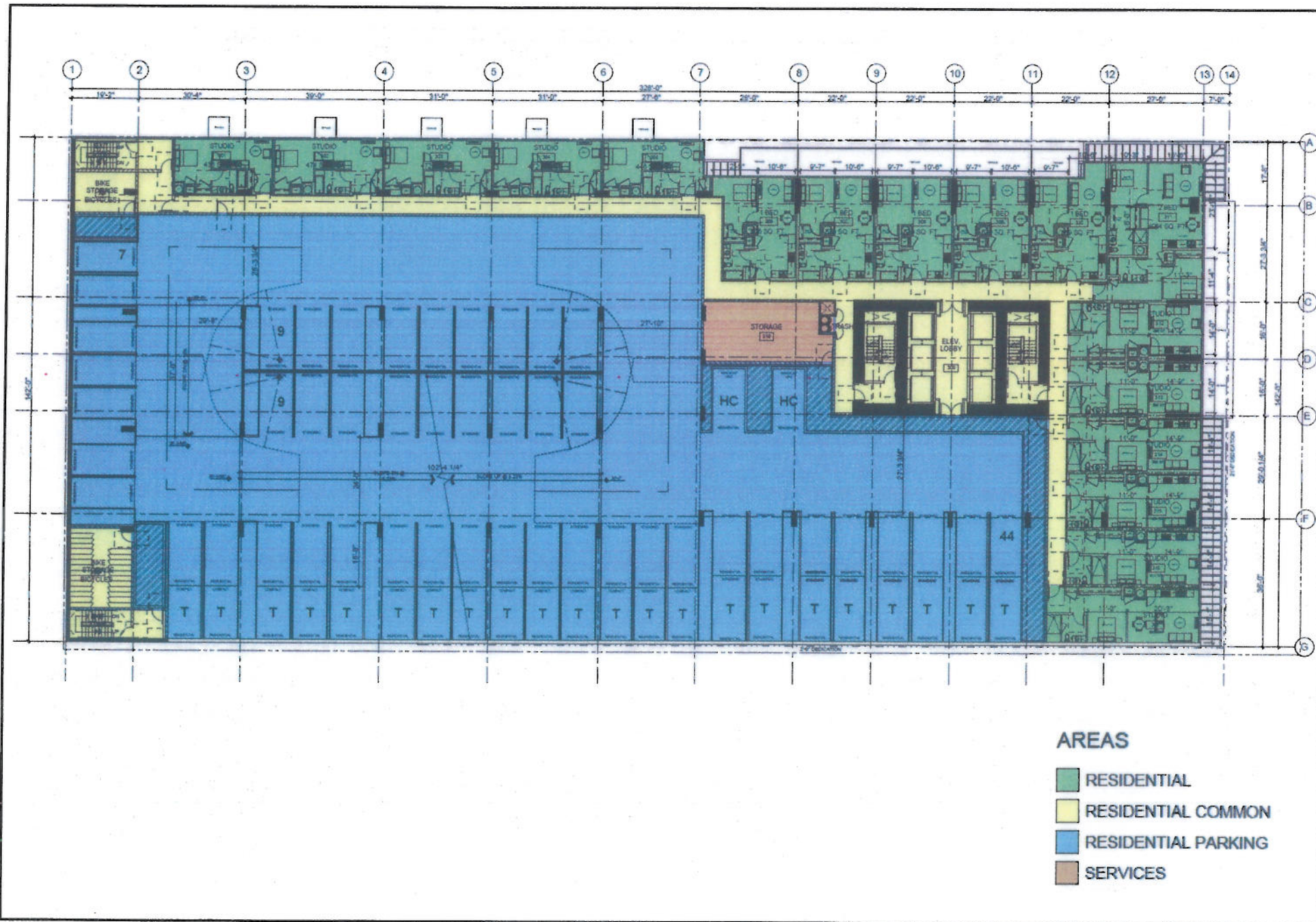


Source: Chris Dikeakos Architectural Corp. January 23, 2018.



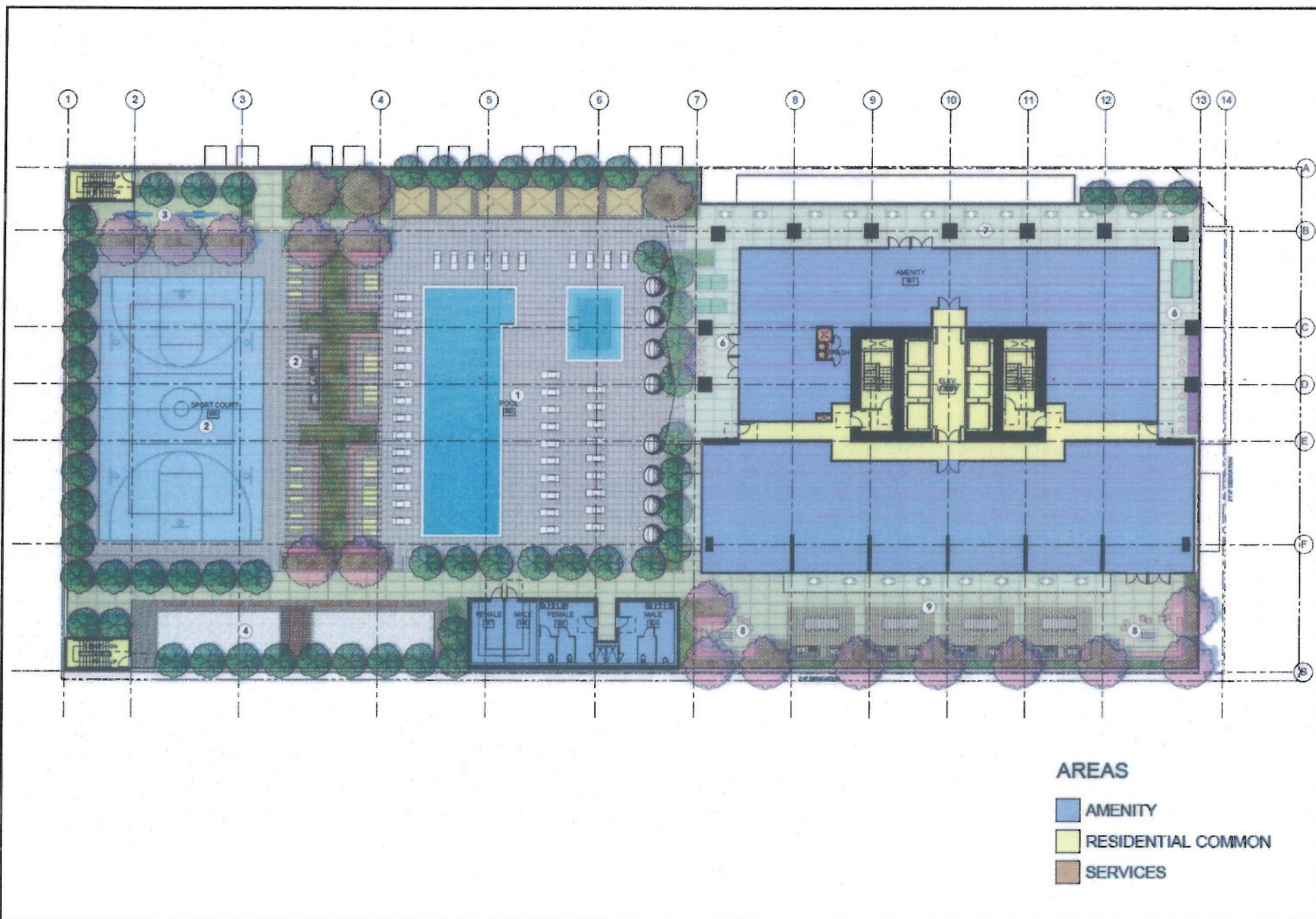
Figure II-7  
Level 1 Floor Plan





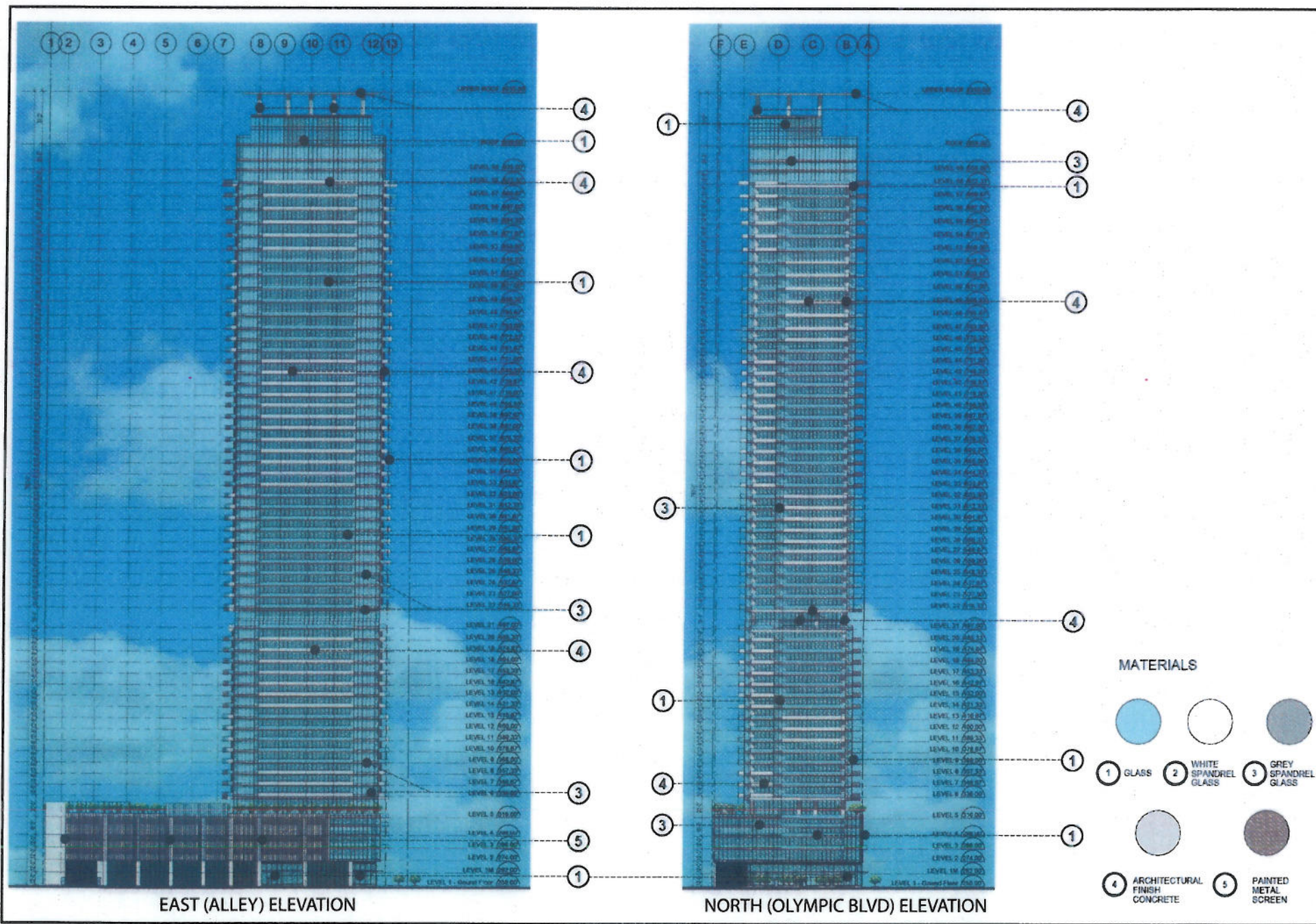
Source: Chris Dikeakos Architectural Corp. January 23, 2018.





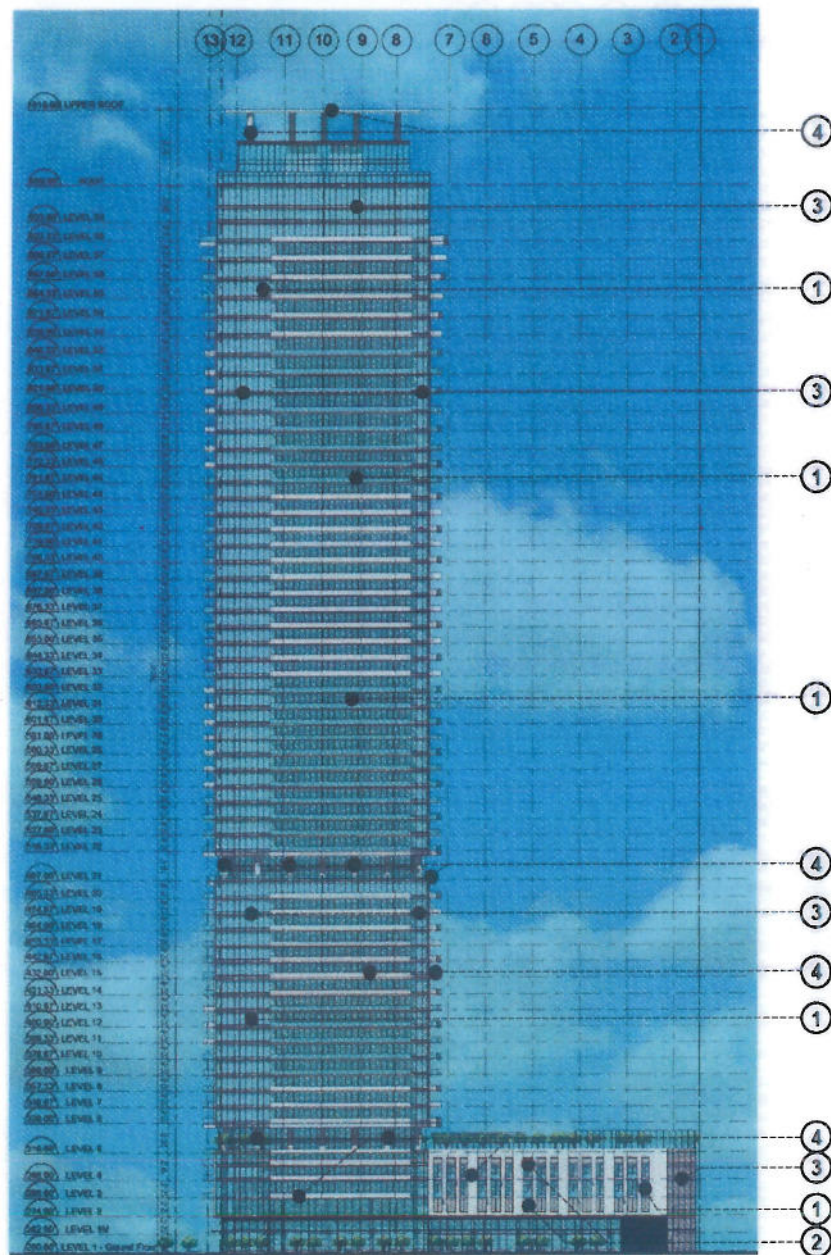
Source: Chris Dikeakos Architectural Corp. January 23, 2018.



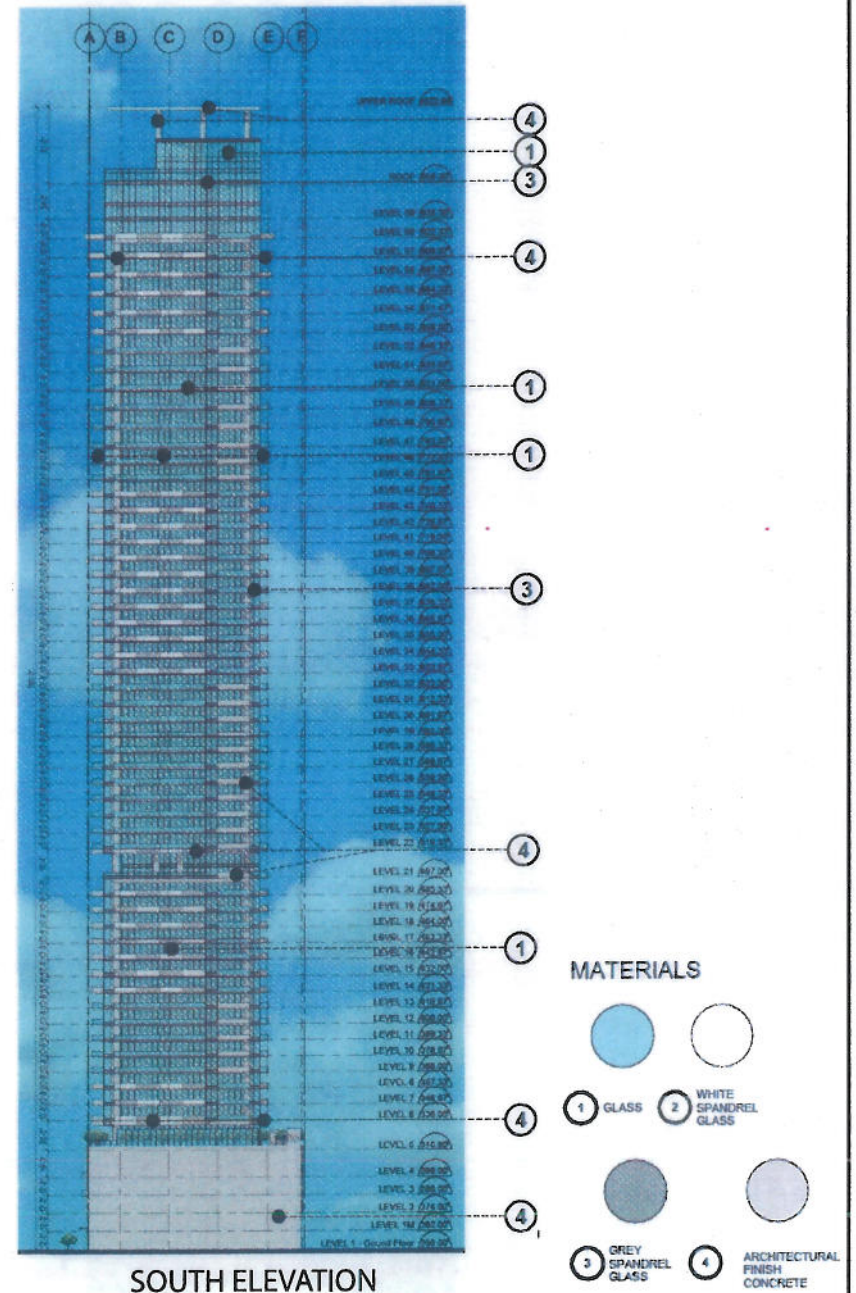


Source: Chris Dikeakos Architectural Corp. January 23, 2018.





WEST (HILL STREET) ELEVATION



SOUTH ELEVATION

Source: Chris Dikeakos Architectural Corp. January 23, 2018.





VIEW FROM OLYMPIC BOULEVARD



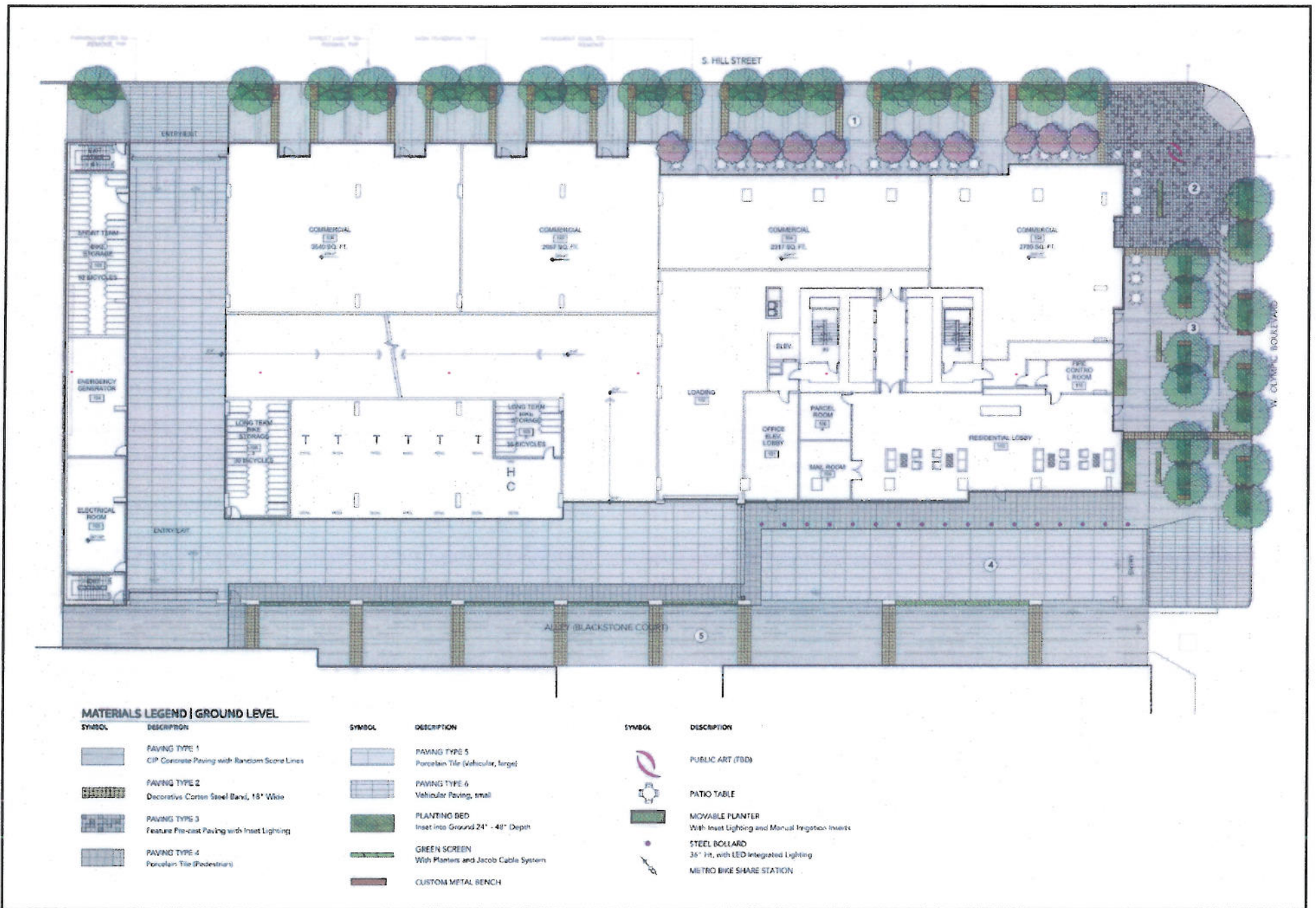
VIEW FROM HILL STREET



OVERALL PERSPECTIVE

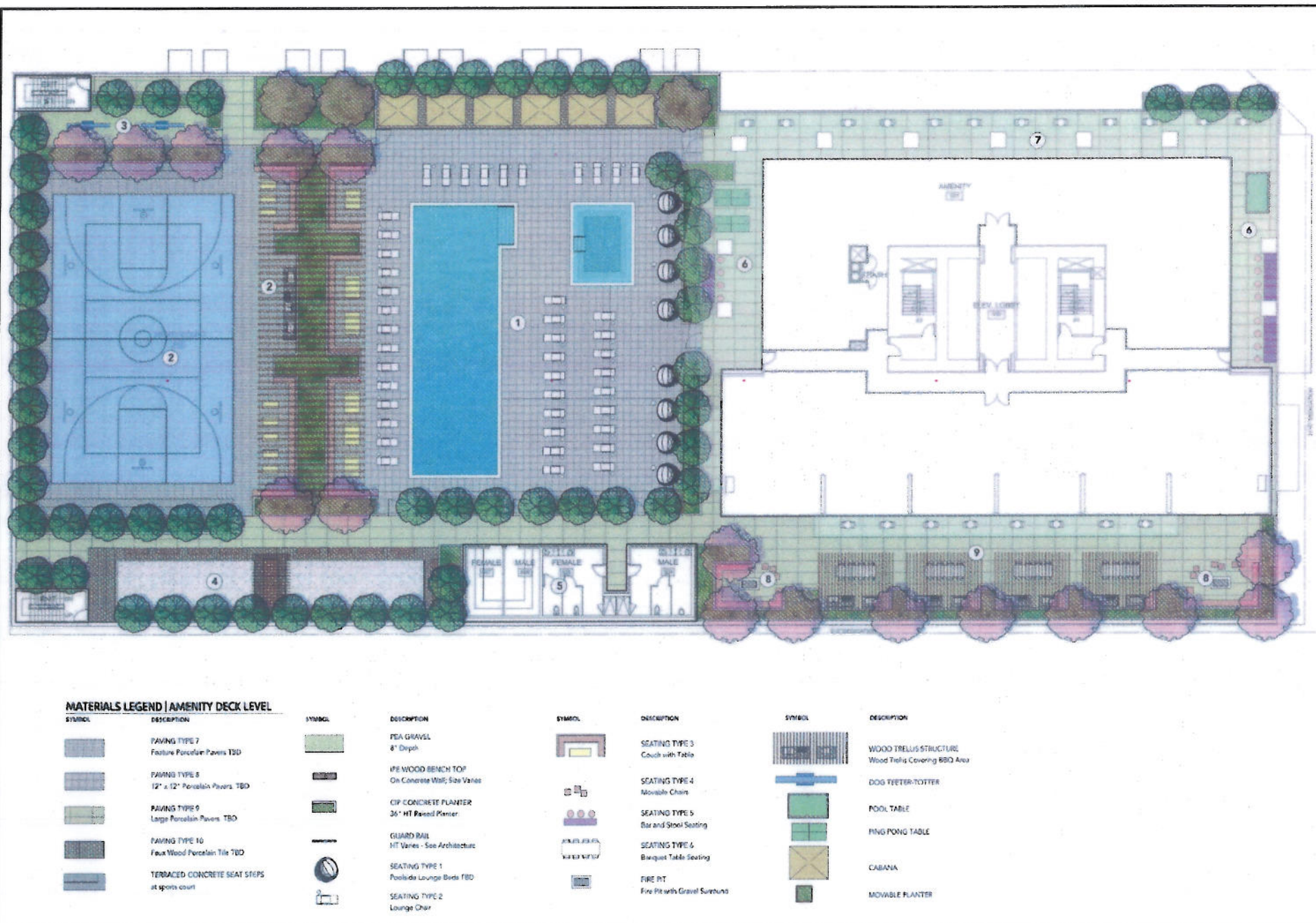
Source: Chris Dikeakos Architectural Corp. January 23, 2018.





Source: Enns Gauthier Landscape Architects, January 23, 2018.





Source: Enns Gauthier Landscape Architects, January 23, 2018.



CRA/LA, A DESIGNATED LOCAL AUTHORITY  
(Successor Agency to the Community Redevelopment Agency of the City of Los Angeles, CA)

**ATTACHMENT D**

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION OF THE CRA/LA, A DESIGNATED LOCAL AUTHORITY (SUCCESSOR AGENCY TO THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES, CALIFORNIA), CERTIFYING THAT IT HAS REVIEWED AND CONSIDERED THE CITY OF LOS ANGELES' SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) FOR THE ONNI MIXED-USE PROJECT AT 1000-1034 SOUTH HILL STREET AND 220-226 WEST OLYMPIC BOULEVARD IN THE CITY CENTER REDEVELOPMENT PROJECT AREA**

**WHEREAS**, Onni Capital, LLC (Developer), the project applicant, proposes to develop a 60-story mixed-use development consisting of up to 700 residential condominium units and 15,000 square feet of retail and restaurant space totaling 657,943 square feet (the "Project"); and

**WHEREAS**, the City of Los Angeles ("City") was the lead agency under the California Environmental Quality Act ("CEQA") for the Project and prepared a SCEA, ENV-2019-1792-SCEA, for the Project; and

**WHEREAS**, on June 7, 2019, the SCEA for the Project was adopted and the Project was approved by the City Council City of Los Angeles; and

**NOW, THEREFORE, BE IT RESOLVED** by the CRA/LA a Designated Local Authority (Successor Agency to the Community Redevelopment Agency of the City of Los Angeles, California), as follows:

1. The CRA/LA is a Responsible Agency pursuant to CEQA (Public Resources Code Section 21069, State CEQA Guidelines Section 15381). As a Responsible Agency, the CRA/LA Governing Board considered the environmental effects of the Project as shown in the City of Los Angeles' SCEA.
2. The CRA/LA has mitigated the impacts of those parts of the project which it is approving by adopting the Mitigation Monitoring Program prepared and adopted by the City.
3. Based on such review and consideration, the CRA/LA Governing Board hereby determines:
  - a. No Substantial changes are proposed in the Project that will require major revisions to the SCEA.
  - b. No Substantial changes have occurred with respect to the circumstances under which the Project is being undertaken that will require major revisions to the SCEA; and
  - c. No new information of substantial importance to the Project, which was not known or could not have been known at the time the SCEA was prepared, has become available.

ADOPTED: \_\_\_\_\_



## LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012, (213) 978-1300  
[planning.lacity.org](http://planning.lacity.org)

### LETTER OF DETERMINATION

MAILING DATE: **NOV 27 2018**

**Case No. VTT-74760-1A**  
**CEQA: ENV-2016-4711-MND**  
**Plan Area: Central City**  
**Related Case: CPC-2016-4710-TDR-MCUP-SPR**

**Council District: 14 – Huizar**

**Project Site:** 1000 South Hill Street;  
1000-1034 South Hill Street;  
220-226 West Olympic Boulevard

**Applicant:** Onni Capital, LLC  
Representative: Matt Dzurec, Armbruster Goldsmith & Delvac, LLP

**Appellants:** Charles Carnow and Antonio Mendoza, UNITE HERE! Local 11;  
Laborer's International Union of America, Local 300  
Representative: Douglas Chermak, Lozeau Drury LLP

At its meeting on **November 8, 2018**, the Los Angeles City Planning Commission took the actions below in conjunction with the approval of the following project:

A Vesting Tentative Tract for the merger and resubdivision of seven lots into one lot for residential and commercial condominium purposes, for a maximum of 700 residential units and 15,000 square feet of commercial space.

1. **Found**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-4711-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; **found** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **found** the mitigation measures have been made enforceable conditions on the project; and **adopted** the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration;
2. **Denied** the appeals and **sustained** the decision of the Deputy Advisory Agency to approve the Vesting Tentative Tract Map for the project;
3. **Adopted** the attached Conditions of Approval; and
4. **Adopted** the attached Findings.



The vote proceeded as follows:

Moved: Dake Wilson  
Second: Perlman  
Ayes: Ambroz, Choe, Khorsand, Mack, Mitchell, Millman  
Absent: Padilla-Campos

**Vote: 8 - 0**

  
\_\_\_\_\_  
James K. Williams, Commission Executive Assistant II  
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

**Effective Date/Appeals:** The decision of the Los Angeles City Planning Commission is further appealable to the Los Angeles City Council within 10 days after the mailing date of this determination letter. Any appeal not filed within the 10-day period shall not be considered by the Council. All appeals shall be filed on forms provided at the Planning Department's Development Service Centers located at: 201 North Figueroa Street, Fourth Floor, Los Angeles; 6262 Van Nuys Boulevard, Suite 251, Van Nuys; or 1828 Sawtelle Boulevard, West Los Angeles.

**FINAL APPEAL DATE:** DEC 07 2018

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) **is not further appealable** and the decision is final.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Conditions of Approval, Findings

c: Jane Choi, Senior City Planner  
May Sirinopwongsagon, City Planner  
Michael Sin, City Planning Associate

## CONDITIONS OF APPROVAL

### BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

1. That a 21-foot wide strip of land be dedicated along Olympic Boulevard adjoining the subdivision to complete a 51-foot wide half public street right-of-way in accordance with Modified Avenue I of LA Mobility Standards and per Downtown Street Standards. A 15-foot by 15-foot property line cut corner or a 20-foot radius property line return also shall be dedicated at the intersection with Hill Street adjoining the tract. Additional an 8-foot wide average public sidewalk easement shall be provided adjoining the above dedication.
2. That a 2-foot wide strip of land be dedicated along the alley adjoining the tract to complete a 10-foot wide half alley dedication.

### DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

3. That prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall comply with any requirements with the Department of Building and Safety, Grading Division for the recordation of the final map and issuance of any permit.

### DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

4. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division, shall issue a clearance letter stating that no Building or Zoning Code violations existing relating to the subdivision on the subject site once the following items have been satisfied:
  - a. Provide a copy of CPC cases CPC-2016-4710-TDR-MCUP-SPR. Show compliance with all the conditions/requirements of the CPC cases as applicable.
  - b. Provide a copy of affidavits AFF-6849 and AFF-4236. Show compliance with all the conditions/requirements of the above affidavits as applicable. Termination of above affidavit may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.
  - c. 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).

#### Notes:

The proposed project site is within the Greater Downtown Housing Incentive Area.

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

The 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.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Laura Duong at (213) 482-0434 to schedule an appointment.

#### DEPARTMENT OF TRANSPORTATION

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

#### FIRE DEPARTMENT

6. That 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.
  - b. Access for Fire Department apparatus and personnel to and into all structures shall be required.
  - c. One or more Knox Boxes will be required to be installed for LAFD access to project.
  - d. 505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
  - e. The entrance to a Residence lobby must be within 50 feet of the desired street address curb face.
  - f. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
  - g. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - h. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

- i. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
- j. 2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)
  - i. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
  - ii. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
  - iii. This policy does not apply to single-family dwellings or to non-residential buildings.
- k. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.
- l. Entrance to the main lobby shall be located off the address side of the building.
- m. Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- n. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- o. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- p. 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
- q. Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are



still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.

- r. Each standpipe in a new high-rise building shall be provided with two remotely located FDC's for each zone in compliance with NFPA 14-2013, Section 7.12.2.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6509. You should advise any consultant representing you of this requirement as well.

#### **DEPARTMENT OF WATER AND POWER**

- 7. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with the following conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering:
  - a. Prior to receiving water service the developer must arrange for the Department to install the following: fire hydrants.
  - b. Pressure regulators will be required in accordance with the Los Angeles City Plumbing Code for the following lot(s) where pressures exceed 80 psi at the building pad elevation: High 90 PSI, Low 73 PSI
  - c. Existing water mains are located in or adjacent to this tract as follows: 12" water main in Hill Street, 24" water main in Olympic Boulevard.
  - d. New fire hydrants and/or top upgrades to existing fire hydrants are required in accordance with the Los Angeles Fire Code. Install one (1) 2-1/2" x 4" D.F.H. on the east side of Hill Street, approximately 300' SS Olympic Blvd.

#### **BUREAU OF STREET LIGHTING – SPECIFIC CONDITIONS**

- 8. 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.

#### **BUREAU OF SANITATION**

- 9. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. 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).)

#### **DEPARTMENT OF RECREATION AND PARKS**

- 10. That the Park Fee paid to the Department of Recreation and Parks be calculated as a

Subdivision (Quimby in-lieu) fee.

#### DEPARTMENT OF CITY PLANNING – SITE SPECIFIC CONDITIONS

11. 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 to a maximum of 700 residential units and 15,000 square feet of commercial floor area.
- b. Pursuant to LAMC Section 12.21 A.4(p)(1), provide a minimum of one off-street parking space per dwelling unit having three habitable rooms or fewer, and provide a minimum of 1.25 parking spaces per dwelling unit having more than three habitable rooms. Notwithstanding the above, the applicant may elect to reduce parking using the bicycle replacement provisions of LAMC Section 12.21 A.4.
- c. Pursuant to LAMC Section 12.21 A.4(i)(2)(3), provide a minimum of one off-street parking space per 1,000 square feet of commercial floor area.
- d. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
- e. That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
- f. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
- g. INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS.

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of



- action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
  - (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Action 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.

12. That prior to the issuance of the building permit or the recordation of the final map, a copy of Case No. CPC-2016-4710-TDR-MCUP-SPR shall be submitted to the satisfaction of the Advisory Agency. In the event that Case No. CPC-2016-4710-TDR-MCUP-SPR is not approved, the subdivider shall submit a tract modification.

#### DEPARTMENT OF CITY PLANNING - ENVIRONMENTAL MITIGATION MEASURES

13. That prior to recordation of the final map the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770 and Exhibit CP-6770. in a manner satisfactory to the Planning Department requiring the subdivider to

identify (a) mitigation monitor(s) who shall provide periodic status reports on the implementation of mitigation items required by Mitigation Condition No. 14 and 15 of the Tract's approval satisfactory to the Advisory Agency. The mitigation monitor(s) shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, postconstruction/maintenance) to ensure continued implementation of the above mentioned mitigation items.

14. Prior to the recordation of the final map, the subdivider will 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:

MM-1. Increased Noise Levels (Parking Structure Ramps)

Concrete, not metal, shall be used for construction of parking ramps. The interior ramps shall be textured to prevent tire squeal at turning areas.

MM-2. Public Services (Police)

The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

MM-3. Transportation Demand Management Plan and Monitoring Program

The Applicant shall prepare and submit a Transportation Demand Management (TDM) Plan to the Department of Transportation prior to the issuance of the first building permit for the Project. A final TDM Plan shall be submitted and approved by the Department of Transportation prior to the issuance of the first certificate of occupancy for the Project. The TDM Plan shall include strategies, as determined to be appropriate by the Department of Transportation that would have a minimum fifteen (15) percent effectiveness in reducing new vehicle trips. TDM program elements should include, but not be limited to, the strategies listed in Mitigation Measure T-1 and the following:

- Site Design – The site will be designed to encourage walking, biking, and transit. Amenities would include:
  - New sidewalks and street trees along the perimeter
  - Improved street and pedestrian lighting.
- Unbundled Parking – Unbundling parking typically separates the cost of purchasing or renting parking spaces from the cost of the purchasing



or renting a dwelling unit. Saving money on a dwelling unit by forgoing a parking space acts as an incentive that minimizes auto ownership. Similarly, paying for parking (by purchasing or leasing a space) acts as a disincentive that discourages auto ownership and trip-making.

- **Bicycle Parking** – As described in Chapter 7, the Project will provide both long term and short-term bicycle parking. In addition, the Project could provide complementary amenities such as a self-service bike repair area.

A Monitoring Program shall be prepared to provide continued monitoring of the TDM Plan's effectiveness. The Monitoring Program shall be prepared by a licensed Transportation Engineer and be submitted to the Department of Transportation for review. The Monitoring Program shall continue until such time that the Project has shown, for three consecutive years, at a minimum of 85 percent occupancy, a minimum fifteen (15) percent effectiveness in reducing new vehicle trips through implementation of the TDM Plan. Should the review show that the trip reductions have not been met, the Project shall have one year to attain compliance or be subject to a penalty program.

15. **Construction Mitigation Conditions** - Prior to the issuance of a grading or building permit, or 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:

CM-1. Habitat Modification (Nesting Native Birds)

Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).

If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:

- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet

for suitable raptor nesting habitat) until August 31.

- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

CM-2. Soil Management Plan

Due to the historic UST removed from 1022 S. Hill Street, when mass excavation/grading is to be conducted at this portion of the Project Site, proper soil management protocols would need to be followed in the event that petroleum hydrocarbon impacted soil is encountered and displaced.

Construction and grading activities on-site shall implement a Soil Management Plan to the satisfaction of the Los Angeles Fire Department and the Department of Building and Safety.

CM-3. Increased Noise Levels (Demolition, Grading, and Construction Activities)

Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday.

CM-4. Increased Noise Levels (Demolition, Grading, and Construction Activities)

To the maximum extent practical, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

CM-5. Increased Noise Levels (Demolition, Grading, and Construction Activities)

The project contractor shall use power construction equipment with noise shielding and muffling devices.

CM-6. Increased Noise Levels (Demolition, Grading, and Construction Activities)

The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound wall shall be a minimum of 8 feet in height to block the line-of-site of construction equipment and off site receptors at the ground level. The sound barrier shall include  $\frac{3}{4}$  inch plywood or other sound absorbing material capable of achieving a 5-dBA reduction in sound level.



CM-7. Increased Noise Levels (Demolition, Grading, and Construction Activities)

During structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential land uses for purposes of ensuring noise levels at the adjacent residential land uses does not exceed 5 dBA over the ambient noise levels.

CM-8. Increased Noise Levels (Demolition, Grading, and Construction Activities)

An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive noise levels. Any reasonable complaints shall be rectified within 24 hours of their receipt.

CM-9. Temporary Groundborne Vibration Impacts

All new construction work shall be performed so as not to adversely affect the structural integrity of the adjacent buildings. Prior to commencement of construction, the applicant shall retain a qualified structural engineer to survey the existing foundations and structures of the adjacent buildings, and provide a plan to protect them from potential damage. The performance standards of the structure monitoring plan shall including the following:

- Documentation shall consist of video and/or photographic documentation of accessible and visible areas on the exterior and select interior facades of the buildings. A registered structural engineer shall develop recommendations for the adjacent structure monitoring program that will include, but not be limited to, vibration monitoring, elevation and lateral monitoring points, crack monitors and other instrumentation deemed necessary to protect the adjacent structures from construction-related damage.
- The monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds. If the thresholds are met or exceeded, or noticeable structural damage becomes evident to the project contractor, work shall stop in the area of the affected building until measures have been taken to stabilize the affected building to prevent construction related damage to historic resources.
- In the event damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant and, if warranted, in a manner that meets the Secretary of the Interior's Standards.
- The structure monitoring program and initial survey documentation shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the project prior to construction.

CM-10. Public Services (Police – Demolition/Construction Sites)

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

CM-11. Compliance with LADOT

The Applicant shall implement the project requirements detailed in DOT's communication to the Planning Department (DOT Case No. CEN 17-45630 dated July 12, 2017, attached) and as listed below.

*Construction Impacts*

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

*Transportation Demand Management (TDM) Program*

A final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to the following strategies:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator;
- Administrative support for the formation of carpools/vanpools;
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Establish bike and walk to work promotions;
- Provide unbundled parking that separates the cost of obtaining assigned parking spaces from the cost of purchasing or renting residential units;
- Accommodate flexible/alternative work schedules and telecommuting programs;
- Coupled with the unbundled parking, provide on-site car share amenities for residents;
- Guaranteed ride home program;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with DOT to determine if the project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Provide on-site transit routing and schedule information;
- Provide a program to discount transit passes for residents/employees possibly through negotiated bulk purchasing of passes with transit providers;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;



- Contribute a one-time fixed fee contribution of \$50,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the project.

#### *Highway Dedication and Street Widening Requirements*

The applicant should check with Bureau of Engineering's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

#### *Parking Requirements*

The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

#### *Driveway Access and Circulation*

The traffic study indicates that two proposed driveways will provide access to the building's underground parking, including shared access for residents and retail and restaurant customers. The conceptual site plan for the project illustrated in Attachment 3 is acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4<sup>th</sup> Floor, Station 3, @ 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT, prior to the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case 2 - designed with a recommended width of 30 feet for two-way operations or 16 feet for one-way operations. Delivery truck loading and unloading should take place on site with no vehicles having to back into the project via the proposed project driveways on any adjacent street. However, the truck loading dock off of the alley (Blackstone Court) is acceptable.

#### *Development Review Fees*

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

CM-12.

#### Construction Management Plan

The following will be implemented prior to construction:

- As traffic lane, parking lane and/or sidewalk closures are anticipated, worksite traffic control plan(s), approved by the City of Los Angeles, should be implemented to route vehicular traffic, bicyclists, and pedestrians around any such closures.

- Ensure that access will remain unobstructed for land uses in proximity to the project site during project construction.
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses and residences.

CM-13. Tribal Cultural Resources

In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, 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 at (213) 978-1454.
- 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 Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
- f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long



as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.

- g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

#### **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 Los Angeles Municipal Code (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 comply with the width and area requirements of the Zoning Ordinance.
- (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided 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 1-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 Traffic 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 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) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting. Construct new pedestrian lights: two (2) on Olympic Boulevard and five (5) on Hill Street. If street widening per BOE improvement conditions, relocate and upgrade street lights; three (3) on Hill Street and one (1) on Olympic Boulevard.

Notes:

The quantity of street lights identified may be modified slightly 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 condition S-3 (i), 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 Urban Forestry Division (213-847-3077) 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 Olympic Boulevard being dedicated and adjoining the subdivision by the construction of the following:
    - (1) A concrete curb, a concrete gutter, and a 15-foot full-width concrete sidewalk with tree wells.
    - (2) Suitable surfacing to join the existing pavements and to complete 36-foot half roadway.
    - (3) Any necessary removal and reconstruction of existing improvements.
    - (4) The necessary transitions to join the existing improvement.
  - b. Improve the alley being dedicated and adjoining the tract by construction of new surfacing to provide an 18-foot wide alley with longitudinal gutter located at the 10-foot half ally measured from the new tract boundary after the alley dedication including a construction of a new alley intersection with Olympic Boulevard including any necessary removal and reconstruction of existing improvements and necessary transition including the drainage to join the existing alley improvements all satisfactory to the City Engineer:

#### 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. This vesting map does not constitute approval of any variations from the Los Angeles Municipal Code (LAMC), unless approved specifically for this project under separate conditions.

Any removal of the existing street trees shall require Board of Public Works approval.

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 Section 17.05-N of the LAMC.

The final map must be recorded 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)**

The project was issued Mitigated Negative Declaration ENV-2016-4711-MND on April 12, 2018. Potential negative impacts could occur from the project's implementation due to:

- Biological Resources
- Hazards and Hazardous Materials
- Noise
- Public Services
- Transportation
- Tribal Cultural Resources

The Deputy Advisory Agency, adopts Mitigated Negative Declaration No. ENV-2016-4711-MND and finds that it reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided the potential impacts identified above are mitigated to a less than significant level through implementation of Condition No. 14 and 15 of the Tract's approval. Other identified potential impacts not mitigated by these conditions are mandatorily subject to existing City ordinances (Sewer Ordinance, Grading Ordinance, Flood Plain Management Specific Plan, Xeriscape Ordinance, Stormwater Ordinance, etc.), which are specifically intended to mitigate such potential impacts on all projects.

In accordance with Section 21081.6 of the Public Resources Code (AB3180), the Deputy Advisory Agency has assured that the above identified mitigation measures will be implemented by requiring reporting and monitoring as specified in Condition Nos. 14 and 15.

## **FINDINGS OF FACT (SUBDIVISION MAP ACT)**

In connection with the approval of Vesting Tentative Tract No. 74760, 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 Land Use Element of the General Plan consists of the 35 Community Plans within the City of Los Angeles. The project site is located within the Central City Community Plan, which establishes goals, objectives, and policies for future development at a neighborhood level. Additionally, through the Land Use Map, the Community Plan designates parcels with a land use designation and zone. The Land Use Element is further implemented through the Los Angeles Municipal Code (LAMC). The zoning regulations contained within the LAMC regulates, but is not limited to, the maximum permitted density, height, parking, and the subdivision of land.

The subdivision of land is regulated pursuant to Article 7 of the LAMC. Specifically, Section 17.05 C requires that the vesting tentative tract map be designed in compliance with the zoning regulations applicable to the project site. The project site is located within the Central City Community Plan, which designates the site with a High Density Residential land use designation. The land use designation lists the R5 Zone as the corresponding zones. The Project Site is zoned [Q]R5-4D-O, which is consistent with the land use designation. The project site has approximately 50,611 gross square feet of lot area and is located within the Greater Downtown Housing Incentive Area. The site is not subject to any density restrictions but is limited to a FAR of 6:1 per the "D" Limitations contained in

Ordinance No. 164307 (SA2645). The project is seeking a Transfer of Floor Area Rights (TFAR) for the approximate amount of 354,277 square feet of floor area to the Project site, permitting an FAR of 13:1 and 657,943 square feet of floor area, as permitted within the Central City Redevelopment Project Area.

In addition to LAMC Section 17.05 C, LAMC Section 17.06 B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The tract map was prepared by Lawrence Wilson, Licensed Land Surveyor with the State of California (No. 6712), and contains information regarding the boundaries of the project site, as well as the abutting public rights-of-way, existing and proposed dedication, and improvements of the tract map. The tract map indicates the tract number, notes, legal description, contact information for the owner, applicant, and engineer, as well as other pertinent information as required by LAMC Section 17.06 B. Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05 C, 17.06 B, and 12.22 C.27 and is consistent with the applicable General Plan.

(b) THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS 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. Design refers to the configuration and layout of the proposed lots in addition to the proposed site plan layout. Pursuant to Section 66427(a) of the Subdivision Map Act, the location of the buildings is not considered as part of the approval or disapproval of the map by the Advisory Agency. Easements and/or access and "improvements" refers to the infrastructure facilities serving the subdivision. LAMC Section 17.05 enumerates the design standards for a tract map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. As indicated in Finding (a), LAMC Section 17.05 C requires that the tract map be designed in conformance with the zoning regulations of the project site. The Project Site is zoned [Q]R5-4D-O, which is consistent with the land use designation. The project site has approximately 50,611 square feet of gross lot area and is located within the Greater Downtown Housing Incentive Area. The site is not subject to any density restrictions but is limited to a FAR of 6:1 per the "D" Limitations contained in Ordinance No. 164307 (SA2645). The project is seeking a Transfer of Floor Area Rights (TFAR) for the approximate amount of 354,277 square feet of floor area to the Project site, permitting an FAR of 13:1 and 657,943 square feet of floor area, as permitted within the Central City Redevelopment Project Area.

The tract map was distributed to and reviewed by the various city agencies of the Subdivision Committee that have the authority to make dedication, and/or improvement recommendations. The Bureau of Engineering reviewed the tract map for compliance with the Street Design Standards. The Bureau of Engineering has recommended improvements to the public right-of-way along Olympic Boulevard and Hill Street, consistent with the standards of the Mobility Element and Downtown Street Standards. In addition, the Bureau of Engineering has recommended all necessary street improvements be made to comply with the Americans with Disabilities Act (ADA) of 2010. The Bureau of Street Lighting has requested that new street lights be installed on Olympic Boulevard and Hill Street. As conditioned, the design and improvements of the proposed subdivision are consistent with the applicable General Plan.



(c) THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT.

The project site consists of seven contiguous lots totaling approximately 50,611 gross square feet (1.16 acres) in area. The site has approximately 145 feet of frontage along the southerly side of West Olympic Boulevard and approximately 350 feet of frontage along the easterly side of South Hill Street. The property is currently developed with a surface parking lot. The site is zoned [Q]R5-4D-O and is located within the Central City Community Plan, which designates the site for Low High Density Residential land uses. The site is not located within a Specific Plan area, but is located within the Greater Downtown Housing Incentive Area, Adaptive Reuse Incentive Area, City Center Redevelopment Project Area, Transit Oriented Communities (Tier 3), Methane Zone, and Los Angeles State Enterprise Zone.

The Project is the demolition of an existing surface parking lot and the construction, use, and maintenance of a 60-story mixed-use building (760 feet in height) with 700 residential dwelling units and 15,000 square feet of ground floor commercial/retail space. The Project includes 657,943 square feet of floor area on the 50,611 gross square-foot site, resulting in a Floor Area Ratio (FAR) of 13:1. The Project proposes a total of 1,075 vehicle parking spaces within seven subterranean levels and Levels One through Four above grade. A total of 708 long-term and 78 short-term bicycle parking spaces are proposed, along with approximately 86,976 square feet of open space and amenity areas for residents on the site. Seven street trees would be removed from the public right-of-way; 184 new trees are proposed, including 42 street trees.

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. Therefore, 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 adjacent property to the north, across Olympic Boulevard, is zoned [Q]R5-4D and developed with a vacant one-story mini-shopping center. The adjoining property to the south is zoned [Q]R5-4D and developed with the Mayan Theater. The adjacent properties to the east, across the public alley, are zoned C2-4D-O-SN and developed with one-story commercial buildings and a 12-story commercial office building. The adjacent properties to the west, across Hill Street, are zoned [Q]R5-4D-O and developed with a commercial corner building and a surface parking lot. The site is located approximately 3,500 feet (0.7 miles) from Interstate 110 to the west and Interstate 10 to the east.

The project entails the construction of a 60-story mixed-use building (760 feet in height) with 700 residential dwelling units and 15,000 square feet of ground floor commercial/retail space. The project site has approximately 50,611 square feet of gross lot area and is located within the Greater Downtown Housing Incentive Area. The site is not subject to any density restrictions but is limited to a FAR of 6:1 per the "D" Limitations contained in Ordinance No. 164307 (SA2645). The project is seeking a Transfer of Floor Area Rights (TFAR) under incidental Case No. CPC-2016-4710-TDR-MCUP-SPR for the approximate amount of 354,277 square feet of floor area to the Project site, permitting an FAR of 13:1 and 657,943 square feet of floor area, as permitted within the Central City Redevelopment Project Area. Additionally, prior to the issuance of a demolition, grading, or building permit, the project would be required to comply with conditions herein and applicable

requirements of the LAMC. As conditioned the proposed tract map is physically suitable for the proposed density of the development.

- (e) THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The project site, as well as the surrounding area, are presently developed with structures and do not provide a natural habitat for either fish or wildlife. Any demolition, grading, and construction will be conducted per the requirements of the Los Angeles Municipal Code and associated permits needed to perform such work. These permits also restrict work hours to mitigate noise pollution.

- (f) THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appears to be no potential public health problems caused by the design or improvement of the proposed subdivision. The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet statewide ocean discharge standards.

The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

- (g) THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS, ACQUIRED BY THE PUBLIC AT LARGE, FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

As required by LAMC Section 12.03, the project site has a minimum of 20 feet of frontage along Olympic Boulevard and Hill Street, which are public streets. The project site consists of parcels identified as Lots 9, 10, and 12-15 of the E.H. Workman Tract and Lot A of Tract No. 1814 and is identified by the Assessor Parcel Map Nos. 5139-013-003, 5139-013-004, 5139-013-005, 5139-013-006, 5139-013-015, 5139-013-017, and 5139-013-018. There are no known easements acquired by the public at large for access through or use of the property within the proposed subdivision, as identified on the tract map. Necessary easements for utilities will be acquired by the City prior to the recordation of the proposed parcel map.

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 the property within the proposed subdivision.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION SHALL 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 lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation.

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 Tract No. 74760.

Attachment F  
Notice of Determination

2019 162420



FILED

Jun 13 2019

Dean C. Logan, Registrar - Recorder/County Clerk

Electronically signed by HELEN BOTO

**CITY OF LOS ANGELES  
CALIFORNIA ENVIRONMENTAL QUALITY ACT  
NOTICE OF  
DETERMINATION**

CITY CLERK'S USE

(California Environmental Quality Act Guidelines Section 15094)

Public Resources Code Section 21152(a) requires local agencies to submit this information to the County Clerk. Guideline 15094(c) requires submittal of this notice to the State OPR if the project requires discretionary approval from a state agency. (State OPR, 1400 Tenth St, Rm 121 Sacramento, CA 95814). Subject to Public Resources Code Section 21168.6.5, the filing of the notice starts a 30-day statute of limitations on court challenges to the approval of the project pursuant to Public Resources Code Section 21167. Failure to file the notice results in the statute of limitations being extended to 180 days.		
<b>LEAD CITY AGENCY AND ADDRESS (Bldg, Street, City, State)</b> Los Angeles Department of City Planning 200 N. Spring Street, 6th Floor, Suite 621 Los Angeles, CA 90012		<b>COUNCIL DISTRICT</b>  14
<b>PROJECT TITLE (INCLUDING ITS COMMON NAME, IF ANY)</b> Olympic and Hill Project		<b>CASE NOS.</b> VTT-74760-1A; ENV-2019-1792-SCEA; CPC-2016-4710-TDR-MCUP-SPR
<b>PROJECT DESCRIPTION AND LOCATION</b> <p>The project site is located at 1000 South Hill Street; 1000-1034 South Hill Street; 220-226 West Olympic Boulevard and is comprised of seven parcels with approximately 1.16 acres and is generally bound by Hill Street to the west; Olympic Boulevard to the north; the Mayan Theater to the south; and two-story commercial retail, a parking lot, and a high-rise commercial building to the east across the adjacent alleyway, Blackstone Court. The projects proposes demolition of a surface parking lot and the construction of a 60-story, 760 feet in height mixed-use building with a maximum of 700 residential dwelling units and up to 15,000 square feet of ground floor commercial space (including approximately 7,000 square feet of retail space and 8,000 square feet of restaurant space) with 657,943 square feet of floor area. The project includes seven levels of subterranean parking and four partial levels of above-grade parking with a total of 1,075 parking spaces.</p>		
<b>NAME OF PERSON OR AGENCY CARRYING OUT THE PROJECT IF OTHER THAN LEAD AGENCY</b> Onni Capital, LLC		
<b>CONTACT PERSON</b> Michael Sin	<b>STATE CLEARING HOUSE NUMBER</b>	<b>TELEPHONE NUMBER</b> (213) 978-1345
This is to advise that on June 11, 2019 the City Council of the City of Los Angeles approved Vesting Tentative Tract Map No. VTT-74760-1A for the merger and resubdivision of seven lots into one lot for residential and commercial condominium purposes, for a maximum of 700 residential units and 15,000 square feet of commercial space. Pursuant to Public Resources Code Section 21155.2(b) (SB375), the City Council adopted a Sustainable Communities Environmental Assessment and a Mitigation Monitoring Program for the project.		
<b>SIGNIFICANT EFFECT</b>	<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;"> <input type="checkbox"/> Project <b>will</b> have a significant effect on the environment.  <input checked="" type="checkbox"/> Project <b>will not</b> have a significant effect on the environment.         </div> <div style="flex: 1; text-align: right;"> <b>THIS NOTICE WAS POSTED</b>  <b>ON</b> <u>June 13 2019</u>   <b>UNTIL</b> <u>July 15 2019</u> </div> </div>	
<b>MITIGATION MEASURES</b>	<input checked="" type="checkbox"/> Mitigation measures <b>were</b> made a condition of project approval. <input type="checkbox"/> Mitigation measures <b>were not</b> made a condition of project approval.	
<b>MITIGATION REPORTING / MONITORING</b>	<input checked="" type="checkbox"/> A mitigation reporting or monitoring plan <b>was</b> adopted for the project. <input type="checkbox"/> A mitigation reporting or monitoring plan <b>was not</b> adopted for the project.	
<b>OVERRIDING CONSIDERATION</b>	<input type="checkbox"/> Statement of Overriding Considerations <b>was</b> adopted. <input checked="" type="checkbox"/> Statement of Overriding Considerations <b>was not</b> adopted. <input checked="" type="checkbox"/> Statement of Overriding Considerations <b>was not</b> required.	
<b>ENVIRONMENTAL IMPACT REPORT</b>	<input type="checkbox"/> An Environmental Impact Report <b>was</b> prepared and certified, and findings <b>were</b> made for the project pursuant to the provisions of CEQA. The final Environmental Impact Report with comments and responses and record of project approval may be examined at the Department of City Planning. <input checked="" type="checkbox"/> An Environmental Impact Report <b>was not</b> prepared for the project.	
<b>NEGATIVE DECLARATION</b>	<input checked="" type="checkbox"/> A Sustainable Communities Environmental Assessment <b>was</b> prepared for the project, pursuant to Public Resource Code 21155.2, and may be examined at the Office of the City Clerk.* <input type="checkbox"/> A Negative Declaration or Mitigated Negative Declaration <b>was not</b> prepared for the project.	
<b>SIGNATURE (Lead Agency)</b> 	<b>TITLE</b> City Planning Associate	<b>DATE OF PREPARATION</b> June 12, 2019
<b>SIGNATURE (Office of Planning and Research if applicable)</b>	<b>TITLE</b>	<b>DATE</b>

9/28/2012



**DISTRIBUTION:**

Part 1 - County Clerk  
Part 2 - City Clerk  
Part 3 - Agency Record  
Part 4 - Resp. State Agency (if any)  
Part 5 - Office of Planning and Research (if applicable)

**\* OFFICE OF THE CITY CLERK**

Room 395, City Hall  
200 N. Spring Street  
Los Angeles, CA 90012

**2019 162420**



**FILED**  
Jun 13 2019

Dean C. Logan, Registrar - Recorder/County Clerk

Electronically signed by HELEN 8010

9/28/2012

This is a true and certified copy of the record  
if it bears the seal, imprinted in purple ink,  
of the Registrar-Recorder/County Clerk

JUN 13 2019

*Dean C. Logg* REGISTRAR-RECORDER/COUNTY CLERK  
LOS ANGELES COUNTY, CALIFORNIA

