



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: February 13, 2020
Time: After 8:30 a.m.*
Place: Los Angeles City Hall
Council Chamber, Room 340
200 N. Spring Street
Los Angeles, CA 90012

Public Hearing: November 20, 2019
Appeal Status: Vesting Zone Change is
appealable by the Applicant to
the City Council if disapproved in
whole or in part. All other
entitlements are appealable to
City Council.
Expiration Date: February 13, 2020

Case No.: CPC-2016-3808-VZC-CDO-
DD-SPR
CEQA No.: ENV-2016-3809-EIR
Related Case: VTT-74320
Council No.: 14 – Huizar
Plan Area: Central City
Plan Overlay: Broadway Theater and
Entertainment Community
Design Overlay
Certified NC: Downtown Los Angeles
Land Use: Regional Center Commercial
Zone: [Q]C2-4D-CDO-SN
Applicant: Carl Cade
CA-LATS South, LLC
Representative: Winston Stromberg
Latham & Watkins, LLP

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

PROPOSED PROJECT: The development proposes the redevelopment of a surface parking lot with a new mixed-use building (Project), including 107 residential units, 7,200 square feet of ground floor commercial uses, and 534,044 square feet of office uses. The Project would be constructed above the Los Angeles County Metropolitan Transportation Authority (Metro) Regional Connector Historic Broadway Rail Station. In total, including the 9,810 square-foot Metro portal and plaza, the Project would contain up to 688,401 square feet of floor area on an 118,051 net square-foot (2.71-acre) lot, for a floor area ratio (FAR) of 5.83:1. The proposed uses would be located within a 30-story building and would measure 435 feet at the highest roofline and 449 feet at the top of the highest parapet.

In a letter dated October 24, 2019, (included in this report as Exhibit E) the Applicant requested that the Department of City Planning consider the recommendation of Residential Alternative 4A [With Podium] (Alternative 4A), which was analyzed as an Alternative in the 222 W. 2nd Street EIR, in place of the Project. The Draft EIR analysis identified Alternative 4A as an environmentally superior alternative as it reduces the Project's significant and unavoidable transportation impacts to a level of less than

significant, while generally meeting the Project objectives to the same extent as the Project.

On December 5, 2019 the Deputy Advisory Agency certified the 222 W. 2nd Street EIR and adopted the Findings, Statement of Overriding Considerations, and Mitigation Monitoring Program for Alternative 4A. The Department of City Planning recommends that Alternative 4A, which was analyzed in the 222 West 2nd Street Draft Environmental Impact Report (EIR) (ENV-2016-3809-EIR) Section V, Alternatives, at Page V-111, be considered for approval in place of the Project. Like the Project, Alternative 4A includes the redevelopment of a surface parking lot with a new mixed-use building above the Metro Regional Connector Historic Broadway Rail Station. However, Alternative 4A would include 680 residential units, of which 45 units would be set aside for Workforce Housing units, and 10,000 square feet of ground floor commercial uses. In total, including the 9,810 square-foot Metro portal and plaza, Alternative 4A would contain up to 707,036 square feet of floor area on an 118,051 net square-foot (2.71-acre) lot, for an FAR of 6:1. The proposed uses would be located within a 56-story building and would measure 570 feet at the highest roofline and 608 feet at the top of the highest parapet.

REQUESTED ACTIONS:

ENV-2016-3809-EIR

1. Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, find that the project was assessed in the 222 West 2nd Street Project EIR No. ENV-2016-3809-EIR (SCH No. 2017011062), previously certified on December 5, 2019, which includes the Draft EIR dated March 19, 2019, the Final EIR dated October 23, 2019, the Erratum dated November 15, 2019, and the Addendum December 13, 2019; and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

CPC-2016-3808-VZC-CDO-DD-SPR

1. Pursuant to Los Angeles Municipal Code (LAMC) Sections 12.32 F and Q, a **Vesting Zone Change** to remove Broadway Community Design Overlay (CDO) Q Condition No. 7, which requires a 30 percent minimum and permits a 40 percent maximum lot coverage for any portion of a building over 150 feet in height;
2. Pursuant to LAMC Section 13.08, a **Design Overlay Plan Approval** for a project located in the Broadway CDO;
3. Pursuant to LAMC Section 12.21 G.3(a), a **Director's Decision** to permit less than one on-site tree per four residential dwelling units, or 85 trees in lieu of the otherwise required 170 trees; and
4. Pursuant to LAMC Section 16.05, **Site Plan Review** for development of a project that results in an increase of 50 or more dwelling units and/or guest rooms.

RECOMMENDED ACTIONS:

ENV-2016-3809-EIR

1. **Find**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the 222 West 2nd Street Project EIR No. ENV-

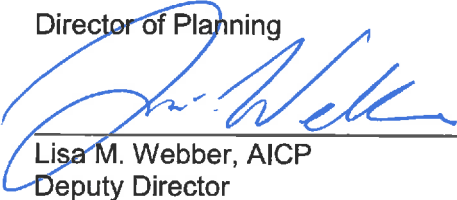
2016-3809-EIR (SCH No. 2017011062), previously certified on December 5, 2019, which includes the Draft EIR dated March 19, 2019, the Final EIR dated October 23, 2019, the Erratum dated November 15, 2019, and the Addendum December 13, 2019; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

CPC-2016-3808 VZC-CDO-DD-SPR


1. **Approve and Recommend** that the City Council approve a **Vesting Zone Change** to remove Broadway Community Design Overlay (CDO) Q Condition No. 7, which requires a 30 percent minimum and permits a 40 percent maximum lot coverage for any portion of a building over 150 feet in height;
2. **Approve a Design Overlay Plan Approval** for a project located in the Broadway CDO;
3. **Approve a Director's Decision** to permit less than one on-site tree per four residential dwelling units, or 85 trees in lieu of the otherwise required 170 trees;
4. **Approve a Site Plan Review** for a project that results in an increase of 680 residential dwelling units;
5. **Adopt** the Conditions of Approval; and
6. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP

Director of Planning



Lisa M. Webber, AICP
Deputy Director



Debbie Lawrence, AICP
Senior City Planner



Kathleen King
City Planner

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 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 agendaized 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.

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ALTERNATIVE 4A ANALYSIS

Description

The Project analyzed in the Draft and Final EIR proposes the redevelopment of a surface parking lot, currently in use as a staging and excavation area for the construction of the Los Angeles County Metropolitan Transportation Authority(Metro) Regional Connector Historic Broadway Rail Station, with a 30-story, 449-foot tall mixed-use, high-rise building comprised of up to 107 residential units, 534,044 square feet of office uses, and up to 7,200 square feet of commercial uses above the Metro Regional Connector Historic Broadway Rail Station. It should be noted that the Metro station constitutes a separate project, but is currently under construction on the Site. The new building would be built above the Metro plaza and portal, with the floor of Level 2 serving as the roof over the Metro plaza, thus the Metro plaza and portal square footage have been included in Alternative 4A's total square footage. In total, the Project would contain up to 688,401 square feet of floor area, including the 9,810 square-foot Metro portal and plaza, on an 118,051 square-foot (2.71 net-acre) lot, for an FAR of 5.83:1. Parking would be provided in the existing parking structure, which would be retained as part of the Project work scope. The parking structure is located on the southern portion of the Site, and includes two subterranean levels and five above-grade parking levels.

As required by the California Environmental Quality Act (CEQA), the Draft EIR analyzed a reasonable range of potentially feasible alternatives that could attain most of the basic objectives of the Project, while reducing or substantially lessening the significant environmental effects of the Project. In a letter dated October 24, 2019, (included in this report as Exhibit E), the Applicant requested that the Department of City Planning consider the recommendation of Residential Alternative 4A [With Podium] (Alternative 4A), which was analyzed as an Alternative in the 222 W. 2nd Street EIR, in place of the Project. The Draft EIR analysis identified Alternative 4A as an environmentally superior alternative as it reduces the Project's significant and unavoidable transportation impacts to a level of less than significant, while generally meeting the Project objectives to the same extent as the Project. The Project's significant and unavoidable impacts related to on-site construction noise and on and off-site construction vibration (related to human annoyance), as well as cumulative impacts to on and off-site construction noise and off-site construction vibration (related to human annoyance) would remain significant and unavoidable under Alternative 4A. Impacts with respects to aesthetics during operation, operational air quality, hazards and hazardous materials, noise, population, police protection, libraries, parks, and solid waste would be greater than the Project, but would remain less than significant, while all other impacts would be less than or similar to those of the Project.

On December 5, 2019 the Deputy Advisory Agency certified the 222 W. 2nd Street EIR and adopted the Findings, Statement of Overriding Considerations, and Mitigation Monitoring Program for Alternative 4A. Alternative 4A includes the redevelopment of a surface parking lot, currently in use as a staging and excavation area for the construction of the Metro Regional Connector Historic Broadway Rail Station, and the development of a 56-story, 570-foot tall, mixed-use, high-rise building with 680 residential units, of which 45 units would be set aside for Workforce Housing units, and 10,000 square feet of ground floor commercial uses. Although Alternative 4A is not required to provide below-market rate Housing, as conditioned, the Applicant has committed to providing a total of 6.6 percent of the total residential units to be set aside as Workforce Housing units. In total, Alternative 4A would contain up to 707,036 square feet of floor area, inclusive of the 9,810 square-foot Metro portal and plaza, for an FAR of 6:1. Parking would be provided in the existing parking structure, located on the southern portion of the Site. The parking structure, which would be retained as part of Alternative 4A's work scope and includes two subterranean levels and five above-grade parking levels.

The table below provides a general comparison of the Project and Alternative 4A.

Project and Alternative 4A Summary		
	Project	Alternative 4A
Residential Units	107 units	680 units ²
Office	534,044 sq ft	-
Ground Floor Commercial	7,200 sq ft	10,000 sq ft
Total Square Footage ¹	688,401 sq ft	707,036 sq ft
Height	499 feet	570 feet
FAR	5.83:1	6:1
¹ Total square footage includes the 9,810 square-foot Metro portal and plaza.		
² 6.6 percent of the total residential units would be set aside as Workforce Housing units.		

As the Department of City Planning recommends that the City Planning Commission adopt and approve Alternative 4A, the analysis and findings below are made relative to Alternative 4A.

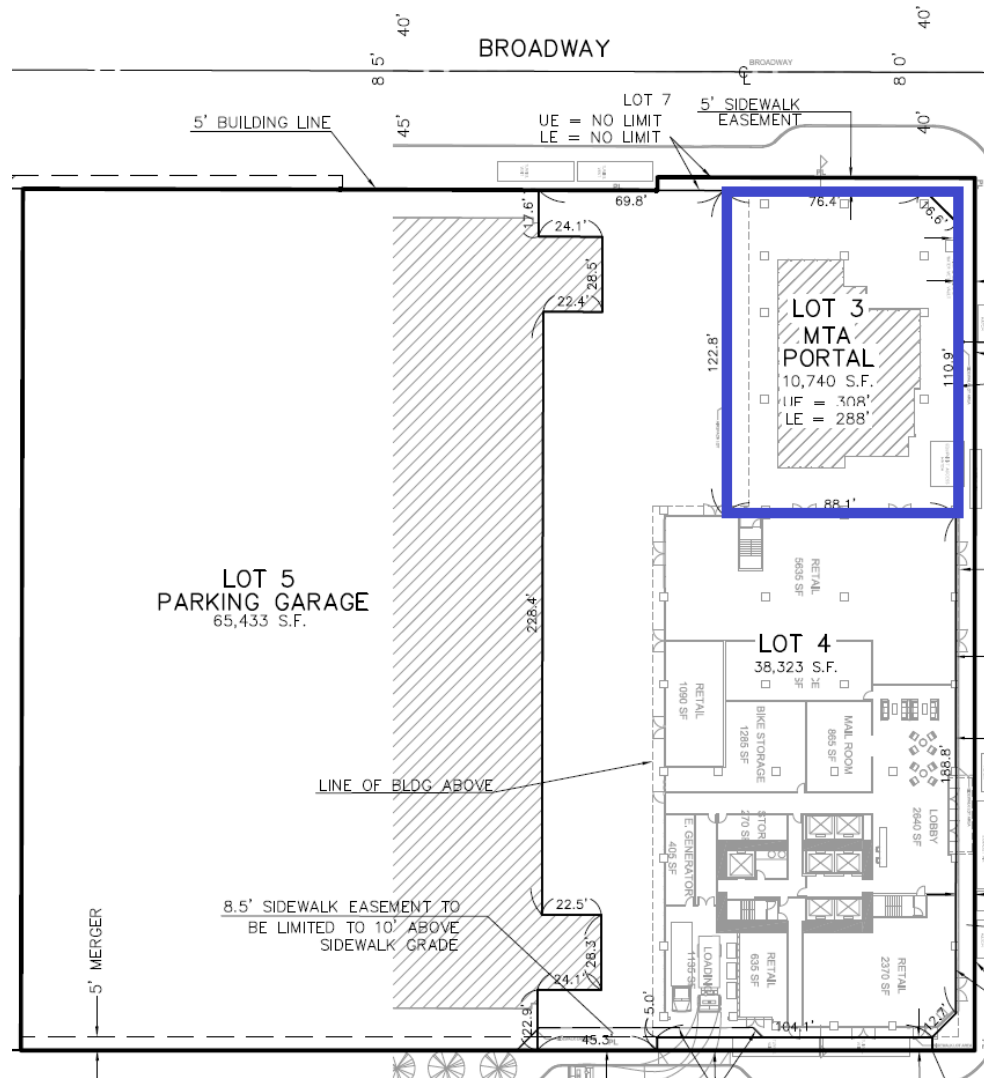


222 West 2nd Street Alternative 4A Rendering: View from Broadway and 2nd Street

Density and Setbacks

Pursuant to LAMC Section 12.22 C.3(c), C2-zoned lots within the Greater Downtown Housing Incentive Area are not subject to any yard or density limitations except as required by the Downtown Design Guide, which states that the setbacks of a proposed project located on Retail Streets should consider matching the prevailing setback where appropriate. However, the Site is located within the Broadway Theater Entertainment District Community Design Overlay (Broadway CDO) (Ordinance No. 180,871). The Broadway CDO includes Q Conditions that have been adopted to ensure compliance with and implementation of essential components of the Broadway Theater and Entertainment District Design Guidelines (Broadway Design Guidelines). Specifically, the ordinance Q Condition Nos. 3 and 6 require that ground floor commercial uses shall be built to the property line or prevailing setback, whichever applies, and that all new buildings shall be built to any property along Broadway and any perpendicular street (which would include 2nd Street). The Broadway CDO Q Conditions and Broadway Design Guidelines supersede the Downtown Design Guidelines.

The Project Site is subject to a five-foot Building Line imposed along the Broadway frontage per Ordinance No. 75667. The ground floor commercial uses would be built to the shared property line between the northeasterly side of the Metro plaza and the subject site; and to the property line along 2nd Street. The podium built over the Metro plaza would not encroach into the five-foot Building Line. It should be noted that the Site is located within a Metro Rail Project Area and, as shown on Vesting Tentative Tract (VTT) Map No. 74320, Lots 2, 3, and 7 are owned by Metro and would be occupied by the Metro plaza, portal and station. As shown in the figure below and outlined in blue, the Metro plaza area (Lot 3) would occupy the immediate frontage along Broadway and a portion of 2nd Street, however the ground floor uses would be built to the property line adjacent to the Metro plaza. Therefore, Alternative 4A complies with the Broadway CDO and the Building Line requirements.



222 West 2nd Street Alternative 4A and Metro Portal Lot

Building Height and Floor Area

In combination with the C2 Zone, Height District 4 has no height limitation and permits a maximum FAR of 13:1. However, the Project Site is restricted by a D Development Limitation, established by Ordinance No. 164,307 – Subarea 545, which limits the maximum FAR to 6:1. In total, Alternative 4A would contain up to 707,036 square feet of floor area (inclusive of the 9,810 square-foot Metro portal and plaza) on an 118,051 square-foot (2.71-acre) lot, for an FAR of 6:1. As proposed, Alternative 4A would be a maximum of 570 feet in height at the highest roofline.

Building Design

The Project Site is located at the northern end of the Broadway CDO, where development is encouraged to reflect the overall vision of a cohesive pedestrian-friendly, and vibrant environment, commercial, and mixed-use district. The building design would incorporate features to ensure compatibility with the existing development along Broadway, comply with the Broadway CDO Q Conditions (excluding Q Condition No. 7, which the Applicant is requesting a Vesting Zone Change to remove), and meet a majority of the Broadway Design Guidelines and Standards, while introducing a new mixed-use contemporary high-rise comprised of ground floor commercial uses, a residential podium, and residential tower.

Pedestrian access to the ground floor commercial uses would be provided along Spring Street, 2nd Street, the Metro plaza that would front Broadway, and from the public paseo. The public paseo, located between the new building and the existing parking structure located on the southern portion of the Site, would provide a pedestrian pathway accessible from Broadway and the Metro plaza across the Site to Spring Street. Gates would be incorporated into the design of the paseo, both on Spring Street and along the Metro plaza area as the paseo would be open to the public from sunrise to sunset. The paseo would be landscaped with native and adaptive native plants, and include seating areas, and create a social space able to host a variety of uses including outdoor seating, bike parking, and neighborhood circulation to and from the adjacent spaces, all positioned to activate the space.

The pedestrian entryway to the Metro plaza would be designed with a decorative wood-paneled ceiling, supported by structural columns, and would gradually slope down to create a pedestrian scale facade that would span the entire length of 2nd Street and the corners of Broadway and Spring Street, creating a cohesive ground-floor. The glass curtainwall podium would be approximately 127 feet tall, consistent with the existing historic scale and massing of the surrounding area and would extend over the 40-foot tall entryway to the Metro plaza, located at the northwest corner of the Site. The residential tower would be set back from Broadway by a minimum of approximately 207 feet to maintain the existing streetwall and allow the height and massing to shift away from Broadway and towards Spring Street. Further, as a way to break up the overall massing of the tower and to add visual interest to the building, the tower's façade offsets and recesses on Levels 28 and 39.

The ground floor commercial uses would feature 27-foot floor-to-ceiling glass curtainwalls along the street frontages, while the residential podium would be constructed with glass and aluminum framing. These varied surface materials would provide horizontal and vertical articulation that would break up the building planes and reduce the visual mass of the building. The residential tower would be constructed out of glass curtainwalls and set back from the property lines. A fritted glass crown would be located on the rooftop of the tower creating a unique roofline.

Open Space and Landscaping

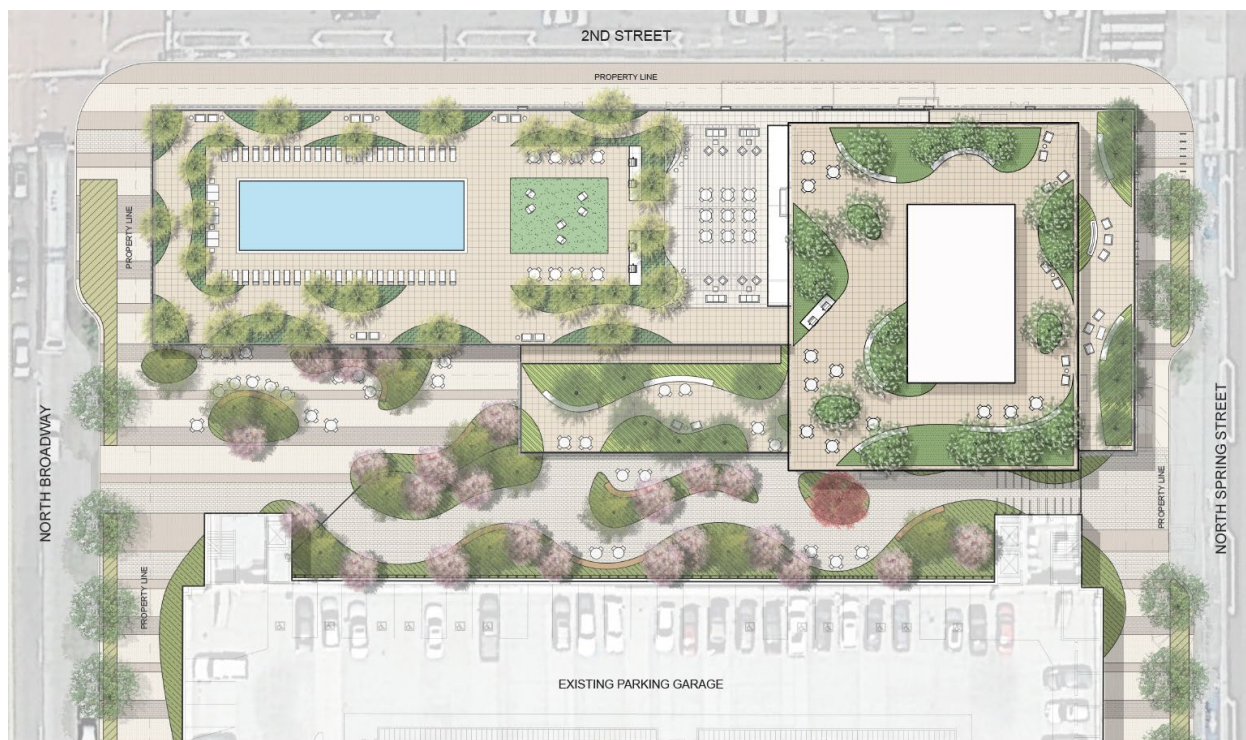
Based on the number of units and the mix of unit types, 73,825 square feet of usable open space is required, and a total of 74,165 square feet of usable open space is provided, as shown in the tables below.

Open Space Required			
Use ¹	LAMC Requirement	Amount	Total Required
Studio (< 3 Habitable Rooms)	100 sf / unit	188 units	18,800 sf
1-Bedroom (<3 Habitable Rooms)	100 sf / unit	259 units	25,900 sf
2-Bedroom (= 3 Habitable Rooms)	125 sf / unit	233 unit	29,125 sf
Total Open Space Required			73,825 sf
¹ Kitchens are not considered habitable rooms for the purposes of open space calculations.			

Open Space Provided			
Location	Use	Amount	Total Amount
Common Open Space			
Ground Level	Public Paseo	20,925 sf	20,925 sf
Level 2	Terrace	3,235 sf	5,290 sf
	Interior Amenity Space	2,055 sf	
Level 11	Terrace	15,680 sf	20,000 sf
	Indoor Fitness Room, Interior Amenity Space	4,320 sf	
Level 39	Terrace	2,150 sf	10,470 sf
	Interior Amenity Space	8,320 sf	
Level 56	Roof Deck	8,330 sf	8,330 sf
Total Provided			65,015 sf
Private Open Space			
Private Open Space	Balconies (50 sf)	9,150 sf	9,150 sf
Total Provided			
Total Open Space Provided		74,165 sf	74,165 sf

As shown in the table above, Alternative 4A would provide a total of 65,015 square feet of common open space. Pursuant to LAMC Section 12.21 G(2)(4)(i), a maximum of 25 percent, or 16,254 square feet, of the total required common open space may be allocated for recreation rooms. Alternative 4A would include 14,695 square feet of interior recreation areas including screening/mediate rooms, fitness spaces, and residential spa amenities. Alternative 4A would provide a variety of outdoor amenities, including landscaped and hardscaped areas, outdoor dining and seating areas, two outdoor pools, and a barbeque area. Additionally, 9,150 square feet of private open space would be provided via 183 private residential balconies of which no more than 50 square feet per dwelling unit shall be attributable to the total required open space.

Pursuant to LAMC Section 12.21 G(2)(a)(3), a minimum of 25 percent, or 16,254 square feet, of the total required common open space shall be planted with ground cover, shrubs, or trees. Landscaping would be provided throughout the Site and would include both native and adaptive native plant materials, as shown in the Landscape Plan below.

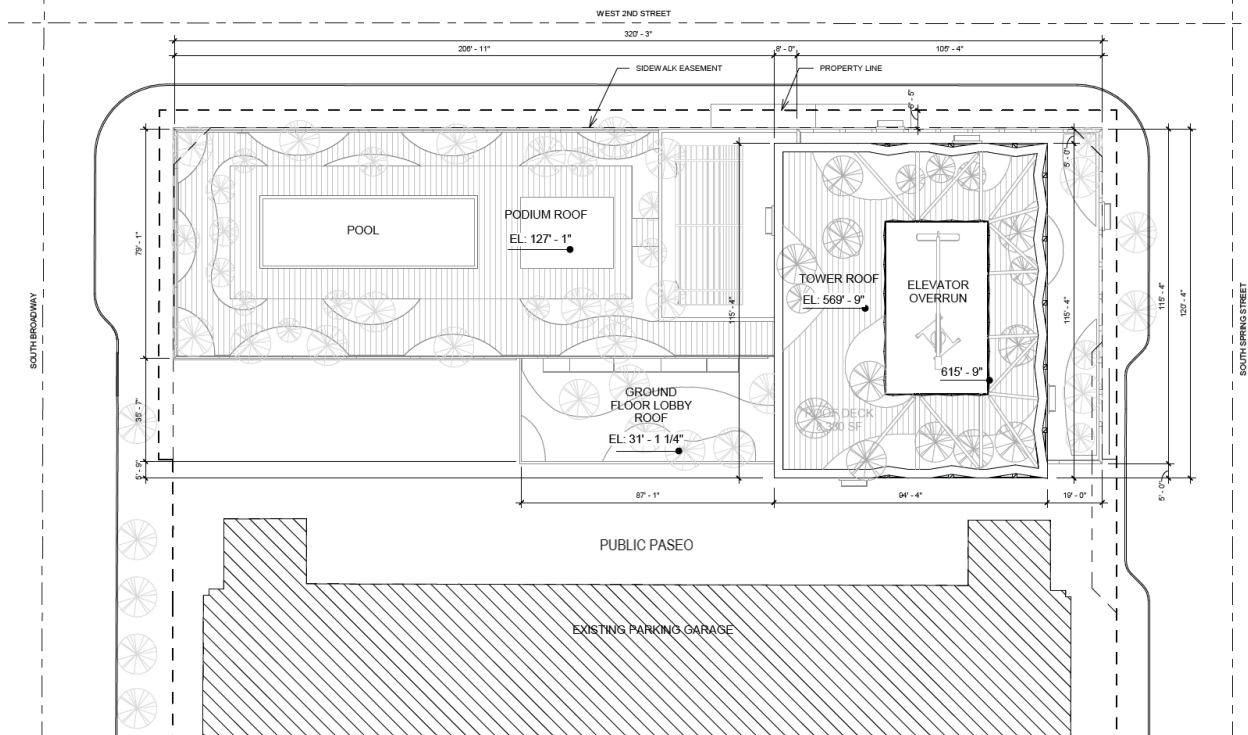


222 West 2nd Street Alternative 4A Landscape Plan

As shown in the site plan below, the public paseo would be located between the new building and the existing on-site parking structure located to the south, and would include canopy trees, a variety of shrubs and grasses, permeable paving, short-term bicycle parking and seating, and be open to the public from sunrise to sunset daily.

Pursuant to LAMC Section 12.21 G.2(a)(3), at least one 24-inch box tree for every four dwelling units shall be provided on-site and/or as street trees in adjacent parkways. Alternative 4A includes 680 residential units and would therefore be required to provide a total of 170 trees to be planted on-site or as street trees within the parkway adjacent to the Site. Due to the size of the Project Site, the on-site Metro plaza (which the Applicant does not own) and the existing on-site parking structure (which comprises approximately 50 percent of the Site) that would remain to provide parking for Alternative 4A, as well as for commuters and residents in the area, 85 trees can be accommodated on-site. As shown on the Landscape Plans, 10 additional trees are proposed as street trees along the Broadway and Spring Street parkways. However, given the wide range of the subsurface subway facilities surrounding the Project Site, which are required by Metro to be included as part of the Regional Connector Historic Broadway Rail Station, it is unclear whether the 10 proposed street trees could be planted. Therefore, Alternative 4A conservatively assumes that only 85 of the 170 required trees would be accommodated on the Site or as street trees within the adjacent parkways.

Thus, the Applicant is requesting that, in accordance with Ordinance No. 185,573 an in-lieu fee be paid, to cover the cost to procure and plant each tree that cannot be accommodated on-site or as a street tree within the adjacent parkways, with the approval of a Director's Determination pursuant to LAMC 12.21 G.3.



222 West 2nd Street Alternative 4A Site Plan

Parking and Access

Vehicle Parking

Pursuant to LAMC Section 12.21 A.4(p) (Exception for Central City Area), one parking space per dwelling unit is required, except where there are more than six dwelling units containing more than three habitable rooms per unit, then each of the units containing more than three habitable rooms shall provide 1.25 parking spaces. Alternative 4A proposes 188 units with less than three habitable rooms, 259 units with three habitable rooms, and 291 units with more than three habitable rooms, thereby requiring a total of 738 residential parking spaces.

Pursuant to LAMC Section 12.21 A.4(i) (Exception Downtown Business District), one parking space per 1,000 square feet of floor area for business, commercial or industrial buildings having a gross floor area of 7,500 square feet or more is required. Alternative 4A proposes a total of 10,000 square feet commercial uses, thereby requiring 10 commercial parking spaces.

On December 5, 2019, under related Case No. VTT-74320, the Deputy Advisory Agency approved a request to deviate from the Advisory Agency Residential Parking Policy Memo AA-2000-1, allowing Alternative 4A to provide a total of 635 parking spaces, comprised of 627 residential vehicle spaces and 8 commercial vehicle spaces, in compliance with LAMC Sections 12.21 A.4(i), 12.21 A.4(p), and 12.21 A.4 (bicycle replacement provision).

The existing on-site parking structure located on the southern portion of the Site, which would remain as part of Alternative 4A's scope, includes 1,460 vehicle parking spaces within two subterranean levels and five above-grade levels. Of the 1,460 parking spaces, in accordance with several off-site parking covenants recorded on the Site (County of Los Angeles Recorder Instrument Nos. 90-2043634, 97-1672752, 98-854779, and 05-1924091), 69 parking spaces are reserved for the Los Angeles Times Mirror Square Campus tenants. Additionally, the parking

structure provides vehicle parking for the public and leased parking for other businesses, commuters, and residents in the area. Under Alternative 4A, the number of total parking spaces would be reduced to 1,436 parking spaces to accommodate the space needed for the required long- and short-term bicycle parking spaces.

While the existing parking structure would remain, as conditioned, all electric vehicle charging spaces and electric vehicle charging stations shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

Pursuant to LAMC 12.21 A.4, the Applicant is utilizing the bicycle replacement provision for a 15 percent reduction in the total required residential parking, or 111 spaces; and a 20 percent reduction in the total required commercial parking, or two (2) spaces, for a total reduction of 113 spaces, thereby requiring a total of 452 bicycle parking spaces (inclusive of the 30 short-term and 250 long-term required bicycle parking spaces).

Required Vehicle Parking			
Residential Parking ¹	Unit Mix	Parking Rate	Required
Studio (< 3 Habitable Rooms)	188	1 space/unit	188
1-Bedroom (= 3 Habitable Rooms)	259	1 space/unit	259
2-Bedroom (> 3 Habitable Rooms)	291	1.25 space/unit	364
	Total Residential Parking		738
Commercial Parking	Square Footage	Parking Rate	Required
	10,000	1 space/1,000 sf	10
	Total Commercial Parking		10
Total Required Parking			748
Bicycle Parking Reduction			(113)
Existing Parking Covenants			(69)
Total Parking Provided			635
Excess Parking Provided			732
1 Kitchens are considered habitable rooms for the purposes of parking calculations.			

Bicycle Parking

Pursuant to LAMC Section 12.21 A.4 (Ordinance No. 185,480¹) and based on the mix of uses, Alternative 4A is required to provide 30 short-term and 250 long-term bicycle parking spaces and would meet the bicycle parking requirements, as shown in the table below. Short-term bicycle parking would be located throughout the Site, near commercial entrances, except for 15 spaces,

¹ While Ordinance No. 182,386 was effective at the time the Project application was deemed complete, the Applicant has requested comply with Ordinance No. 185,480, effective May 9, 2018.

which would be located in the existing parking structure. The long-term spaces would be located on the ground level of the existing parking structure.

Required Bicycle Parking				
Land Use	Short-Term Parking	Short-Term Parking Provided	Long-Term Parking	Long-Term Parking Provided
Residential Uses – 680 Units				
1-25 residential units	1 space per 10 units	2.5	1 space per unit	25
26-100 residential units	1 space per 15 units	5	1 space per 1.5 units	50
101-200 residential units	1 space per 20 units	5	1 space per 2 units	50
201+ residential units	1 space per 40 units	12	1 space per 4 units	120
Commercial Uses				
10,000 sq. ft.	1 per 2,000 sq. ft	5	1 per 2,000 sq. ft	5
Total Required		30 spaces		250 spaces

As shown in the table below, the Applicant is utilizing the bicycle replacement provision for both residential and commercial uses and would, therefore, be required to provide a total of 452 bicycle parking spaces. A total of 454 bicycle parking spaces, inclusive of the 280 short and long-term required spaces would be provided.

Bicycle Replacement Parking				
Land Use	Vehicle Parking Reduction	Number of Vehicle Spaces	Parking Ratio	Total Spaces Required
Residential	15 percent	111 spaces	4 bicycle spaces per 1 vehicle space	444 spaces
Commercial	20 percent	2 spaces	4 bicycle spaces per 1 vehicle space	8 spaces
Total				452 spaces
Total Required Spaces				(280 spaces)
Total Bicycle Replacement Spaces Required¹				172 spaces
Total Bicycle Replacement Spaces Provided				174 spaces

¹ New automobile parking spaces required by LAMC 12.21 A.4 may be replaced by bicycle parking at a ratio of one standard or compact space for every four required or non-required bicycle parking spaces provided.

Access and Circulation

Vehicular access to the existing parking structure is currently provided via one existing ingress/egress driveway on Broadway and two existing ingress/egress driveways on Spring Street. No changes are proposed to the existing driveways. One new driveway would be constructed along Spring Street, immediately north of the parking structure, and would provide access to the on-site loading area. The loading area would be located at-grade at the southeast corner of the new building and accessed from Spring Street. Loading would largely be contained on-site, but in the event that any loading would have to occur outside the boundaries of the Site, a drop-off area would be located along Spring Street, as condition in related Case No. VTT-74230. All driveways and access would be designed according to City of Los Angeles Department of Transportation (LADOT) standards.

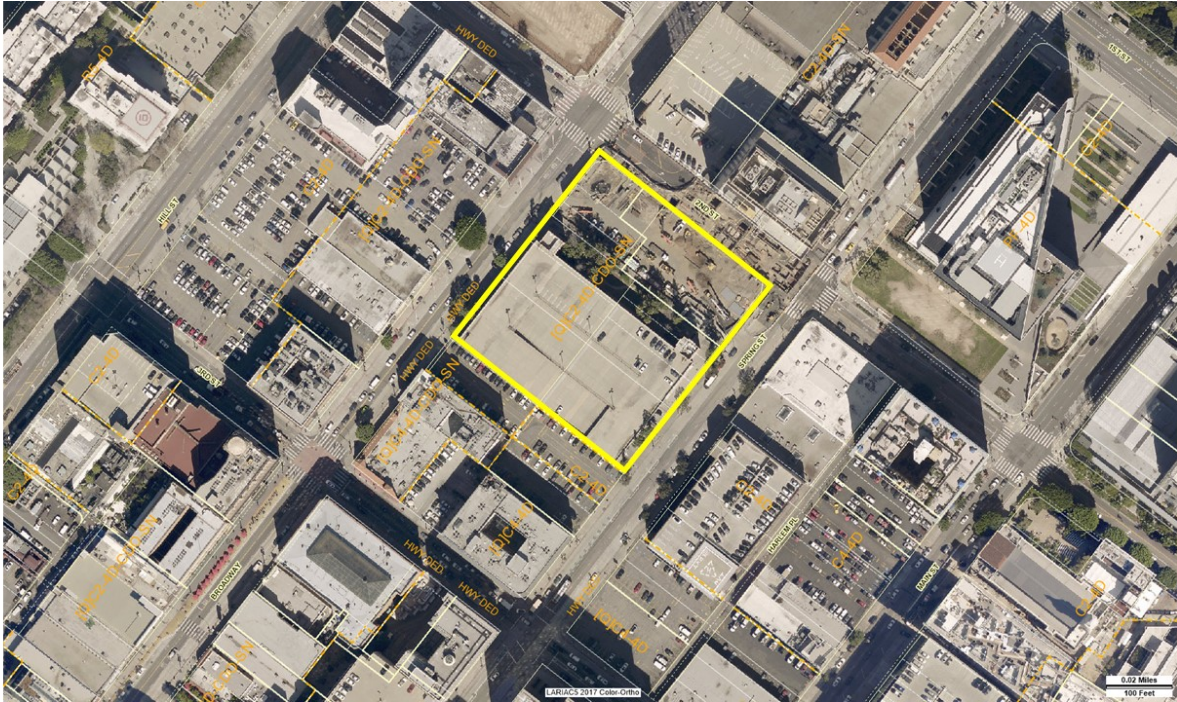
Sustainability Features

A number of specific sustainable design components would be incorporated into Alternative 4A, including: water-efficient plantings with drought-tolerant species; shade trees in public areas; energy-efficient lighting; fenestration designed for solar orientation; and electric vehicle charging infrastructure; and permeable pavement in the paseo. Alternative 4A would also be required to comply with the City's Low Impact Development (LID) Ordinance (Ordinance No. 181,899), which promotes the use of natural infiltration systems, evapotranspiration, and stormwater reuse.

Background**Location and Setting**

The Project Site is located in the Central City Community Plan area of the City of Los Angeles, at the northern end of the Historic Core District of Downtown Los Angeles. The Historic Core is centrally located and thus provides a link to the Bunker Hill District, Financial Core District, Civic Center District, which is generally characterized by government facilities, a high concentration of architecturally significant buildings, including nationally recognized historic theaters, office buildings, ground floor retail, and commercial buildings which have been converted to residential uses. The Historic Core District is generally bounded by the Bunker Hill District and Financial Core District to the west, the South Park District to the south, the Fashion District/Central City East District and Little Tokyo District to the east, and the Civic Center District to the north.

Additionally, the Project Site is located within the Los Angeles State Enterprise Zone, Transit Priority Area, Greater Downtown Housing Incentive Area, Adaptive Reuse Incentive Area, Downtown Center Business Improvement Area, City Center Redevelopment Project Area of the Community Redevelopment Agency of Los Angeles (CRA/LA), the Broadway Streetscape Masterplan, and Broadway CDO.



Aerial View of the Project Site

Project Site and Characteristics

The Project Site is relatively flat, totaling 2.71-acres (118,051 square feet) in size. It is comprised of six (6) contiguous parcels that, when combined, form a rectangular-shaped Site occupying frontages on Spring Street, 2nd Street, and Broadway. The Project Site is bounded by Spring Street to the east, 2nd Street to the north, Broadway and the Metro Plaza area to west, and a surface parking lot and a six-story apartment building (the Hosfield Building, now known as the Victor Clothing Building) fronting Broadway, as well as a surface parking lot and five-story apartment building (the Douglas Building lofts) fronting Spring Street. The Site has approximately 308 feet of frontage along Spring Street, 320 feet of frontage along 2nd Street, and 353 feet of frontage along Broadway.

The northern portion of the Site consists of a former surface parking lot, which is currently in use as a staging and excavation area for construction of the Metro Regional Connector Historic Broadway Rail Station. Pursuant to a right-of-entry agreement, Metro has had exclusive control and use of the surface lot since March 2015 and will continue to use it as a construction staging and excavation area for the Regional Connector project until September 2021. At that time, control of the surface parking lot, with the exception of the Metro portal and plaza area, would revert back to the Applicant.

The southern portion of the Site is developed with a 67-foot tall parking structure, which includes two subterranean and five above-grade parking levels, and would be retained to provide parking. Current landscaping on the Project Site is limited to a narrow parkway, comprised of shrubs and turf areas, that traverses the center of the Site along the northerly edge of the existing parking structure, as well as 19 on-site trees and 12 on-site palms. Four street trees are located along Spring Street and two street trees are located along Broadway, and include two fern pines (*Podocarpus gracilio*), one Indian laurel fig (*Ficus microcarpa*), and three southern live oaks (*Quercus virginiana*). All existing street and on-site trees would be removed as part of Alternative 4A's work scope.

Existing Land Use Designation and Zoning

The adopted Central City Community Plan designates the Project Site for Regional Center Commercial with a corresponding zone of [Q]C2-4D-CDO-SN (Commercial, Height District 4 with D Development Limitation, Broadway CDO, Historic Broadway Sign Supplemental Use District). The Commercial zones permit a wide array of land uses, such as retail stores, offices, hotels, schools, parks, and theaters. The C2 Zone also allows any land use permitted in the C1.5 and C1 Zones, which, in turn, allow R4 and R3 Multiple Dwelling Zones, which include multiple dwelling units. The Project Site is located in the Greater Downtown Housing Incentive Area, which allows an unlimited number of dwelling units in residential projects. In combination with the C2 Zone, Height District 4 permits a maximum FAR of 13:1 with no height limitation. However, the Project Site is restricted by a D Development Limitation, established by Ordinance No. 164,307 – Subarea 545, which limits the total FAR to 6:1. In total, Alternative 4A would contain up to 707,036 square feet of floor area, inclusive of the 9,810 square-foot Metro portal and plaza, on an 118,051 square-foot (2.71-acre) lot, for an FAR of 6:1. As proposed, Alternative 4A would be 570 feet in height at the highest roofline.

As discussed above, the Site is also subject to Broadway CDO Q Conditions, established by Ordinance No. 180,871. The Q Conditions prohibit certain types of land uses, particularly on the ground floor along the streetwall; dictate building form and massing, including building heights and setbacks along the streetwall, lot coverage requirements for buildings over 150 feet in height, and ground floor treatments; and specify the location of parking and mechanical equipment. While signage regulations were originally included in the Q Conditions, these regulations were later removed by Ordinance No. 184,055 in 2016 and replaced with the Historic Broadway Sign Supplemental Use District (Broadway Sign District). The Broadway Sign District supports and enhances historic preservation, economic development, and revitalization of the Broadway Theater and Entertainment District and allows for a variety of signage that contributes to its historic nature.

Central City Community Plan Update

It should be noted that the City of Los Angeles Department of City Planning is currently updating the Central City Community Plan in conjunction with the Central City North Community Plan, whose areas together make up Downtown Los Angeles (also known as DTLA), in a combined planning process referred to as the DTLA 2040 Plan. The purpose of the DTLA 2040 Plan is to develop and implement a future vision for Downtown Los Angeles that supports and sustains ongoing revitalization while thoughtfully accommodating projected future growth. As Downtown has been a rapidly changing setting within Los Angeles, it supports a collection of economic opportunities and entrepreneurship, people, culture, and distinct neighborhoods, and sits at the center of the regional transportation network.

Specifically, the following core principles will represent the long-term priorities for the DTLA 2040 Plan:

- Accommodate anticipated growth through 2040 in an inclusive, equitable, sustainable, and healthy manner while supporting and sustaining Downtown's ongoing revitalization
- Reinforce Downtown's jobs orientation
- Grow and support the residential base
- Strengthen neighborhood character
- Promote a transit, bicycle, and pedestrian friendly environment
- Create linkages between districts
- Create a World-Class Streets and Public Realm

The Project Site is located in the proposed “Transit Core” of the DTLA 2040 Draft Plan. As Alternative 4A provides housing and commercial uses within close proximity of transit, it will be consistent with the Plan. Alternative 4A also supports the core principles and long-term priorities of the Plan by redeveloping a surface parking lot with a mixed-use development, including housing that would accommodate anticipated growth through 2040, grow and support the residential base, support and sustain Downtown’s ongoing revitalization, reinforce Downtown’s jobs orientation, promote a transit, bicycle, and pedestrian friendly environment and strengthen neighborhood character.

Surrounding Land Uses

The Project Site is located in an urbanized area and generally surrounded by medium and high-rise residential and commercial buildings.

North: Properties located to the north of the Project Site across 2nd Street are zoned C2-4D-SN and PF-4D; and are improved with the Los Angeles Times Square Campus, which include an 11-story office building and six-level parking structure (immediately to the north of the Project Site); the City of Los Angeles Police Department (LAPD) Headquarters Building to the northeast, and the U.S. Federal Courthouse Building to the northwest.

South: Properties located south of the Project Site are zoned C2-4D, [Q]C4-4D-CDO-SN, and [Q]C4-4D; and are improved with a surface parking lot and a six-story apartment building (the Hosfield Building, now known as the Victor Clothing Building) fronting Broadway, as well as a surface parking lot and five-story apartment building (the Douglas Building Lofts) front Spring Street.

East: Properties located east of the Project Site along Spring Street are zoned C4-4D; and are improved with single-story commercial buildings and a six-level parking structure.

West: Properties located west of the Project Site along Broadway are zoned [Q]C2-4D-CDO-SN; and are improved with a 10-story office building and a surface parking lot.

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

Regional and Local Access

Primary regional access is provided by U.S. Route 101 (U.S.-101 or Hollywood Freeway), which runs northwest-southeast approximately 0.4 miles north of the Project Site, State Route 110 (SR-110 or Harbor Freeway), which runs north-south approximately 0.6 miles west of the Project Site, and Interstate 10 (I-10 or Santa Monica Freeway), which runs east-west approximately 1.6 miles south of the Site. Local access is provided via Spring Street, 2nd Street, and Broadway.

Streets and Circulation

Broadway adjoins the Project Site to the west; is a designated Modified Avenue II per the Mobility Plan 2035, requiring a right-of-way width of approximately 80 feet and a roadway width of 56 feet; and is improved with paved roadway, concrete curb, gutter, and sidewalk.

2nd Street adjoins the Project Site to the north; is a designated Modified Avenue III per the Mobility Plan 2035, requiring a right-of-way width of approximately 74 feet and a roadway width of 44 feet; and is improved with paved roadway, concrete curb, and sidewalk.

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

Public Transit

The Project Site is transit accessible and in proximity to many bus transit lines, Metro rail lines and DASH service. The Project Site is well served by transit and is located approximately 0.4 miles southeast from the Civic Center/Grand Park Metro Red and Purple Line Station (located at the southwest corner of 1st Street and Hill Street) and 0.48 miles northeast of the Pershing Square Metro Red and Purple Line Station. In addition, Alternative 4A would be built above the Metro Regional Connector Historic Broadway Rail Station and would be 0.5 miles from the Metro Regional Connector 2nd Street/Hope Street and 1st Street/Central Avenue Stations. The Site is also served by Metro Bus Lines 2/302, 14, 20, 28, 30/330, 37, 40, 45, 55/355, 60, 6870, 71, 76, 78/79/378, 81, 83, 92, 96, 442, 487/489, Metro Rapid Bus Lines 728, 745, 770, LADOT Commuter Express Lines 409, 419, 422, 423, 431, 437, 438, 448, and 534, and LADOT DASH Lines A, B, D, and F.

Bicycle Facilities

The City's Mobility Plan designates a network of bicycle facilities (Class I Bicycle Paths, Class II Bicycle Lanes, and Class III Bicycle Routes and Bicycle Friendly Streets) in the Project area. Class I bicycle paths are exclusive car free facilities that are typically not located within a roadway area. Class II Bicycle Lanes are in-road dedicated striped bicycle lanes. Class III Bicycle Routes are in-road bikeways where bicycles and motor vehicles share the roadway. Bicycle routes are identified routes for bicycles that are often painted with "sharrow" symbols to alert drivers to bicyclists sharing the roadways. The following bicycle facilities are provided within the study area:

Class II Bicycle Lanes

- Spring Street
- Main Street
- 2nd Street, west of Broadway

Class III Bicycle Routes

- 2nd Street, east of Spring Street

Relevant Cases

Project Site:

VTT-74320: On December 5, 2019, the Advisory Agency issued the Letter of Decision (LOD) that approved Vesting Tentative Tract Map No. 74320, for the merger and re-subdivision of a 2.71 net-acre site into one (1) master lot and nine (9) airspace lots; a Haul Route for the export of up to 7,000 cubic yards of soil; and a request to deviate from Advisory Agency Parking Policy AA-

2000-01, which requires two residential parking spaces and a quarter guest parking spaces per dwelling unit, for a total of 1,530 parking spaces, comprised of 1,360 residential and 170 guest parking spaces; and provide a total of 635 parking spaces in compliance with LAMC 12.21 A.4(i), LAMC 12.21 A.4(p), and LAMC 12.21 A.4 (bicycle replacement provision). This decision was not appealed.

ENV-2016-3809-EIR: On December 5, 2019, in conjunction with Case No. VTT-74320, the Deputy Advisory issued the LOD that certified the Environmental Impact Report (EIR) for the proposed 222 West 2nd Street Project, which includes the Draft EIR dated March 19, 2019, the Final EIR dated October 23, 2019, the Erratum dated November 15, 2019, and the Addendum December 13, 2019, certified on December 5, 2019; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Alternative 4A and adopted the associated Findings, Mitigation Monitoring Program, and Statement of Overriding Considerations. As stated above, the determination of the Deputy Advisory Agency was not appealed.

Ordinance No. 164,307: Effective January 30, 1989, this Ordinance established a D Limitation that the floor area on the lot shall not exceed six times the buildable area of a lot, except for the following: a) project approved under Section 418 (Transfer of Floor Area) of the Redevelopment Plan for the Central Business District Redevelopment Project; b) projects approved under Section 415 (Rehabilitation and/or Remodeling of Existing Buildings) or Section 416 (Replacement of Existing Buildings) of the Redevelopment Plan; c) projects for which a density variation 50,000 square feet or less is granted under Section 437 of the 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; and e) projects approved pursuant to any procedure to regulate transfer of floor area as may be adopted by the City Council.

Ordinance No. 184,056: Effective March 9, 2016 this Ordinance established the Historic Broadway Sign Supplemental Use District, which allows for a variety of signage that contributes to the historic nature of the Broadway CDO.

Ordinance No. 180,871: Effective October 26, 2009, this Ordinance established the Broadway CDO and associated Q Conditions, which contain requirements for use and design.

Ordinance No. 75,667: Effective October 28, 1935, this Ordinance established a five-foot Building Line along Broadway.

Surrounding Properties (1,000-foot radius):

CPC-2014-326-ZC-TDR-ZV-MS-CDO-SPR: On February 12, 2015, the City Planning Commission approved a Zone Change to amend Q Condition No. 11 of Ordinance 180,871 to permit a reduced floor to ceiling height of 9 feet, in lieu of 15 feet, for 580 square feet of the ground floor (and a total of 5,500 square feet of the entire ground floor), a Director's Decision to permit an increase in qualifying area of recreation rooms, a CDO Plan Approval, and a Site Plan Review for a project which creates a maximum 433,260 square feet of development including 450 residential units and 6,904 square feet of retail/commercial uses, located at 400 South Broadway. Subsequently, on March 12, 2015 the City Planning Commission recommended approval of the Transfer of Floor Area Rights for the amount of 227,742 square feet to the project site (Receiver Site) permitting a maximum FAR of 12.65:1 and 433,260 square feet of floor area in lieu of a 6:1 FAR which permits 205,518 square feet of floor area. On May 7, 2015 the City Council approved the Transfer of Floor Area Rights.

Requested EntitlementsVesting Zone Change

A Vesting Zone Change to remove Q Condition No. 7, which requires a 30 percent minimum and permits a 40 percent maximum lot coverage for any portion of a building over 150 feet in height; in order to allow a building that includes a tower which would exceed 150 feet in height and would range in size from 9,812 square feet (8.31 percent lot coverage) to 12,371 square feet (10.48 percent lot coverage).

Community Design Overlay Plan Approval

A Design Overlay Plan Approval for a project located in the Broadway CDO.

Director Decision

A Director's Decision to permit less than one on-site tree per four residential dwelling units, or 85 trees in lieu of the otherwise required 170 trees).

Site Plan Review

A Site Plan Review approval for a project that results in the creation of 50 or more dwelling units.

Public Hearing and Noticing

Comments from identified state, regional and local agencies, and members of the public, on the scope of the EIR were solicited through a Notice of Preparation (NOP) process. The NOP was mailed to owners and occupants within a 500-foot radius of the Project Site, and circulated for a 30-day review period from January 25, 2017 and through February 24, 2017.

On March 21, 2019, a Notice of Availability (NOA) of the Draft EIR was mailed to owners and occupants within a 500-foot radius of the Project Site, as well as to commenters and interested parties from the NOP, posted on the Department of City Planning website and published in the Los Angeles Times. The Draft EIR was circulated for a 46-day public comment period beginning on March 21, 2019 and ending on May 6, 2019.

On October 23, 2019, a Notice of Completion and Availability (NOC/NOA) of the Final EIR was distributed to all owners and occupants within a 500-foot radius of the Project Site, as well as to all commenters and interested parties from the Draft EIR; and posted on the Department of City Planning website. A separate public hearing notice was mailed to all owners and occupants within 500 feet of the Project Site, as well as to all interested parties, and posted at the Project Site on November 10, 2019.

The City published an Erratum for Alternative 4A on November 15, 2019 and an Addendum on December 13, 2019 to clarify and make insignificant changes to the EIR regarding Alternative 4A's height, buildout year, total projected construction and demolition waste, total square footage, and minor changes to a noise project design feature and mitigation measure.

On November 20, 2019, a joint public hearing was held by the Deputy Advisory Agency and a Hearing Officer on behalf of the City Planning Commission at 9:30 a.m. in City Hall, Room 1020 (see Public Hearing and Communications, Page P-1).

On December 5, 2019, the Letter of Decision for VTT-74320 was mailed to all interested parties. The determination of the Deputy Advisory Agency was not appealed.

Finally, a notice was posted at the Project Site on February 3, 2020, 10 days prior to the City Planning Commission Meeting and a courtesy notice was mailed out to all interested parties on January 22, 2020.

Analysis (Site Planning and Architectural Design)

Downtown Design Guide

The Project Site is located within the boundaries of the Downtown Design Guide in Historic Core neighborhood. The Downtown Design Guide supplements LAMC provisions and applies to all projects within its boundaries and helps shape well-designed projects by setting forth standards and guidelines for sustainable design, sidewalks and setbacks, ground floor treatment, parking and access, massing and streetwall, on-site open space, architectural detail, streetscape improvement and signage prepared at a finer grain specifically for the Downtown neighborhood districts. The Design Guide also encourages Downtown Los Angeles to develop as a more sustainable community with an emphasis on walkability and the making of great streets, districts and neighborhoods. The focus of the Design Guide is the relationship of the buildings to the street, including sidewalk treatment, the character of the building as it adjoins the sidewalk and connections to transit.

Alternative 4A is consistent with the Design Guide as it provides active commercial uses, generous sidewalk widths, landscape elements that encourage pedestrian activity, and private and public open space amenities. Alternative 4A combines design, density, and ground floor public space for the community, which includes a public paseo with outdoor seating, bike parking and neighborhood circulation to and from the adjacent spaces, all positioned to activate the street and contribute to a 24/7 livable, walkable community.

Variety in massing is provided through architectural projections and recesses, and four discernable masses throughout the building comprised of the ground floor uses, a residential podium and a tower element that would consist of two masses that would be slightly offset and shift at levels 28 and 39 to create visual interest and breaks in the overall vertical configuration.

A public, open-to-sky paseo would allow pedestrian circulation at the ground level and would create a pedestrian pathway from Broadway and the Metro plaza across the Site to Spring Street. The ground floor commercial uses would feature 27-foot floor-to-ceiling glass curtainwall frontages to enhance the appearance of the stores, sustain street level interest, and promote pedestrian traffic. Pedestrian access to the ground floor commercial uses would be provided along Spring Street, 2nd Street, the Metro plaza, and from the paseo.

The residential podium would combine transparent glazing on windows with formed aluminum framing, mullions, and juliet balconies that are complementary to the ground floor commercial uses, but would maintain a narrower fenestration and spacing to emphasize the horizontal lines throughout this portion of the building. While the tower design would incorporate the same glass curtainwall system with non-reflect glazing as the residential podium below, minimal framing and aluminum mullions would emphasize the verticality of the tower portion while allowing the visual weight of the building to be concentrated on the commercial and residential base. Finally, a decorative fritted clear glass parapet would be proposed as a means to screen mechanical equipment, while adding an architectural element that would further define the building.

These varied materials would provide horizontal and vertical articulation that break up the building planes and reduce the visual mass of the building. Glass used in the building facades would be non-reflective or treated with a non-reflective coating to minimize glare; glazing used would have the minimum reflectivity needed to achieve energy efficiency standards.

Alternative 4A also proposes street trees, tree wells, and dedications in compliance with the Mobility Element 2035. In addition, as conditioned in related Case No. VTT-74320, the Applicant would be required to provide new full-width sidewalks along Broadway, 2nd Street, and Spring Street.

Broadway Theater and Entertainment Design Guide

In 2009, the Broadway Design Guidelines were published to provide guidance and direction in the rehabilitation of existing structures and the design of new buildings (located along Broadway) to improve appearance, enhance the identity and promote the pedestrian environment of the Broadway corridor and encourage the development of a regional entertainment district centered on its twelve historic theatres. The Broadway Design Guidelines includes guidelines and standards that reflect community goals for a lively, attractive, pedestrian-oriented Broadway that encourages entertainment, theater, and retail uses; preserves the historic architecture of the corridor; and activates the upper floors of existing buildings. These design guidelines and standards also support community aspirations for a true entertainment hub, with theaters, dining, shopping and inviting public spaces.

Alternative 4A is consistent with the Broadway Design Guideline's goal to encourage development patterns and a mix of uses that contribute to a pedestrian-friendly environment as it redevelops a surface parking lot with a mixed-use development containing residential and commercial uses. Alternative 4A's density and location atop the Metro Regional Connector Historic Broadway Rail Station would improve the livelihood of the Broadway CDO for residents, workers, visitors and tourists. Additionally, as an infill development, Alternative 4A would maintain the urban form of Broadway by reinforcing the existing streetwall, which would complement the existing and historic nature of the surrounding area.

Broadway Streetscape Plan

On June 7, 2013, the City Planning Commission adopted a resolution approving the Broadway Streetscape Plan, which provides guidelines for future public improvements along Broadway between 2nd Street and Olympic Boulevard. The Plan calls for a physical reconfiguration of Broadway that gives higher priority to pedestrians in the form of wider sidewalks, as well as curb extensions that allow for new parking/loading zones to buffer sidewalk areas and that result in shorter crossing distances for pedestrians.

The modified street standards require the following cross sections:

- Broadway is Modified Avenue II which requires a maximum 80-foot right-of-way width and 56-foot roadway width.
- 2nd Street is a Modified Avenue III which requires a 74-foot maximum right-of-way and 44-foot roadway width.

Alternative 4A complies with the above cross sections.

Walkability Checklist

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

The Walkability Checklist consists of a list of design principles intended to improve the pedestrian environment, protect neighborhood character, and promote high quality urban form and is to be used by decision-makers and/or hearing officers to assess the pedestrian orientation of a project when making the required findings for approval of a project. The Guidelines address such topics as building orientation, building frontage, landscaping, off-street parking and driveways, building signage, and lighting within the private realm; and sidewalks, street crossings, on-street parking, and utilities in the public realm.

While the guidance provided by the Walkability Checklist is not mandatory nor part of the LAMC, incorporating the criteria listed to the maximum extent feasible would create a more walkable environment and a higher quality of urban form for Alternative 4A. The essential purpose of the Walkability Checklist is to guide Department of City Planning staff in working with developers to make developments more “walkable” by way of enhancing pedestrian activity, access, comfort, and safety. In addition, the Walkability Checklist encourages planners and developers to protect neighborhood character and pursue high-quality urban form. Alternative 4A is generally consistent with many of the goals and implementation strategies from the Department of City Planning’s Walkability Checklist. The following is an analysis of Alternative 4A’s consistency with the applicable guidelines.

- a. Sidewalks. The objectives defined for sidewalks address facilitating pedestrian movement and enriching the quality of the public realm by providing appropriate connections and street furnishings in the public right-of-way. Strategies that would be incorporated into Alternative 4A include widening and creating a continuous and predominantly straight sidewalk and open space (widened to 15 feet along 2nd Street, a full width sidewalk along Broadway, and a full width meandering sidewalk along Spring Street); creating a buffer between pedestrians and moving vehicles by the use of landscaping; and incorporating closely planted shade-producing street trees.
- b. Crosswalks and Crossings. The Walkability Checklist strategies regarding crosswalks and crossings do not apply to Alternative 4A because LADOT does not require, nor does Alternative 4A propose, to make any improvements to the existing crosswalks and crossings.
- c. On-Street Parking. The Walkability Checklist strategies regarding on-street parking do not apply to Alternative 4A because no internal roadways are located or proposed within the Project Site.
- d. Utilities. The primary objectives defined for utilities address minimizing the disruption of views and visual pollution created by utility lines and equipment. Alternative 4A has not indicated whether or not any utilities will be provided. However, as conditioned, any rooftop equipment and/or utility areas shall be screened or located within the building, so as not to detract from the visual character of the Project Site. In addition, all major utilities will be installed underground. Utilities will be located away from building entrances. As such, Alternative 4A would support the implementation strategies related to the undergrounding and screening of utilities.
- e. Building Orientation. The primary objectives defined for building orientation address the relationship between building and street as a means of improving neighborhood character and the pedestrian environment. Strategies that would be incorporated into Alternative 4A include designing grade level entrances from the public right-of-way for pedestrians; making primary entrances to buildings visible and accessible from the street and sidewalk; maintaining at least one entrance from the public way at retail establishments with doors unlocked during regular business hours; locating buildings at the front property line or at

the required setback to create a strong streetwall; and using architectural features to provide continuity at the street where openings occur. Alternative 4A would result in an improved streetscape that would promote pedestrian activity by developing a former surface parking lot, immediately above the Metro Regional Connector Historic Broadway Rail Station with residential and ground floor commercial uses. Alternative 4A would enhance the pedestrian walkability by providing new neighborhood-serving uses, including ground floor commercial uses in a neighborhood that is generally characterized by residential and office uses, as well as ground floor retail and restaurant uses. Alternative 4A would further enhance pedestrian walkability by making the primary entrance to the building accessible from the street and sidewalk as well as proposed commercial uses.

- f. Off-Street Parking and Driveways. The primary objectives defined for off-street parking and driveways address the safety of the pedestrian is primary in an environment that must accommodate pedestrians and vehicles. Alternative 4A includes an existing parking structure that includes two subterranean levels and five above-grade parking levels, located on the southern portion of the Site. Vehicular access to the Project Site would be provided via two ingress/egress driveways along Spring Street and one ingress/egress driveway along Broadway. An on-site loading area to serve Alternative 4A would be located at-grade at the southeast corner of the new building and accessed from Spring Street, away from the primary pedestrian entrance to Alternative 4A. Loading would largely be contained on-site, but in the event that any loading would have to occur outside the boundaries of the Site, a drop-off area would be located along Spring Street, as conditioned in related Case No. VTT-74230. Strategies that would ensure pedestrian safety with regards to off-street parking and driveways, would be incorporated into Alternative 4A include maintaining sidewalk continuity; accommodating vehicle access to and from the Project Site with as few driveways as possible; and illuminating all parking areas and pedestrian walkways. Additionally, the existing parking structure is located south of the new building and only one new curb cut would be required for the loading area.
- g. On-Site Landscaping. The primary objectives defined for on-site landscaping address the contribution to the environment, increased pedestrian comfort, added visual relief to the street, and extension of the sense of the public right-of-way. Landscaping, including 85 on-site trees, would be incorporated throughout the various outdoor seating areas, a public paseo, and two pool areas. Landscaping would include both native and adaptive native plant materials.
- h. Building Façade. The primary objectives defined for building facade address design of visible building facades to create/reinforce neighborhood identity and a richer pedestrian environment. Alternative 4A would implement strategies related to building façades including incorporating different textures, and distinctive architectural features that add visual interest; adding scale and interest to building façades by articulated massing; discouraging blank walls; and providing windows at the street. To ensure the building's mass is reduced and to create visual interest, Alternative 4A incorporates architectural protrusions and recesses and four discernable masses throughout the building. First, the ground floor commercial uses would be constructed with an aluminum storefront curtainwall with transparent low-iron glazing and widely space mullions. Above the ground floor commercial uses, the residential podium would combine transparent glazing on windows with formed aluminum framing, mullions, and juliet balconies that are complementary to the ground floor commercial uses, but would maintain narrower fenestration and spacing to emphasize the horizontal lines throughout this portion of the building. The tower element would consist of two masses that would be slightly offset and shift at levels 28 and 39 to create visual interest and breaks in the overall vertical

configuration. While the tower design would incorporate the same glass curtainwall system with non-reflect glazing as the residential podium below, minimal framing and aluminum mullions would emphasize the verticality of the tower portion while allowing the visual weight of the building to be concentrated on the commercial and residential base. Finally, a decorative fritted clear glass parapet would be proposed as a means to screen mechanical equipment, while adding an architectural element that would further define the building.

- i. Signage and Lighting. The primary objectives defined for signage and lighting address strengthening the pedestrian experience, neighborhood identity and visual coherence with the use of building signage and lighting. While no signage has been proposed at this time, as discussed in Finding 5, it is expected that the commercial tenants may have signage with corporate identification. However, in accordance with the Guideline 5 standards and as conditioned, the building would not be modified to accommodate corporate architectural identity. Additionally, as conditioned, all signage would be required to comply with the Historic Broadway Sign Supplemental Use District.

Storefronts, entryways, and pedestrian areas would be illuminated with downcast lighting, while architectural features shall be illuminated with accent up-lights to the greatest extent possible. Additionally, pedestrian-oriented lighting would be provided along the public paseo and around the Metro plaza to provide aesthetic and security lighting. Lighting from within and around the ground floor commercial uses would provide a safe pedestrian environment.

Urban Design Studio Professional Volunteer Program

On October 2, 2018, Alternative 4A was reviewed by Urban Design Studio staff and the Professional Volunteer Program (PVP). Following are comments from PVP with regard to the pedestrian-first design and climate-adapted design:

Pedestrian-First

- Paseo design should be visually open to ensure a sense of security.

Climate-adapted design

- Consider providing shade for eating areas on the roof.

360 Degree Design

- If retained in the final project iteration, be sure to consider what the water feature will look like when turned off.

In response to the PVP comments received, the Applicant made the following changes:

- The paseo would be open to the sky and comply with the applicable Broadway Design Guidelines and Standards pertaining to new construction and paseos;
- The proposed water feature is no longer part of the Alternative 4A design and has been removed from the rendering;
- As shown in Exhibit A, a canopy would be provided above the seating/eating area on the Level 11 outdoor amenity space.

Issues and Other Details**Potential Impacts to Views**

Concerns were expressed during the Draft EIR comment period and at the joint public hearing regarding the Project's and Alternative 4A's potential impacts to views of City Hall and the Downtown Los Angeles skyline. Pursuant to Senate Bill 743 (Public Resources Code Section 21099.d)) and the Department of City Planning Zoning Information (ZI) File No. 2452, the Project's and/or Alternative 4A's aesthetic impacts shall not be considered significant impacts on the environment. Nonetheless, a thorough analysis of visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas was provided in the Draft EIR for informational purposes, for both the Project and Alternative 4A.

Furthermore, public views that feature both the Project Site and City Hall in the same viewshed are limited. In general, the primary public views that include both the Project Site and City Hall are from vantages along Spring Street, either north of City Hall looking south or south of the Project Site looking north. In such views, the Project Site and City Hall are located on opposite sides of the street and separated by about a block and a half. As such, intervening development (including buildings such as the 10-story LAPD Headquarters Building), often dominates those views due to the closer proximity to the view location.

Within the broader context of panoramic views of the Downtown area, the proposed building would become part of the skyline, blending into the existing fabric of Downtown urban development, while maintaining a separateness from City Hall due to the block between the two buildings. Further, any potential view obstruction of visual or scenic resources would be limited and intermittent, and views of specific buildings that are considered visual resources would continue to be available along locale roadways.

Adjacency to the Broadway Theater and Entertainment District

The Project Site is located immediately adjacent to the northern boundary of the Broadway Theater and Commercial District. While Alternative 4A would be visible from Broadway, the Historic Resources Report completed for the Project, and for which the conclusions were found to also be applicable to Alternative 4A, determined that the Project (and Alternative 4A) would not result in a substantial adverse change to the immediate surroundings of the nearby historic resources and/or the Historic District, to a degree that their integrity or significance as resources would be materially impaired. Further, the tower would be located along Spring Street, away from Broadway.

Conclusion

Alternative 4A would serve the community by redeveloping a former surface parking lot above a Metro Rail Station with 680 residential units, of which 45 units would be set aside for Workforce Housing units, and 10,000 square feet of commercial space. The new mixed-use development would provide needed housing for a mix of incomes, amenities that would improve the quality of life for residents and the surrounding community, and offer ground floor commercial uses that would assist in the transformation of the area into a more walkable and vibrant neighborhood in close proximity to public transit, and is consistent with the proposed Central City Community Plan update. In consideration of all the facts and mandatory findings for the requested entitlements, staff recommends that the City Planning Commission approve Alternative 4A, as proposed, subject to the Conditions of Approval.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

Dedications/Improvements and Responsibilities/Guarantees.

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

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Street Dedications and Improvements shall be provided to the satisfaction of the City Engineer.
3. **Sewer.** Construction of necessary sewer facilities, or payment of sewer fees, shall be to the satisfaction of the City Engineer.
4. **Drainage.** Construction of necessary drainage and storm water runoff drainage facilities to the satisfaction of the City Engineer.
5. **Driveway/Parkway Area Plan.** Preparation of a parking plan and driveway plan to the satisfaction of the appropriate District Offices of the Bureau of Engineering and the Department of Transportation.
6. **Fire.** Incorporate into the building plans the recommendations of the Fire Department relative to fire safety, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit.
7. **Cable.** Make any necessary arrangements with the appropriate cable television franchise holder to assure that cable television facilities will be installed in City rights-of-way in the same manner as is required of other facilities, pursuant to Municipal Code Section 17.05.N to the satisfaction of the Department of Telecommunications.
8. **Recreation and Park Fees.** Payment of the Quimby fee shall be based on the C2 Zone and be paid prior to the recordation of Final Tract map. The application for Vesting Tentative Tract Map No. 74320 was deemed complete on October 20, 2016.
9. **Lighting.** Street lighting facilities shall be provided to the satisfaction of the Bureau of Street Lighting.
10. **Street Trees.** All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.

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

(Q) QUALIFIED CONDITIONS

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

1. **Use.** The use and area regulations of the development shall be developed for uses as permitted in the C2 Zone, as defined in LAMC Section 12.14, as well as the Broadway CDO, as defined in LAMC Section 13.08, except as modified by the conditions herein or subsequent action.

Broadway CDO**Uses**

2. The following uses are prohibited:
Auto-related and other vehicular uses, excluding parking,
Adult entertainment uses, as defined and regulated by Los Angeles Municipal Code Section 12.70,
Hostess Dance Halls,
Tattoo Parlors,
Pawnshops,
Recycling centers,
Storage uses (except for minor accessory storage uses),
Medical Marijuana Dispensaries and Rehabilitation Facilities,
Penny Arcades (including video or amusement arcades), and
Equipment Repair shops.
3. The following uses shall be prohibited on the ground floor up to a depth of 25 feet from the streetwall:
Residential uses, except for residential lobbies,
Jewelry manufacturing,
Parking,
All office uses, including all medical uses, and
Institutional uses, such as educational and philanthropic institutions, except for libraries, museums and other arts-related uses.
4. Ground floor commercial uses shall be built to the property line or prevailing setback, whichever applies.
5. Surface parking lots as a main use are prohibited.

Building Form and Massing

6. With the exception of additions to the rear of the building, any alterations or additions to existing buildings shall be built to the property line or maintain the prevailing setback, where a prevailing setback is different from the property line. Storefronts and building entryways may be recessed as long as the main structural elements (structural bays) are built to the property line or prevailing setback, as applicable. In no event shall the setback exceed two feet.
7. All new buildings shall be built to any property line abutting Broadway and any perpendicular street. The following shall also apply:

- a. The minimum streetwall (building wall along the sidewalk) shall be 100 feet in height and, south of 4th Street, the maximum shall be 150 feet in height. Heights below 100 feet may be permitted by an action of the Zoning Administrator, in accordance with LAMC Section 12.24X.
- b. Not less than 95% of the streetwall shall be built to the property line or prevailing setback.
- c. For new buildings or additions south of Fourth Street, portions of buildings above 150 feet shall be stepped back from the front and side property lines a minimum of 30 feet.
- d. A break in the streetwall (building wall along the sidewalk) may be permitted for a distance not to exceed the linear feet required for pedestrian and vehicular access, when vehicular access cannot be obtained from a side street or an alley as determined by the Director of Planning, in consultation with the Department of Transportation (DOT).

Parking

8. No parking shall be permitted between the building and any abutting street.
9. Parking shall be located to the rear of the building, underground or enclosed within a structure.
10. Ground floor commercial uses at a minimum depth of 25 feet shall be provided in any parking structure fronting Broadway or any perpendicular street.

Ground Floor Treatment

11. The minimum floor-to-ceiling height of the ground floor of any new building shall be 15 feet.
12. All new construction or the addition of floor area to an existing building or structure fronting substantially or in part on a public street shall provide at least one ground floor pedestrian entrance to each premise or storefront from a public street or pedestrian walkway. Entrances to residential lobbies or primary building lobbies shall be more prominent than other entrances along the public street.
13. A minimum of 70 percent of the building facade at the ground level abutting Broadway shall consist of doors and transparent windows.

Urban Design

14. Corporate establishments and formula or retail businesses shall be designed to comply fully with the Broadway Design Guidelines.

Mechanical Equipment

15. All structures on the roof, including air conditioning units, mechanical equipment, vents, skylights, solar panels, parapets etc., shall not be visible from the street at ground level. Any roof projections shall be located a minimum of 5 linear feet from the roof edge. Any roof projections within 10 linear feet from the roof edge shall be limited to a height of 5 feet. Roof projections located greater than 10 linear feet from the roof shall be permitted per LAMC.

16. Required restaurant venting shall be installed on a secondary facade and Integrated with the design of the building whenever feasible.

Signage

17. Signage shall comply with L.A.M.C. Article 4.4, Sections 14.4.1 through 14.4.20. In no case shall the total sign area for wall signs for a single building exceed 1.5 square feet for each foot of linear building frontage.
18. Each business or tenant shall be permitted one pedestrian sign limited to a maximum of six (6) square feet in size.
19. The following signs are prohibited:
 - a. billboards,
 - b. supergraphic signs,
 - c. canister (cabinet) signs;
 - d. pole signs;
 - e. monument signs;
 - f. temporary signs;
 - g. inflatable signs; and
 - h. animated signs.

CONDITIONS OF APPROVAL

Pursuant to LAMC Sections 13.08, 12.21 G and 16.05, the following conditions are hereby imposed upon the use of the subject property.

Development Conditions

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plans submitted with the application and marked Exhibit A, dated January 24, 2020. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning for the project, the Department of City Planning's Major Projects Section shall confirm, via signature, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit "A", as approved by the City Planning Commission.

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

3. **Residential Density.** The project shall be limited to a maximum density of 680 residential units of which 6.6 percent shall be set-aside/restricted for Workforce Housing units.
 - a. Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 45 dwelling units, or 6.6 percent of the total residential units, if less than 680 residential units are constructed on the Site, available to Workforce Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file.
4. **Broadway Streetscape.** The Applicant shall provide infrastructure, landscaping, and lighting along the Broadway frontage of the Project consistent with the Broadway Streetscape Plan.
5. **Broadway Community Design Overlay.** Plans shall reflect that the Project is consistent with the following:
 - a. **Tower.** Any portion of the Project's tower element that exceeds 150 feet in height, shall front the eastern portion of the site along Spring Street and shall not front the Broadway site property line. The tower element that exceeds 150 feet in height shall be in substantial conformance with Exhibit A, dated January 24, 2020.
 - b. **Windows.** Windows and exterior doors shall use clear, non-reflective glass. Ground floor glass and materials shall, to the greatest extent practicable, be graffiti-resistant.
 - c. **Signage.** The building shall not be modified to accommodate corporate architectural identity. All signage would be required to comply with the Historic Broadway Sign Supplemental Use District.

- i. This CDO Plan Approval does not include approval of any signage. Any applications for signage shall be submitted to the Department of City Planning, Central Project Planning Division for approval pursuant to Section 7 of the Historic Broadway Sign Supplemental Use District.
 - ii. No signs, including but not limited to, temporary sign banners (including leasing signs), feather/sail signs, window signs or exterior merchandise display signs shall be permitted on the street facing facades of the subject property without subsequent approval.
- d. **Security Grilles.** If included, all security grilles shall be transparent. The mechanical housing of exterior security grilles shall be appropriately screened. Final plans shall include details of security grilles, if proposed, and sections showing location and screening of mechanical housing.
- e. **Lot Coverage.** The Project's tower element that exceeds 150 feet in height shall be limited to a lot coverage ranging from 8.31 percent (9,812 square feet) up to 10.48 percent (12,371 square feet).
- f. **Lighting.** The ground floor and other exterior lighting shall be detailed in the final plans. The entryways shall be illuminated to distinguish the entrance, accent it and enhance pedestrian safety. The Applicant shall illuminate the ground floor commercial space from within, both during and after business hours, to the greatest extent possible. The storefront and sidewalk shall provide down-cast or other lighting to illuminate both features to the greatest extent possible. The building's architectural features shall be illuminated to the greatest extent possible, by accent up-lights directed on ledges, lights on entry arches, or other highlighting illumination for architectural details. Exterior lighting shall be low-voltage and shielded to prevent glare to adjacent properties, and shall not direct light off-site. Intense lighting that is used solely for advertising purposes or lighting that uses flashing, strobe, motion, or multi-color elements shall not be used.
- g. **Mechanical Equipment.** No mechanical equipment, such as air conditioner units, window vents, fans, etc., shall project beyond any window facing Broadway. Any rooftop or other mechanical equipment such as HVAC, satellite dishes, exhaust fans, solar panels, etc., shall be screened from the view to the greatest extent possible. All screening shall be setback at least five feet from the edge of the building. Any other equipment, such as rain gutters, spouts, electrical conduits, etc., shall also be screened to the greatest extent possible, painted to match building colors if necessary.
- h. **Telecommunications.** No wireless telecommunications facilities are permitted.
- i. **Outdoor Dining.** If included, all new outdoor dining enclosure shall be designed to be compatible with the applicable Broadway Design Guidelines and Standards.
- j. **Paseo.** The public paseo shall be developed in substantial conformance with Sheet L1.09 as shown on Exhibit A, dated January 24, 2020, and shall:
 - i. Remain be open and accessible to the public from sunrise to sunset, seven (7) days a week. No motorized vehicles shall be permitted, except for emergency vehicles used during an emergency; and

- ii. Be at least 50 percent open to the sky or covered with a transparent material; and
- iii. Include at least one gathering space with a focal element; and
- iv. Be maintained in good condition for the life of the Project.
- v. Any special events within the paseo shall obtain a Temporary Special Event (TSE) Permit from the Los Angeles Department of Building and Safety (LADBS).

Director's Decision Conditions

- 6. **Trees.** The Applicant shall provide a minimum of 85 trees on-site and/or in the parkway, to the satisfaction of Urban Forestry.
- 7. **In-Lieu Fee.** In accordance with Ordinance No. 185,573 an in-lieu fee shall be paid to cover the cost to procure and plant each tree that cannot be accommodated on-site.

Site Plan Review Conditions

8. Parking.

- a. **Vehicle Parking.** 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). Up to 30 percent of the required automobile parking for commercial uses and 15 percent of the required automobile parking for residential uses may be replaced by bicycle parking at a ratio of one vehicle parking space for every four bicycle parking spaces provided.
- b. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the units.
- c. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
- d. **Bicycle Parking.** Bicycle parking shall be provided consistent with Ordinance No. 185,480.
- e. **Driveway and Parking Plan.** 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.

- 9. **Landscaping.** Prior to the issuance of a building permit, a landscape and irrigation plan shall be submitted to the Department of City Planning for approval. The landscape plan shall be in substantial conformance with the landscape plan stamped Exhibit A. Minor deviations from the requirements provided below may be permitted by the Department of City Planning to permit the existing landscaping conditions provided that the plantings are well established and in good condition.

10. Tree Wells. The minimum depth of tree wells shall be as follows:

- i. Minimum depth for trees shall be 42 inches.
- ii. Minimum depth for shrubs shall be 30 inches.
- iii. Minimum depth for herbaceous plantings and ground cover shall be 18 inches.
- iv. Minimum depth for an extensive green roof shall be three inches.
- v. The minimum amount of soil volume for tree wells shall be based on the size of the tree at maturity as follows:
 1. 600 cubic feet for a small tree (less than 25 feet tall at maturity).
 2. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
 3. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity).

11. Tree Maintenance. All newly planted trees must be appropriately sized, staked, and tied; provided with a watering moat; and shall be properly watered and maintained.

- a. Any trees that are required pursuant to LAMC Section 12.21 G and are planted on any podium or deck shall be planted in a minimum three-foot planter.
- b. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.

12. Stormwater/Irrigation. The Project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the Project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

13. Trash/Storage.

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

14. Lighting.

- a. 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.

- b. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel.
 - c. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures.
 - d. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.
15. **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.
16. **Reflectivity.** Glass used in building façades shall be non-reflective or treated with a non-reflective coating in order to minimize glare from reflected sunlight.
17. **Construction Generators.** The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators shall be used during construction. In particular, solar-powered generators shall be used for the construction trailer(s) on-site and be located as far away from sensitive uses as feasible.
18. **Sustainability.** 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.
19. **Utilities.** All utilities shall be fully screened from view of any abutting properties and the public right-of-way.
20. **Signage.** There shall be no off-site commercial signage on construction fencing during construction.
21. Prior to the issuance of the building permit, a copy of the letter of decision for Case No.VTT-74320 shall be submitted to the satisfaction of the Development Services Center.

Environmental Conditions

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

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

to the mitigation measures results in a substantial change to the project or the non-environmental conditions of approval.

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

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

- 24. Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities², all such activities shall temporarily cease on the Project Site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 473-9723.
- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may

² 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.

request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.

- The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

- 25. Los Angeles Public Library.** As required by the City of Los Angeles Public Library (LAPL), the Applicant is required to pay a per capita fee of \$200.00 to LAPL, to be used for staff, books, computers, and other library materials.

Administrative Conditions

- 26. Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
- 27. Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
- 28. Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
- 29. Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
- 30. Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
- 31. Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.

- 32. Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.
- 33. Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:
- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the

defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

General Plan/Charters Findings

1. General Plan Land Use Designation.

The Project Site is located within the Central City Community Plan, which was last updated by the City Council on January 8, 2003. The Project Site is comprised of six (6) contiguous lots, totaling approximately 118,051 square feet (2.71-acres) in size. The Community Plan currently designates the Project Site for Regional Center Commercial land uses, corresponding to the C2 Zone. The Site is presently zoned [Q]C2-4D-CDO-SN, consistent with the range of zones under the land use designation.

The recommended Vesting Zone Change would remove Q Condition No. 7 of Ordinance No. 180,871. The Ordinance, which became effective on October 26, 2009, established the Broadway CDO and contains Q Conditions, which provide context-specific regulations pertaining to use and design. Q Condition No. 7 requires that the lot coverage for portions of buildings over 150 feet shall be no less than 30 percent of the lot and no more than 40 percent of the lot. The Applicant is requesting a Vesting Zone Change to deviate from this requirement and provide floorplates ranging from 9,812 square feet (8.31 percent lot coverage) to 12,371 square feet (10.48 percent lot coverage).

With a lot area of 118,051 square feet, if Alternative 4A is required to comply with Q Condition No. 7, demolition of the existing parking structure would be required. The Site is larger than a majority of lots located in the Broadway CDO and complying with the Q Condition would result in floorplates that are much larger than the industry standard for new residential buildings. As proposed, the Alternative 4A tower would be designed with floorplates ranging from 9,812 square feet (8.31 percent lot coverage) to 12,371 square feet (10.48 percent lot coverage). The requested Vesting Zone Change would permit a mixed-use development that includes 680 residential units, of which 45 units (or 6.6 percent of the total units) would be set aside for Workforce Housing units, and 10,000 square feet of ground floor commercial uses, to be constructed above the Metro Regional Connector Historic Broadway Rail Station, on a Site that was formally a surface parking lot.

2. General Plan Text.

The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. Alternative 4A is in compliance with the following Elements of the General Plan: Framework Element, including the Commercial Citywide Design Guidelines, Housing Element, Mobility Element and the Land Use Element – Hollywood Community Plan, Health and Wellness Element.

Framework Element

The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. It establishes the City's long-range comprehensive growth strategy and provides guidance on citywide policies, objectives, and goals regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. Alternative 4A is consistent

with the following goals, objectives and policies of the Framework Element as described below.

Chapter 3: Land Use

The Project would be consistent with the relevant goals, objectives, and policies of the Land Use Chapter of the Framework Element, including the following:

Goal 3A: *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*

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

Objective 3.2: *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.*

Policy 3.2.3: *Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.*

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

Policy 3.4.1: *Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.*

Alternative 4A would redevelop a surface parking lot, currently in use as a staging and excavation area for construction of the Metro Regional Connector Historic Broadway Rail Station, with a 56-story, mixed-use, high-rise building that would consist of 680 residential units, of which 45 units (or 6.6 percent of the total units) would be set aside for Workforce Housing units, 10,000 square feet of ground floor commercial uses, and 74,165 square feet of open space. In total, Alternative 4A would contain up to 707,036 square feet of floor area, inclusive of the 9,810 square-foot Metro portal and plaza, for an FAR of 6:1. Parking would be provided within the existing on-site parking structure, which will be retained as part of the Alternative 4A work scope, includes two subterranean levels and five above-grade parking levels, and is located immediately south of the high-rise building.

As proposed, Alternative 4A includes a mix of uses that would provide housing and employment opportunities immediately above the future Metro Regional Connector Historic Broadway Rail Station which would provide service to major transit stations, including Union

Station and 7th/Metro Station, as well as 26 bus lines that provide service to regional centers such as Century City, Santa Monica, Burbank, Long Beach, Montebello, El Monte, Thousand Oaks, Harbor Gateway, Chatsworth, and Hawthorne.

Alternative 4A would support the reduction of vehicle trips, vehicle miles travelled, and air pollution by concentrating opportunities for residents, employees, and visitors to use public transit and to walk to other commercial, entertainment, and financial/office centers near the Project Site in Downtown Los Angeles, a developed urban area with access to transit. Furthermore, Alternative 4A would provide a total of 454 bicycle parking spaces for residents, employees and visitors use. Alternative 4A would also create a pedestrian-friendly environment via a public paseo that would be located between the new mixed-use building and the existing on-site parking structure and would connect Broadway and Spring Street, creating a creative open space for pedestrians. Alternative 4A therefore, would improve access and create a safe and convenient street environment for customers, residents, and employees in the area, while also promoting the use of and access for bicycles.

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.

As previously mentioned, Alternative 4A would redevelop a surface parking lot with a mixed-use, high-rise building with high-density residential and neighborhood-serving commercial uses meant to attract residents, workers, and visitors in an established residential and mixed-use part of Downtown Los Angeles, while being compatible with the existing mixed-use, pedestrian-oriented development along Broadway and acting as a transition to the Civic Center District immediately north of the Site.

Alternative 4A would allow for a mixed-use residential development near transit while providing neighborhood-serving commercial opportunities for future Alternative 4A residents and the existing surrounding neighborhood, and increase the City's housing stock.

Goal 3K: Transit stations to function as a primary focal point of the City's development.

Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protection and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Alternative 4A would be located above the Metro Regional Connector Historic Broadway Rail Station and compatible with the existing mixed-use, pedestrian-oriented development along Broadway, while also differentiated from existing historic buildings with the vicinity of the Project Site.

Focal points would be incorporated into Alternative 4A's design and serve as way to identify the Alternative, as well as the Metro Station. The primary entryway to the commercial ground floor uses and the Metro Station would feature a 40-foot high decorative wood-paneled ceiling, creating an identifiable architectural feature, visible from the ground floor.

Additionally a fritted glass crown would sit atop the 56-story residential tower and be visible from surrounding high-rises as well as from the pedestrian level.

A public paseo would be located between the new mixed-use building and the existing on-site parking structure and would create a pedestrian pathway from Broadway and the Metro plaza across the Site to Spring Street. Several ground floor commercial spaces would open directly on the public paseo area and would encourage a variety of opportunities for pedestrians to sit and enjoy the paseo and Metro plaza.

Chapter 4: Housing

Alternative 4A would be consistent with the relevant goals and objectives of Housing Chapter of the Framework Element, including the following:

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

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

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

As proposed, Alternative 4A would provide housing for a mix of income levels that includes studio units, one-bedroom units, and two-bedroom units. While not required, of the 680 new residential units proposed, approximately 6.6 percent, or 45 units, would be reserved for Workforce Housing Units, with the remaining units rented at market rate. In addition, the Project Site would be located directly above the Metro Regional Connector Historic Broadway Rail Station with connections and access to jobs, entertainment, and amenities within nearby Downtown neighborhoods and the Greater Los Angeles region.

Chapter 7: Economic Development Chapter

Alternative 4A would be consistent with the relevant goals, objectives, and policies of Economic Development Chapter of the Framework Element, including the following:

Goal 7C: *A City with thriving and expanding businesses.*

Objective 7.3: *Maintain and enhance the existing businesses in the City.*

Policy 7.3.2: *Retain existing neighborhood commercial activities within walking distance of residential areas.*

Alternative 4A would redevelop a surface parking lot with a mixed-use, high-rise building comprised of high-density residential uses and 10,000 square feet of new neighborhood-serving commercial uses meant to attract residents, workers, and visitors in an established residential and mixed-use part of Downtown Los Angeles, thus introducing new commercial uses to the Site.

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

Objective 7.9: *Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and*

access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.

Policy 7.9.2: *Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.*

Alternative 4A would provide new housing and employment opportunities above the Metro Regional Connector Historic Broadway Rail Station and within 0.5 miles from the Metro Regional Connector 2nd Street/Hope Street and 1st Street/Central Avenue Stations. The Site would also be served by 20 Metro Bus Lines, three Metro Rapid Bus Lines, nine LADOT Commuter Express Lines, and four LADOT DASH Lines, all of which provide service to regional centers such as Century City, Santa Monica, Burbank, Long Beach, Montebello, and Hawthorne, as well as to major transit stations, including Union Station and 7th/Metro Center Station, thus establishing and concentrating a balance of land uses in an area near public transit. In addition, Alternative 4A is voluntarily setting aside approximately 6.6 percent of the total units, or 45 units, for Workforce Housing units.

By enabling the construction of a supply and range of housing in proximity to jobs, local services, and transit, Alternative 4A would be consistent with the Framework Element.

Citywide Commercial Design Guidelines

The Urban Design Studio has adopted a three part design approach to evaluating projects to reflect the new Citywide Design Guidelines, which consist of Pedestrian First Design, 360-Degree Design, and Climate Adapted Design.

Pedestrian First Design

Alternative 4A would provide transparent ground floor, street-facing storefronts and entryways that provide shelter and promote an active street presence by pedestrians. Further, in conjunction with a public paseo that would connect Broadway and Spring Street, Alternative 4A would provide a flexible open space for pedestrians that is open to the sky and would allow for pedestrian circulation at the ground level. Alternative 4A would provide full-width concrete sidewalks, tree wells, and street trees, where feasible, along 2nd Street, Spring Street, and Broadway.

360-Degree Design

Alternative 4A implements varied materials would provide horizontal and vertical articulation that break up the building planes and reduce the visual mass of the building. Variety in massing is provided through architectural protrusions and recesses and four discernable masses throughout the building comprised of the ground floor uses, a residential podium and a tower that would consist of two masses that would be slightly offset and shift at Levels 28 and 39 to create visual interest and breaks in the overall vertical configuration. Additionally, the design incorporates the Metro plaza and station entrance which would be located at the northwest corner of the Site and would include a 40-foot high primary entryway for the building's ground floor commercial uses, public paseo, and to the Metro Regional Connector Historic Broadway Rail Station below, featuring a decorative wood-paneled ceiling.

Climate Adapted Design

Alternative 4A would include sustainability measures and design features which reduce energy and water consumption, such as the use of Energy Star-labeled products and appliances, light-emitting diode (LED) lighting or other energy-efficient lighting technologies, fenestration designed for solar orientation, and pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking.

Housing Element

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City's housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City's housing and growth strategy. Alternative 4A is consistent with the following goals, objectives and policies of the Housing Element as described below.

Goal 1: 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.

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

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

Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Objective 1.3: Forecast and plan for changing housing needs over time in relation to production and preservation needs.

Policy 1.3.5: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.

Alternative 4A would allow for the construction of a new mixed-use high-rise building, comprised of 680 residential units, of which 45 units or 6.6 percent of the total units, would be set aside for Workforce Housing units and 10,000 square feet of ground floor commercial uses.

Alternative 4A would be located above the Metro Regional Connector Historic Broadway Rail Station, 0.5 miles from the Metro Regional Connector 2nd Street/Hope Street and 1st Street/Central Avenue Stations, and 0.4 miles southeast of the Metro Civic Center/Grand Park Rail Station (Red/Purple line). These subway lines provide access to the other transit lines operated by Metro. The Project Site is also served by two major transportation corridors (Spring Street and Broadway) that provide substantial public transit opportunities and facilities, including 20 Metro Bus Lines, three Metro Rapid Bus Lines, nine LADOT Commuter Express Lines, and four LADOT DASH Lines, all of which provide service to regional centers such as Century City, Santa Monica, Burbank, Long Beach, Montebello, and Hawthorne, as well as to major transit stations, including Union Station and 7th/Metro Center Station.

As proposed, Alternative 4A would accommodate various income levels (Workforce Housing and Market Rate) and unit types (a mix of studio, one-bedroom, and two-bedroom units), within a major commercial and employment center. In addition, the Project Site is located in proximity to several existing and proposed residential developments providing a range of housing types, including market rate, affordable, live/work, condominium, and apartment units, including the Pan American Lofts and the Douglas Lofts. Alternative 4A would contribute to the continued evolution of the surrounding area into a residential, commercial, and mixed-use area, and serve as a transition between the residential and commercial uses of the Historic Core at the Civic Center District immediately north of the Site.

Thus, Alternative 4A would allow for establishment of residential uses on a Site that is compatible with the existing surrounding residential development while providing neighborhood-serving ground floor commercial uses above the Metro Regional Connector Historic Broadway Rail Station.

Goal 2: *A City in which housing helps to create 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.*

Policy 2.2.3: *Promote and facilitate a jobs/housing balance at a citywide level.*

Objective 2.4: *Promote livable neighborhoods with a mix of housing types, quality design and scale and character that respects unique residential neighborhoods in the City.*

Policy 2.4.2: *Develop and implement design standards that promote quality residential development.*

Objective 2.5: *Promote a more equitable distribution of affordable housing opportunities throughout the City.*

Policy 2.5.1: *Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers.*

Policy 2.5.2: *Foster the development of new affordable housing units citywide and within each Community Plan area.*

Alternative 4A would allow for the development of an integrated mixed-use building, above the Metro Regional Connector Historic Broadway Rail Station, that would result in new mixed-income housing coupled with new job-producing uses including commercial opportunities. As a mixed-use development, Alternative 4A provides for activity and natural surveillance during and after commercial business hours. The ground floor commercial uses would activate the streets, while the residential units are oriented outward, providing eyes on the street during all hours of the day to create a safer environment for residents, workers, and visitors to the area. The design of the proposed development employs character-defining features to reflect a consistent architectural style, including unobstructed building entrances and architectural variations, and follows urban design principles that improve the appearance and quality of housing in the area. By locating high-density residential and commercial components above the Metro Regional Connector Historic Broadway Rail

Station, Alternative 4A would allow future residents to live in close proximity to their place of employment by providing connections to employment and amenities not only within Downtown Los Angeles, but also the Greater Los Angeles region, thereby facilitating a jobs/housing balance.

In addition, Alternative 4A would enhance livability of the Historic Core by redeveloping a surface parking lot and upgrade the public realm through the improvement of public streets and by creating a pedestrian friendly, landscaped public right-of-way. Improvements to the public right-of-way would allow for the widening sidewalks on Broadway, Spring Street, and 2nd Street. A maximum of 10 street trees could be planted along Broadway and Spring Street and a public paseo would connect Broadway and Spring Street by creating flexible open space for pedestrians that is open to the sky and would improve overall on-site pedestrian circulation.

Lastly, Alternative 4A provides housing at various income levels (Moderate Income and Workforce Housing) that would be transit and pedestrian accessible. Residents may access other parts of Downtown and the Metro Rail system by using the Metro Regional Connector Historic Broadway Rail Station immediately beneath the Site, using Metro Local, Rapid Bus, or the DASH bus lines, benefiting from the opportunity to forego the use of the automobile while offering opportunities to commute to jobs in a major employment center. Alternative 4A's proximity to other employment centers as well as a variety of existing dining, shopping and entertainment options would encourage the use of public transit and/or non-motorized transportation.

Mobility Element

The Mobility Element 2035 (Mobility Element), adopted in September 2016, guides development of a citywide transportation system with the goal of ensuring the efficient movement of people and goods and recognizes that primary emphasis must be placed on maximizing the efficiency of existing and proposed transportation infrastructure through advanced transportation technology, reduction of vehicle trips, and focused growth in proximity to public transit. The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities and sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The Proposed Project would be in conformance with following objectives and policies of the Mobility Element as described below.

Chapter 2: World Class Infrastructure

Policy 2.3: Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Alternative 4A would provide Historic Core residents, workers and visitors with a combination of ground floor commercial uses in addition to the usage of an inviting public paseo that would connect Broadway and Spring Street, creating flexible open space for pedestrians that is open to the sky and would improve overall on-site pedestrian circulation.

Alternative 4A is also required to improve Broadway, 2nd Street, and Spring Street with full-width concrete sidewalks. Additionally, 10 street trees are proposed, where feasible, along Broadway and Spring Street. The landscaping for the Project Site would include both native and adaptive native plant materials. Thus, Alternative 4A would enhance the pedestrian

experience with landscaping and other improvements, resulting in a safe and comfortable walking environment for area residents and visitors.

Chapter 3: Access for All Angelenos

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

Policy 3.3: Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.5: Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

Alternative 4A would provide all residents, workers and visitors with affordable, convenient and attractive services by encouraging pedestrian movement, a combination of commercial uses on the ground floor, and a public paseo. Alternative 4A's proximity to the Metro Connector Historic Broadway Rail Station, Civic Center/Grand Park Rail Station (Red/Purple Lines), in addition to other transit lines and buses operated by Metro, would reduce vehicular trips to and from the Project Site, vehicle miles traveled, and would result in improved air quality. In addition, Alternative 4A would include large, glazed commercial frontages, which would encourage pedestrian activity within the Historic Core and through pedestrian-friendly design. By locating high-density residential and commercial components uses above transit, Alternative 4A would allow future residents to live in proximity to their place of employment while having access to new and existing commercial uses. Last, Alternative 4A would provide a total of 454 bicycle parking spaces, thus, thereby supporting “first-mile, last-mile solutions”, enabling residents, workers, visitors, and patrons improved access to and from the Project Site.

Chapter 5: Clean Environments and Healthy Communities

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, all electric vehicle charging spaces (EV spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

Health and Wellness Element

Adopted in March 2015, the Plan for a Healthy Los Angeles lays the foundation to create healthier communities for all Angelenos. As the Health and Wellness Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built

environment and City services, the City of Los Angeles will strive to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. Alternative 4A is consistent with the following goals, objectives and policies:

Chapter 2: A City Built for Health

Policy 2.2: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

Alternative 4A would provide public open space and improve pedestrian circulation around and through the building via a public paseo that would connect Broadway and Spring Street. The public paseo would be open to the sky, and create a flexible open space for the public and would improve pedestrian circulation at the ground level. The public paseo would be a social space able to host a variety of uses including outdoor dining, seating, bike parking, and neighborhood circulation to and from the adjacent spaces, all positioned to activate the space, which would make a positive contribution to the neighborhood. While Alternative 4A would result in improved sidewalk areas along Broadway, 2nd Street, and Spring Street, it should be noted that these areas would not be available for amenities such as additional outdoor seating via benches and/or temporary movable tables and chairs, kiosks, due to the clearance requirements needed for the Metro Regional Connector Historic Broadway Rail Station immediately below the Site. Alternative 4A would also include open space in the form of extensively landscaped residential amenity decks.

Chapter 5: An Environment Where Life Thrives

Policy 5.1: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.7: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and other susceptible to respiratory diseases.

Alternative 4A would redevelop a former surface parking lot with new housing coupled with new commercial uses, located immediately above the Metro Regional Connector Historic Broadway Rail Station. Future visitors, employees, and residents of Alternative 4A, as well as people who already live and work in the area, would be able to take advantage of the mix of land uses within proximity to transit to serve their daily needs. Amenities, including amenity decks, lounge areas, and a recreation room, would encourage and allow for socializing on-site. The Alternative 4A's proximity to multiple Metro Stations and other transit options would encourage residents, patrons and visitors to use public transportation or walk, thus reducing air pollution and greenhouse gas emissions that would otherwise be caused by vehicle trips. The Alternative 4A's public paseo and ground floor commercial uses, within proximity to the above-referenced transit options, would sustain street level interest and promote pedestrian activity with linkages to the transit network.

Land Use Element - Central City Community Plan

Last updated in 2003, the Central City Community Plan guides the development and improvement of the community to meet existing and anticipated needs and conditions, as well as to balance growth and stability. The development of Alternative 4A represents an

opportunity to achieve the overarching goals of the Central City Community Plan, which include strengthening the commercial base in Downtown Los Angeles and facilitating the expansion of housing choices in order to attract new and diverse households. Alternative 4A furthers the following Community Plan objectives and policies:

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

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

Objective 2-1: To improve Central City's competitiveness as a location for offices, business, retail, and industry.

Policy 2-1.2: To maintain a safe, clean, attractive, and lively environment.

Objective 2-3: To promote land uses in Central City that will address the needs of all the visitors to Downtown for business, conventions, trade show, and tourism.

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.

Objective 11-6: To accommodate pedestrian open space and usage in Central City.

The Project Site is located within the Historic Core of the Central City Community Plan. This area is generally characterized by government facilities, a high concentration of architecturally significant buildings, including nationally recognized historic theaters, office buildings, ground floor retail, and commercial buildings which have been converted to residential uses. In recent years, applications and/or conversions for new mixed-use developments containing office, live/work, residential, and commercial uses have been steadily rising as the City facilitates the growing need for new residential units and office space in all areas of the Central City Community Plan.

A key residential goal of the Central City Community Plan is the provision of new housing to satisfy the varying needs and desires of all economic segments of the community. Alternative 4A would provide needed housing to meet continuing demand in Los Angeles. As proposed, Alternative 4A would accommodate various income levels (Market Rate and Workforce Housing) and unit types (studio, one-bedroom, and two-bedroom), 10,000 square feet of ground floor commercial uses, to be constructed above the Metro Regional Connector Historic Broadway Rail Station, on a Site that was formally a surface parking lot, within a major employment center. Alternative 4A would also add new land uses that are compatible with the adjacent commercial and residential neighborhoods and would create an active 24-hour environment. The location of Alternative 4A is advantageous for future residents due to the proximity to significant regional employment centers such as the Financial District, the Civic Center, the Fashion District, and the Arts District.

Alternative 4A would also create a pedestrian-friendly environment by maintaining a strong streetwall with storefronts and providing a public paseo that would connect Spring Street and Broadway through a creative open space for pedestrians. The public paseo and right-of-way improvements would improve pedestrian circulation within the area while providing new pedestrian linkages to other downtown activity centers and encouraging the use of pedestrian open space in the Central City. Alternative 4A, therefore, would improve access and create a safe and convenient street environment for customers, residents, and

employees in the area. For the reasons summarized above, Alternative 4A would be consistent with the applicable objectives and policy of the Central City Community Plan.

3. **The Sewerage Facilities Element** of the General Plan would not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for Alternative 4A, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer would be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit would be made at that time. Ultimately, this sewage flow would be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for Alternative 4A.

Entitlement Findings

4. Vesting Zone Change, and “T” and “Q” Classification Findings.

Pursuant to Section 12.32 of the Los Angeles Municipal Code (LAMC), the Applicant requests a Vesting Zone Change to remove Q Condition No. 7 of Ordinance No. 180,871. This Ordinance, which became effective on October 26, 2009, established the Broadway CDO and contains Q Conditions, which provide context-specific regulations pertaining use and design. Q Condition No. 7 requires that the lot coverage for portions of buildings over 150 feet shall be no less than 30 percent of the lot and no more than 40 percent of the lot. Alternative 4A's tower element would consist of two masses that would be slightly offset and shift at Levels 28 and 39. The Applicant is requesting to deviate from this requirement and instead construct a tower that would be designed with floorplates ranging from 9,812 square feet (8.31 percent lot coverage) to 12,371 square feet (10.48 percent lot coverage).

- a. **Pursuant to LAMC Section 12.32, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice.**

Alternative 4A proposes a 56-story, 570-foot tall, mixed-use, high-rise building with 680 residential units, of which 45 units or 6.6 percent of the total units, would be set aside for Workforce Housing units, 10,000 square feet of ground floor commercial uses, and 74,165 square feet of open space. In total, Alternative 4A would contain up to 707,036 square feet of floor area, inclusive of the 9,810 square-foot Metro portal and plaza, on an 118,051 square-foot (2.71 net acre) lot, for an FAR of 6:1. The new building would be built above the Metro plaza area, with the floor of Level 2 serving as the roof over the plaza. Parking would be provided within the existing on-site parking structure to remain as part of Alternative 4A's work scope, and includes two subterranean and five above-grade parking levels, located immediately south of the high-rise building.

The Applicant requests a Vesting Zone Change to remove Q Condition No. 7 of Ordinance 180,871. The Ordinance, which became effective on October 26, 2009, established the Broadway CDO and contains Q Conditions, which provide context-specific regulations pertaining for use and design. Q Condition No. 7 requires that the lot coverage for portions of buildings over 150 feet shall be no less than 30 percent of the lot and no more than 40 percent of the lot. The Applicant is requesting a Vesting Zone Change to deviate from this requirement and instead construct a tower that would be designed with floorplates ranging from 9,812 square feet (8.31 percent lot coverage) to 12,371 square feet (10.48 percent lot coverage).

The intent of Q Condition No. 7 is to allow for future towers to better fit into the existing tightly knit infill lots found in the Historic Core District, and specifically along Broadway. While heights above 150 feet are permitted, these regulations are meant to diminish massing, particularly as viewed from Broadway and perpendicular streets. As such, the established maximum and minimum lot coverage would permit high-rise development, ensure that new development is compatible with existing, historic development patterns, but not promote the tall, slender towers that are more appropriate in other parts of Downtown, such as South Park, and have more variation in building heights and building modulation.³

As demonstrated in Finding 5.a and b, Alternative 4A would substantially comply with the adopted Broadway Design Guidelines and Standards and would comply with all of the remaining Broadway CDO Q Conditions to ensure that Alternative 4A reflects the overall Broadway CDO vision of a cohesive, pedestrian-friendly, and vibrant entertainment, commercial, and mixed-use district.

Public Necessity. Alternative 4A would be constructed above the Metro Regional Connector Historic Broadway Rail Station and located in close proximity to jobs, housing, and a wide range of uses and public services. Alternative 4A would be compatible with the surrounding commercial and residential buildings in the area, including the U.S. Federal Courthouse Building, City of Los Angeles Police (LAPD) Headquarters, Caltrans Building, and the Los Angeles Times Mirror Square Campus. The recommended Vesting Zone Change would allow for the development of 680 new residential units, including a voluntary set-aside of 45 units (or 6.6 percent of the total units) for Workforce Housing units, which would contribute to the Mayor's goal of permitting 100,000 new housing units by 2021. Alternative 4A would also introduce new ground floor commercial uses to the Site, which would maximize ground floor transparency and create a vibrant urban place that is inviting to pedestrians, increasingly walkable, and less auto dependent. Furthermore, Alternative 4A includes both private and public amenities that would improve the quality of life for future residents and visitors.

The recommended Vesting Zone Change would allow Alternative 4A to help alleviate the City's housing shortage by providing a mixed-income, mixed-use residential development, thus serving to address the City's housing shortage and need for affordable housing. In addition, Alternative 4A would make more efficient use of land by redeveloping a former surface parking lot with new residential and commercial uses. Locating both a greater residential density and neighborhood-serving commercial uses above the Metro Regional Connector Historic Broadway Rail Station would also greatly benefit the residents in offering efficient transit alternatives and contribute to building the critical mass necessary to support a more efficient regional transit system. Alternative 4A would accommodate projected population growth in the area, while being compatible with its surrounding uses. Accordingly, the recommended Vesting Zone Change would be in conformity with public necessity.

Convenience. Approval of the recommended Vesting Zone Change would facilitate the redevelopment of an existing surface parking lot with a new mixed-use development, located above the Metro Regional Connector Historic Broadway Rail Station, and in close proximity to other mass transit options, jobs, and housing. The Alternative 4A density and scope are appropriate for the Site and the surrounding properties, as it locates needed residential density near several transit options that afford easy access to employment centers, entertainment, and services, creates new

³ CPC-2009-874-CDO-ZC Department of City Planning Staff Report.

commercial uses for the neighborhood, promotes pedestrian activity in the general area, and provides a community gathering point with a public paseo that would be integrated with the Metro plaza. Accordingly, the recommended Vesting Zone Change would be in conformity with convenience.

General Welfare. Approval of the recommended Vesting Zone Change would allow the redevelopment of an infill Site in an area previously developed with numerous surface parking lots and vacant historic buildings and theaters, that is evolving with more development of commercial and residential uses as well as rehabilitated historic buildings. As discussed above, the area is served by transit that would afford residents access to jobs, entertainment, and services within downtown and the Greater Los Angeles region.

As proposed, the Vesting Zone Change would remove the lot coverage requirements for Alternative 4A's residential tower that extends above 150 feet, and allow for a slender tower design as opposed to a shorter and wider mid-rise tower design. Compliance with Q Condition No. 7 would require demolition of the existing parking structure, and as the 2.71-acre Site is substantially larger than a majority of the parcels located along the Broadway Corridor, application of Q Condition No. 7 would result in over-size and impractical tower floorplates. Further, if Alternative 4A were required to comply with Q Condition No. 7 and build to the maximum permitted FAR of 6:1, the proposed building would range between 14 to 19 stories tall, which would be out of scale with the surrounding properties located within the Broadway CDO, and likely require the removal of the public paseo and existing parking structure which covers approximately 50 percent of the Site.

The recommended Vesting Zone Change would allow for a mixed-use residential development near transit while providing neighborhood-serving commercial opportunities for future residents and the existing surrounding neighborhood, while increasing the City's housing stock.

Additionally, Alternative 4A would activate and enhance the aesthetic character of an infill site within a transit-rich neighborhood. Alternative 4A includes 680 new residential units, including a voluntary set-aside of 45 units (or 6.6 percent of the total units) for Workforce Housing units without any direct displacement of existing housing units. Alternative 4A would further promote foot traffic through the use of a strong streetwall which would be built to the property line along Broadway. Ground floor commercial spaces would feature 27-foot tall entryways accessible along Broadway, 2nd Street, Spring Street, and from the public paseo that would provide a pedestrian connection between Broadway and Spring Street. Accordingly, the recommended Vesting Zone Change would be in conformity with general welfare.

Good Zoning Practices. The Vesting Zone Change conforms with good planning practices in that the request would preserve and strengthen an existing, viable mixed-use area, with the introduction of a new, compatible mixed-use project. Alternative 4A would redevelop the Site, formerly developed with a surface parking lot with a new, 56-story tower. The recommended Vesting Zone Change is consistent with the Regional Center Land Use Designation, otherwise compliant with the Broadway CDO excluding the request herein. The proposed designation would then be compatible with the market-driven and government-initiated transitions within the area.

Alternative 4A would also be compatible with mixed-use buildings in the surrounding neighborhood as it is located at the northern boundary of the Broadway CDO, and would generally conform with the Broadway Design Guidelines and Standards, while

also serving as a transition to the Civic Center District. The Project Site is located in an important part of the City's urban fabric and is located in close proximity to government facilities, historic theaters, office buildings, and commercial buildings, many of which have been converted to residential uses. The mixed of uses that would be developed as part of Alternative 4A would be compatible with the existing government office buildings located near the Project Site, (e.g., U.S. Federal Courthouse Building, LAPD Headquarters, Caltrans Building) as well as with future proposed development in the Project vicinity (e.g., Los Angeles Times Mirror Square project, 5th and Hill project, 4th and Hill project, and Angel's Landing project).

As such, the Vesting Zone Change would be consistent with good zoning practices and development patterns in the immediate area.

b. T and Q Classification Findings.

Per LAMC Section 12.32 G.1 and 2, the current action, as recommended, has been made contingent upon compliance with new T and Q conditions of approval imposed herein for Alternative 4A. The T Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The Q Conditions that limits the scale and scope of future development on the Site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

5. Community Design Overlay Plan Approval

Following is a delineation of the findings and application of the relevant facts as related to the request to allow the redevelopment of a surface parking lot with 680 residential units and 10,000 square feet of commercial ground floor uses on a Site located within the Broadway CDO.

a. Pursuant to LAMC Section 13.08, the project substantially complies with the adopted Community Design Overlay Guidelines and Standards.

As provided below, Alternative 4A substantially complies with the CDO.

1. Respecting the Historic Context

GUIDELINE 1: Pursue creative and innovative contemporary designs for new buildings that will complement Broadway's designated National Register Historic District.

The proposed mixed-use building meets the Standards under Guideline 1 which requires new construction to be pedestrian-oriented and compatible with the existing mixed-use development along Broadway, while also differentiated from existing historic buildings. It should be noted that the Project Site is located north of the Broadway Theater and Commercial District, a National Register Historic District, which is characterized by buildings with a common setback abutting the sidewalk, three-part facades with ground level storefronts, and building materials such as glazed terra cotta and cast stone, with the most prevalent architectural style being Beaux Arts.

Alternative 4A would respect the traditional lot patterns, which consist of mixed-use buildings that incorporate pedestrian-scaled design features and elements, including landscaping, that contribute to a pedestrian-friendly environment on Broadway and promote an active street life 24-hours a day. Alternative 4A would include transparent ground floor commercial storefronts and a residential lobby, a prominent ground floor entryway facing the public street, and a horizontal 10-story podium that mirrors the building form and height of surrounding older structures such as the Victor Clothing Building and the Bradbury Building, both of which are located to the south along Broadway. Ground floor landscaping would include a public paseo located between the new mixed-use building and the existing on-site parking structure, creating a pedestrian pathway accessible from Broadway and the Metro plaza across the Site to Spring Street. Additionally, the new residential tower would be constructed on the northeast corner of the Site, away from Broadway. Alternative 4A would include balconies on the 10-story podium and the tower, however they would be Juliet balconies (with minimal projection) and thus be more compatible with nearby historic resources, which rarely included balconies.

The 2.71-acre Site is considered large in comparison to a majority of the parcels located in the Broadway CDO and would be constructed above the Metro Regional Connector Historic Broadway Rail Station. Notable attention was focused on the new building's ground floor design, the Metro plaza entryway, and the podium element. Specially, the ground floor commercial uses would feature a full-height glass curtainwall with aluminum mullions to distinguish individual commercial storefront entrances. Additionally, at the northwest corner of the Site, the building would include a 40-foot high primary entryway for the building's ground floor commercial uses, public paseo, and to the Metro Regional Connector Historic Broadway Rail Station below, featuring a decorative wood-paneled ceiling. Moving away from the northwest corner, the ceiling would gradually slope down to create a pedestrian-scaled façade that would span the entire length of 2nd Street and wrap the corners of Broadway and Spring Street, forming a cohesive ground floor. Similar to the ground floor commercial uses, the 10-story podium would be constructed out of 127-foot high glass curtainwall, and as discussed above, consistent with the height of adjacent historic resources.

It should be noted that the Historic Resources Report completed for the Project, but for which the findings would also be applicable to Alternative 4A, determined that development of the site would not result in any direct impacts to historic resources as there are no on-site historic resources and thus, no historic resources would be demolished, destroyed, relocated, or altered as a result of Alternative 4A. Regarding the Secretary of the Interior Standards, the National Park Service issues Standards with accompanying guidelines for four types of treatments for historic resource: Preservation, Rehabilitation, Restoration, and Reconstruction. Although none of the four treatments as a whole applies specifically to new construction in the vicinity of historic resources, the Standards for Rehabilitation, specifically Nos. 9 and 10 provide relevant guidelines for such projects.

Standard No. 9 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 shall 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."

Standard No. 10 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 building would be located directly across 2nd Street from the Mirror Building, and north of the Douglas Building and the Victor Clothing Company within the same block, separated by the existing parking structure to remain within the Project Site, and a small surface parking lot. Thus Alternative 4A would not destroy historic materials, features, and spatial relationships that characterize the surrounding buildings and the spatial relationship between the Mirror Building, the Douglas Building, the Victor Clothing Company and its immediate environment would remain intact. In addition, redevelopment of the Site would not change the relationship between the Victor Clothing Company and other contributing buildings in the Historic District.

The Mirror Building is 10-stories in height, the Douglas Building and the Victor Clothing Company are each five-stories in height, and the proposed building's tower would be 56-stories in height. While the building's size and scale would be different than that of the historic buildings, these historic resources do not abut the Project Site, making the difference in height less noticeable. In addition, the new building would be compatible with the size and scale of the other high-rise buildings that began to characterize Downtown Los Angeles beginning in the 1980s. At present, the Historic Core has a higher concentration of 12-story buildings; however, as the Central City Community Plan states, although “neighborhoods and districts were originally defined with specific boundaries as defined in the Downtown Strategic Plan, [...] over time the boundaries have blurred as land uses changed and overlapped with adjoining uses.” West of Hill Street, two blocks away from the Project Site, buildings begin rising to 20 stories.

The proposed building would be differentiated from the historic buildings by its contemporary materials, however the tallest portion of the building would be gradually oriented away from Broadway and toward Spring Street, reflecting, to a degree, the height and massing of the Mirror Building directly north of the Project Site across 2nd Street. Thus, the design of the proposed building is responsive to the height and massing of the buildings that surround it.

As discussed above, the building's features, including the ground floor transparent uses, podium massing and height and public pedestrian paseo would be compatible with the surrounding historic buildings' features. While the materials would be contemporary, this is less important for related new construction, especially when they are not adjoining. Using complementary materials is more important for additions to a historic building or where there is an established architectural style and palette of materials, such as within a historic district. Although the proposed building would not strictly comply with this particular guideline of Standard No. 9, it would not reduce the integrity or significance of the nearby historic resources.

Regarding Standard No. 10, the building would be sufficiently separated from the Mirror Building by 2nd Street and from the Douglas Building and the Victory Clothing Company by two parcels spanning the width of the block that serve as surface parking lots. If the new building were removed in the future, the adjacent historic resources would not be materially affected and the essential form and integrity of the surrounding historic resources and their environment would be unimpaired.

Thus, while the proposed materials would reflect a more contemporary feel, the building would serve as an anchor at the northern edge of the Broadway CDO that mirrors the traditional lot patterns of surrounding historic buildings, complies with the applicable Secretary of Interior Standards, and also simultaneously display's visual qualities found in nearby buildings just outside the Broadway CDO, including the LAPD Headquarters, U.S. Federal Courthouse Building, and Caltrans Building.

2. Building Orientation and Frontage

GUIDELINE 2: Site buildings to promote pedestrian activity along the public right-of-way by placing business entrances on the street. Developments should not face inward but rather should be oriented towards the street to reinforce the existing character of the Broadway Corridor.

The proposed mixed-use building meets the Standards under Guideline 2, which requires that buildings be built to the front property lines and oriented to the street; accessory parking be located at the rear of the building when feasible; shall be visually compatible with other structures associated with the project, in terms of material, color, design and other elements; and that the ground floor storefront spaces be accessible from the sidewalk and maintain a minimum floor-to-ceiling height of 15 feet, with a prominent primary entrance that is distinguished from other on-site storefronts.

The Project Site is subject to a five-foot Building Line imposed along the Broadway frontage per Ordinance No. 75667. The ground floor commercial uses would be built to the shared property line between the northeasterly side of the Metro plaza and the subject site; and to the property line along 2nd Street. The podium built over the Metro plaza would not encroach into the five-foot Building Line. It should be noted that Site is located within a Metro Rail Project Area and, as shown on VTT Map No. 74320, Lots 2, 3, and 7 are owned by Metro and would be occupied by the Metro plaza, portal and station.

Thus the ground floor commercial uses are built to the Applicant's property line at the northwest corner of 2nd Street and Broadway. In addition, the 10-story podium element would be constructed above the Metro plaza, further reinforcing the existing streetwall along Broadway.

No new parking would be constructed as part of Alternative 4A. Vehicle parking would be fully contained in the existing parking structure, which was constructed in 1988, includes two subterranean and five above grade parking levels, and is located immediately south of the new building and public paseo. Under Alternative 4A the number of total parking spaces would be reduced from 1,460 to 1,436 spaces to accommodate required long-term bicycle parking spaces.

Alternative 4A is primarily oriented towards 2nd Street, with additional ground floor commercial frontages and entrances accessible from the Metro plaza and Spring Street. A 40-foot tall primary pedestrian entryway to the Site and Metro plaza would be located at the corner of Broadway and 2nd Street. Additionally a prominent residential lobby entrance would be centrally located along 2nd Street, and multiple individual entrances to the ground floor commercial spaces would be accessible from Spring Street, 2nd Street, the Metro plaza, and from the paseo. All ground floor commercial uses would maintain a floor-to-ceiling height of 27 feet and 37-foot depth, exceeding the Guidelines' requirements for a 15-foot floor-to-ceiling height and 25-foot depth. As discussed above, under Guideline 1, the building's residential tower would

be set back from the Site's Broadway property line and located along Spring Street, to maintain consistency with the existing historic streetwall.

Thus, Alternative 4A, specifically the ground floor commercial uses, Metro plaza, and public paseo, would be designed to promote pedestrian activity in the right-of-way and the overall design of Alternative 4A would be oriented towards the street to reinforce the Broadway Corridor.

3. Setbacks

GUIDELINE 3: Encourage an inviting pedestrian environment and provide for streetwall continuity by locating new buildings at the property line or the prevailing setback, as applicable. Where permitted, additional setback areas should encourage active public uses through additional street trees, outdoor seating areas, kiosks, forecourts and arcades.

Alternative 4A meets the Guideline 3 Standards by locating the building at the property line along Spring Street, 2nd Street, and Broadway. As discussed above, Metro owns the lot located at the corner of Broadway and 2nd Street and would develop this portion of the Project Site with the Metro plaza to provide access to the Metro Regional Connector Historic Broadway Rail Station. The ground floor commercial uses and residential lobby would be built to the property line along 2nd Street and Spring Street but, as conditioned, shall be required to comply with the street dedications and improvements to the satisfaction of the City Engineer. Above the ground floor commercial uses, the approximately 127-foot tall podium would be built to the property line along 2nd Street and Broadway.

In conjunction with the Vesting Zone Change, Alternative 4A would not be required to comply with Standard 3e, which requires that any portion of a tower above 150 feet meet a minimum lot coverage of 30 percent and a maximum of 40 percent.

Alternative 4A would develop the Site with an inviting pedestrian environment by located the building at the property lines and maintain the existing streetwall along Broadway.

4. Open Space

GUIDELINE 4: Encourage publicly accessible, urban open spaces as part of a project site design to invite and encourage pedestrian activity. Create inviting spaces, provide shade, screen unattractive areas, and enhance architectural detailing through the thoughtful and careful placement of landscaping. Paseos and arcades should accommodate pedestrian traffic and offer opportunities for amenities such as outdoor dining, sitting areas, and landscaping. The arcade presents the opportunity for pedestrian-oriented retail.

Pursuant to the Guideline 4 Standards, the Project Site frontage along Broadway is approximately 360 feet and, thus, pedestrian access shall be provided from the rear of the building to the front property line. An on-site 21,000 square-foot public paseo would extend from Broadway to Spring Street between the new building and the existing parking structure, located on the southern portion of the Site. The paseo would be open to the sky; landscaped with shrubs, turf areas, and trees; include at least one gathering space with a Japanese Maple tree, or similar ornamental tree, serving as the main focal point; and provide movable furniture. Additionally,

approximately 7,000 of the proposed 10,000 square feet of ground floor commercial uses would be accessible from the paseo.

Outdoor terraces would be located on Levels 2, 11, and 39, and a rooftop terrace would be located on Level 56. The terraces would be integrated into the building architecture and provide passive and active open spaces. Further, these spaces would provide areas for socializing, include landscape areas, pool areas, group gathering areas, a barbeque area, and outdoor dining areas.

Thus, Alternative 4A would include new publicly accessible open space on the Site, including a paseo, which would comply with the applicable Broadway Design Guidelines and Standards. The proposed open space would encourage on-site pedestrian activity as well as increase the surrounding areas walkability.

5. Corporate Identity Architecture

GUIDELINE 5: Buildings in the District should contribute to the architectural integrity of the surrounding area. Buildings used for franchise restaurants, retail space or other formula commercial uses that traditionally have a pre-determined corporate architectural identity may not be compatible with these guidelines. In such cases, buildings shall be redesigned so as to be consistent with these Design Guidelines and Development Standards.

The Project Site is located north of the Broadway Theater and Commercial District, a National Register Historic District. Commercial tenants have not been identified at this time. While it is expected that the commercial tenants may have signage with corporate identification, in accordance with the Guideline 5 Standards and, as conditioned, the building would not be modified to accommodate corporate architectural identity. Additionally, all signage would be required to comply with the Historic Broadway Sign Supplemental Use District.

6. Building Scale and Massing

GUIDELINE 6: Building and massing of new buildings should complement the existing urban form and the prevailing height of existing buildings while considering light, shadows, views, etc.

The mixed-use building would comply with the applicable Guideline 6 Standards in that the building's mass would be reduced through the incorporation of architectural projections, recesses, and four discernable masses. First, the ground floor commercial uses would be constructed with an aluminum storefront curtainwall with transparent low-iron glazing and widely spaced mullions. Above the ground floor commercial uses, the residential podium would combine transparent glazing on windows with formed aluminum framing and mullions and Juliet balconies that are complementary to the ground floor commercial uses, but would maintain a closer fenestration and spacing to emphasize the horizontal lines throughout this portion of the building. The tower element would consist of two masses that would be slightly offset and shift at Levels 28 and 39 to create visual interest and breaks in the overall vertical configuration. While the tower design would incorporate the same glass curtainwall system with non-reflect glazing as the residential podium below, minimal framing and aluminum mullions would emphasize the verticality of the tower portion while allowing the visual weight of the building to be concentrated on the commercial and residential base. Finally, a decorative fritted clear glass parapet would be proposed as a means to

screen mechanical equipment, while adding an architectural element that would further define the building.

Additionally, the podium's streetwall along Broadway would be approximately 127 feet in height, and not less than 95 percent of the streetwall would be built to the property line. The glass curtainwall podium would complement the existing historic scale and massing of the surrounding area. As conditioned, the new residential tower would be constructed on the northeast corner of the Site, along Spring Street and away from Broadway, so as not to impact the historic streetwall.

7. Building Articulation

GUIDELINE 7: Heighten visual interest and enhance pedestrian orientation by incorporating variation in the facades of buildings. These elements and variations may include: architectural features; changes in building materials, texture and color; generously sized, transparent display windows; arcades, canopies and awnings; cornices, and other details such as transom windows and overdoors. New developments should be governed by a formal architectural concept, like the existing historic structures, that exhibits variation in the basic principles of visual order to clarify buildings' uses and differentiate ground floor uses.

Alternative 4A fulfills the Standards under Guideline 7 by including a range of architectural features that would enhance the pedestrian environment while also clarifying the building's uses. The ground floor uses would maintain more than 70 percent transparency and include large display windows which, as conditioned, would utilize clear, non-reflective glass. The ground floor would be broken up into individual storefronts with aluminum mullions to distinguish individual commercial storefront entrances. The perimeter of the building's ground floor level would have maximum height of 40 feet above the Metro plaza at the northwest corner of the Site. Moving away from the northwest corner, the ceiling would gradually slope down to create a pedestrian-oriented façade that would span the entire length of 2nd Street and wrap the corners of Broadway and Spring Street, forming a cohesive ground-floor.

The building would occupy less than 150 feet of street frontage along Broadway and Spring Street. The building's base along the 2nd Street frontage is approximately 311 feet long. A 10-foot wide vertical recess would be incorporated into Alternative 4A's 2nd Street facade as a means to create a break between the tower portion and podium building elements.

At the Broadway elevation, above the ground floor commercial uses, the podium would combine transparent glazing on windows with formed aluminum framing and mullions and juliet balconies that are complimentary to the ground floor commercial uses, but would maintain a closer fenestration and spacing to emphasize the horizontal lines throughout this portion of the building.

8. Entry Treatments

GUIDELINE 8: Each building should have a prominent main building entrance that allows pedestrians access to a main lobby from Broadway and any perpendicular side street to an active pedestrian environment.

Alternative 4A would comply with the Guideline 8 Standards and would include a 40-foot high primary entryway, designed with a decorative wood-paneled ceiling that

would provide immediate pedestrian access to the Site and Metro plaza. Additionally a prominent residential lobby entrance would be centrally located along 2nd Street, and multiple individual entrances to the ground floor commercial spaces would be accessible from Spring Street, 2nd Street, the Metro plaza, and from the paseo. All ground floor commercial uses would maintain a floor-to-ceiling height of 27 feet and 37-foot depth, exceeding the Guidelines' requirements for a 15-foot floor-to-ceiling height and 25-foot depth. The loading dock area would be located at southeast corner of the building, along Spring Street, away from the Metro plaza and the building's primary 2nd Street frontage.

9. Storefronts

GUIDELINE 9: Encourage window-shopping and an active pedestrian environment by providing a significant level of storefront transparency at the ground floor on building facades along public streets. Storefronts should allow maximum visibility from sidewalk areas into the interior of all commercial uses. Storefront entrances should be designed so that they are a predominant architectural feature on the building façade and create an inviting entrance.

The mixed-use building would comply with the applicable Guideline 9 standards and include several ground floor commercial spaces, which would be accessible from 2nd Street, Spring Street, the Metro plaza, and the public paseo. Alternative 4A's ground floor curtainwall would occupy greater than 70 percent of the ground floor façade and no railings would be incorporated into the commercial space design. As conditioned and shown in Exhibit A, the ground floor commercial uses would be glazed with clear, non-reflective, low-iron glass and thus would comply with the Guideline 9 Standards.

10. Windows

GUIDELINE 10: All structures should have as many windows as possible on the ground floor when facing a street or pedestrian walkway. There should be little or no blank wall area, except to separate buildings or retail/office spaces. This increases safety by allowing businesses to have 'eyes on the street' and passerby to see interior building activities. Windows should incorporate passive solar and other green building standards to the extent feasible to reduce energy consumption.

Alternative 4A fulfills the Standards under Guideline 10 and would include ground floor windows that would be evenly and regularly spaced, creating a discernible rhythm and allowing a minimum of 90 percent light transmission on the ground floor. As conditioned, Alternative 4A would use clear, non-reflective glass on the ground floor and the building's fenestration would be designed to allow for solar orientation, in that the building would be the same on all four sides of the tower and would be similar, but different on the base. While the building design doesn't change in regards to solar orientation, the glazed area has been strategically reduced with the use of solid panels to increase the performance of the building compared to an all glass tower.

11. Facades, Exterior Surface Materials & Color

GUIDELINE 11: The texture of building facades should be complementary to other buildings in the surrounding area. Large expanses of the same building material

detract from the building's aesthetics. The use of varied and complementary building materials reduces the mass of a building and creates visual interest.

Pursuant to the Standards under Guideline 11, while Alternative 4A would employ a glass curtainwall system as the primary exterior façade material, to ensure the building's mass is reduced and to create visual interest, Alternative 4A would incorporate architectural projections, recesses, and four discernable masses throughout the building as described above under Finding 5.a, 6 Building and Massing. While the tower design would incorporate the same glass curtainwall system with non-reflect glazing as the residential podium below, minimal framing and aluminum mullions would emphasize the verticality of the tower portion while allowing the visual weight of the building to be concentrated on the commercial and residential base. Finally, a decorative fritted clear glass parapet would be proposed as a means to screen mechanical equipment, while adding an architectural element that would further define the building.

12. Lighting

GUIDELINE 12: Lighting should be incorporated into the design not only to accentuate architectural features, but also to provide a safe environment for pedestrian activity. All open areas, including parking lots, walkways, and trash areas, should have security lighting for safety.

As conditioned, storefronts, entryways, and pedestrian areas would be illuminated with down-cast lighting, while architectural features shall be illuminated with accent up-lights to the greatest extent possible, thus complying with the Guideline 12 Standards. Additionally, pedestrian-oriented lighting would be provided along the public paseo and around the Metro plaza to provide aesthetic and security lighting. Lighting from within and around the ground floor commercial uses would provide a safe pedestrian environment.

13. Awnings and Canopies

GUIDELINE 13: Where appropriate, use awnings or canopies to define the public realm of the sidewalk, provide shelter and shade, and enhance the building façade by adding variation, color, and horizontal rhythm. Awnings and canopies reinforce a pedestrian scale and add a comfortable sense of enclosure to outdoor seating and other active public uses.

Alternative 4A's primary entryway would a 40-foot high canopy that extends over the Metro plaza, designed with a decorative wood-paneled ceiling that would provide immediate pedestrian access to the Site and Metro plaza. The 40-foot high canopy would gently slope downwards along 2nd Street and Broadway to 27 feet and create a pedestrian-oriented façade that would span the entire length of 2nd Street and wrap the corners of Broadway and Spring Street, forming a cohesive ground floor.

Additionally, a framed aluminum canopy would be constructed above the 2nd Street residential lobby entrance, extending approximately five feet over the sidewalk and would provide shade and an architectural element that would clearly mark the entrance.

14. Security Grilles

GUIDELINE 14: Buildings should be designed with security features that effectively deter criminal activity while maintaining a positive image about the community. When used, security grilles should be screened from view during business hours and should be integrated into the design of the building.

In compliance with the Guideline 14 Standards, no security grilles are proposed as part of Alternative 4A. The loading dock area would be located at southeast corner of the building, accessible from Spring Street, but away from the Metro plaza and the building's primary 2nd Street frontage. The loading dock area would have roll-up doors. In compliance with the Guideline 14 Standards, as conditioned, if security grilles are included as part of Alternative 4A, all security grilles would be transparent and the mechanical housing will be screened.

15. Utilities, Mechanical Equipment, Trash Containers & Loading

GUIDELINE 15: Utilities, storage areas, loading docks, mechanical equipment and other service areas should be screened from the adjacent public right-of-way. Equipment can be screened from public view through the use of building parapets, landscaping walls and other similar architectural treatments. Plywood and wood lattice screens should be avoided.

Pursuant to the Guideline 15 Standards, service areas and trash containers would be located entirely within the building and would be accessed from Spring Street. As conditioned, no mechanical equipment would project beyond any windows facing any street and all rooftop and other mechanical equipment would be screened from view on Broadway, 2nd Street, and Spring Street.

16. Sidewalk Dining Enclosures

GUIDELINE 16: Support an open and safe physical environment by designing enclosures for outdoor eating areas that do not detract from the quality of the pedestrian experience along the sidewalk.

No enclosures are proposed abutting the public street. Due Alternative 4A's expansive sidewalk easement, required placement of utilities, and emergency access panels and hatches needed for the Metro Regional Connector Historic Broadway Rail Station, Alternative 4A would not feature sidewalk dining along 2nd Street and/or Spring Street. As several ground floor commercial spaces would open directly on the public paseo area, this space would encourage a variety of opportunities for pedestrians to sit, dine, and enjoy the paseo and Metro plaza. As conditioned, all new outdoor dining enclosure would be designed to be compatible with the applicable Broadway Design Guidelines and Standards.

17. Wireless Telecommunication Facilities

GUIDELINE 17: Wireless telecommunication facilities should be designed so as to appear compatible with or complementary to surrounding architecture and structures.

As conditioned, no new wireless telecommunications facilities are proposed as part of Alternative 4A.

18. Parking and Parking Structure Design

GUIDELINE 1 [sic]: Parking lots and structures should fit within the urban fabric; massing, scale and façade articulation should respond to the surroundings and provide a degree of three-dimensional interest. The overall design should promote pedestrian safety by minimizing conflict with vehicles. Parking should encourage a balance between a pedestrian-oriented Broadway and necessary car storage. Protect nearby residents from potential adverse impacts – noise, visual, or otherwise – of parking and parking structures.

Alternative 4A would redevelop a site that was a former surface parking lot. No new parking would be constructed as part of Alternative 4A and the existing on-site parking structure is not subject to the Broadway Design Guidelines and Standards, as it was constructed in 1988. Vehicle parking would be fully contained within the existing two subterranean and five above grade parking levels, located immediately south of the new building and public paseo. Under Alternative 4A, the number of total parking spaces would be reduced from 1,460 to 1,436 spaces to accommodate required long-term bicycle parking spaces. The existing two ingress/egress driveways along Spring Street and one ingress/egress driveway along Broadway would be retained. Additionally, the paseo, located immediately north of the parking structure, would be landscaped to soften the appearance of the structure.

19. Vehicular Access

GUIDELINE 2 [sic]: Minimize conflicts between pedestrians on the sidewalk and automotive traffic by providing vehicular access to parking areas along side streets or alleys wherever possible.

No new curb cuts are proposed along Broadway. A new driveway would be provided for the loading dock area accessible from Spring Street and away from the residential lobby entrance along 2nd Street.

- b. Pursuant to LAMC Section 13.08, the structures, site plan, and landscaping are harmonious in scale and design with existing development and any cultural scenic or environmental resources adjacent to the site and in the vicinity.**

As discussed under Finding 5.a above, Alternative 4A's proposed building, site plan, and landscaping would be in substantial conformance with the applicable Broadway Design Guidelines and Standards and would be compatible with the existing mixed-use, pedestrian-oriented development along Broadway, while also acting as a transition to the Civic Center District immediately north of the Site.

Alternative 4A would redevelop the Site, a former surface parking lot, with a new mixed-use development that would include 680 residential units, of which 45 units or 6.6 percent of the total units, would be set aside for Workforce Housing units, and 10,000 square feet of ground floor commercial uses. An existing on-site parking structure is located on the southern portion of the Site, and would remain as part of Alternative 4A's work scope. The Metro Regional Connector Historic Broadway Rail Station would be located on the northwest corner of the Site, with the primary entryway at the corner of 2nd Street and Broadway.

Alternative 4A's ground floor commercial uses, podium element, and location of the proposed tower, would comply with the applicable Broadway Design Guidelines and

Standards. The building's ground floor commercial uses and residential lobby would feature 27-foot floor-to-ceiling glass curtainwall frontages with aluminum mullions to differentiate individual storefront entrances and would provide direct pedestrian access to these uses from 2nd Street, Spring Street, and Broadway. The residential podium would be approximately 127 feet in height, and would be consistent with the height of historic resources located within the Project Site vicinity. As designed, the residential tower would be located away from Broadway and along the eastside of the Site. Additionally, in conjunction with the Vesting Zone Change, Alternative 4A's tower would be designed with floorplates ranging from 9,812 square feet (8.31 percent lot coverage) to 12,371 square feet (10.48 percent lot coverage).

As previously mentioned, the Metro Regional Connector Historic Broadway Rail Station would be located on the Site. Alternative 4A would include a canopy over the Metro plaza, creating a primary entryway to the ground floor commercial uses and the Metro plaza. Moving away from the northwest corner, the ceiling would gradually slope down to create a pedestrian-oriented façade that would span the entire length of 2nd Street and wrap the corners of Broadway and Spring Street, forming a cohesive ground-floor.

Site planning involves the proper placement and orientation of structures, open spaces, parking, and pedestrian and vehicular circulation on a given site. The purpose of good site design is to create a functional and attractive development, to minimize adverse impacts on the surrounding area, and to ensure that a new development project will be an asset to the community. Within the boundaries of the Broadway CDO, site planning of new buildings and additions should promote continuity of the historic context of Broadway. Careful consideration should be given to the relationship of new development with existing buildings and how it fits into the existing historic development pattern. The proposed site plan is compatible with existing development along Broadway, in that the Project's Site plan would respect the traditional lot patterns which consist of mixed-use buildings that incorporate pedestrian scaled design features and elements, including landscaping, that contribute to a pedestrian-friendly environment on Broadway and promote an active street life 24 hours a day.

Alternative 4A would include a 21,000 square-foot, publicly accessible paseo, which would comply with the applicable Broadway Design Guideline and Standards. The proposed open space would encourage on-site pedestrian activity as well as increase the surrounding areas walkability. The paseo would extend from Broadway to Spring Street between the new building and the existing parking structure, located on the southern portion of the Site. The paseo would be open to the sky; landscaped with shrubs, turf areas, and trees; include at least one gathering space with a Japanese Maple or similar ornamental tree, as shown in Exhibit A, serving as the main focal point; and provide movable furniture. Additionally, approximately 7,000 of the 10,000 square feet of the proposed ground floor commercial uses would be accessible from the paseo.

The Project Site is surrounded by a mix of commercial, office, government and residential uses and range from mid-rise to high-rise buildings. To the west across Broadway is an existing surface parking lot and 10-story office building. To the north across 2nd Street is the Los Angeles Times-Mirror Square Campus, which includes an 11-story office building and a six-level parking structure fronting 2nd Street. Single-story commercial buildings and a six-level parking structure are located to the east

across Spring Street. To the immediate south (of the existing on-site parking structure), and within the same block as the Project Site, are a surface parking lot and a six-story apartment building (the Hosfield Building, now known as the Victor Clothing Building) fronting Broadway, as well as a surface parking lot and five-story apartment building (the Douglas Building Lofts) fronting Spring Street.

There are no cultural scenic, environmental resources, including historic resources, located on the Project Site; however, seven historic resources are located within the Project vicinity, including the Times-Plant Complex, the Mirror Building, the Executive Building (all located on the Los Angeles Times-Mirror Square Campus); the Higgins Building; the Douglas Building; the Irvine-Byrne Building; and the Victor Clothing Company Building. Alternative 4A would be located within the same block as the Douglas Building and the Victor Clothing Company Building, but would be separated by the existing on-site parking structure to remain, and two surface parking lots. Further, the historic resources located on the Los Angeles Times-Mirror Square Campus would be located to the north of the Site and separated by 2nd Street.

Thus, Alternative 4A would be harmonious in form and design with the surrounding historic resources as well as activate a former surface parking lot with a mixed-use building on a Site located with the Broadway CDO.

6. Director's Determination

The following are the mandated findings for a Director's Decision as required by LAMC 12.21 G.3(a) to permit the payment of in lieu fees for all required trees that cannot be planted on-site or in the parkway abutting the Site.

a. The open space provided conforms with the objectives of this subsection.

Pursuant to LAMC Section 12.21 G.2, usable open space shall afford occupants of multiple residential dwelling units opportunities for outdoor living and recreation; provide safer play areas for children as an alternative to the surrounding streets, parking areas, and alleys; improve the aesthetic quality of multiple residential dwelling units by providing relief to the massing of buildings through the use of landscape materials and reduced lot coverage; provide a more desirable living environment for occupants of multiple residential dwelling units by increasing natural light and ventilation; and improve pedestrian circulation and providing access to on-site recreation facilities.

Alternative 4A would provide a total of 74,165 square feet of open space, 340 square feet more than required by LAMC Section 12.21 G.2. Outdoor open space areas would total 50,320 square feet, including the ground floor public paseo, amenity terraces, which would be programmed with two pools, landscaped and hardscaped areas, outdoor dining and seating areas, and a barbeque area. A total of 183 private balconies would be provided. Indoor recreation space would total 14,695 square feet and include fitness rooms, screening/media rooms, residential spa uses, and recreation rooms.

The northern portion of the Site was previously developed as surface parking lot, but is currently in use as a staging and excavation area for construction of the Metro Regional Connector Historic Broadway Rail Station. Pursuant to a right-of-entry agreement, Metro has had exclusive control and use of the surface lot since March 2015 and will continue to use it as a construction staging and excavation area for the Regional Connector project until September 2021. At that time, control of the surface

parking lot, with the exception of the Metro plaza area, portal, and station, would revert back to the Applicant. The southern portion of the Site is developed with a 67-foot tall parking structure that includes two subterranean and five above-grade parking levels. Development of the Site would include the introduction of ground floor commercial uses and a public paseo which would be located between the new building and existing parking structure. The public paseo would be landscaped with canopy trees, a variety of shrubs and grasses, permeable paving, and seating, be open from sunrise to sunset daily, and provide a mid-site cut through.

The open space terraces located on Levels 2, 11, and 39 would be integrated into the building architecture by creating offsets and recesses, and would provide passive and active open spaces, areas for socializing, and barbeque and outdoor dining areas. Furthermore, Alternative 4A is designed to be in substantial conformance with the Broadway Design Guidelines and Standards for new construction, such that the podium would closely match the height and form of adjacent historic resources, while the tower would be set back from the Broadway property line so as to not impact the line of the historic streetwall. Overall Alternative 4A would meet the objectives of LAMC 12.21 G.2 and would provide residents with opportunities for outdoor living and recreation and improve pedestrian circulation and providing access to on-site recreation facilities. As only 85 of the 170 required trees can be planted on-site, as shown on the Landscape Plans, the payment of in-lieu fees for all required trees that cannot be plant on-site or in the parkway abutting the Site is required.

b. That the proposed project complies with the total usable open space requirements.

Pursuant to LAMC 12.21 G.2, based on the number of units and the mix of unit types, 73,825 square feet of residential usable open space is required, and a total of 74,165 square feet of usable open space would be provided, as shown in the table below. Additionally, 9,150 square feet of private open space would be provided via 183 private residential balconies of which no more than 50 square feet per dwelling unit shall be attributable to the total required open space. As stated above, outdoor common open spaces on Levels 2, 11, 39, and 56 would include two pools, landscaped and hardscaped areas, outdoor dining and seating areas, and a barbeque area. The interior amenity spaces on Levels 2, 11, and 39 would be comprised of recreation rooms, screening/media rooms, fitness spaces, and spa amenities (open to residents only).

Open Space Required			
Use ¹	LAMC Requirement	Amount	Total Required
Studio (< 3 Habitable Rooms)	100 sf / unit	188 units	18,800 sf
1-Bedroom (<3 Habitable Rooms)	100 sf / unit	259 units	25,900 sf
2-Bedroom (= 3 Habitable Rooms)	125 sf / unit	233 unit	29,125 sf
Total Open Space Required			73,825 sf
¹ Kitchens are not considered habitable rooms for the purposes of open space calculations.			

Open Space Provided			
Location	Use	Amount	Total Amount
Common Open Space			
Ground Level	Public Paseo	20,925 sf	20,925 sf
Level 2	Terrace	3,235 sf	5,290 sf
	Interior Amenity Space	2,055 sf	
Level 11	Terrace	15,680 sf	20,000 sf
	Indoor Fitness Room, Interior Amenity Space	4,320 sf	
Level 39	Terrace	2,150 sf	10,470 sf
	Interior Amenity Space	8,320 sf	
Level 56	Roof Deck	8,330 sf	8,330 sf
Total Provided			65,015 sf
Private Open Space			
Private Open Space	Balconies (50 sf)	9,150 sf	9,150 sf
Total Provided			
Total Open Space Provided		74,165 sf	74,165 sf

Alternative 4A would provide a total of 65,015 square feet of common open space. Pursuant to LAMC Section 12.21 G, a maximum of 25 percent (or 16,254 square feet) of the total required usable common open space may be allocated for recreation rooms. Recreation room square footage totals 14,695 square feet and, as described above, would include recreation rooms, screening/mediate rooms, fitness spaces, and residential spa amenities. A minimum of 25 percent of the total required common open space would be planted with ground cover, shrubs, or trees.

Pursuant to LAMC Section 12.21 G.2(a)(3), at least one 24-inch box tree for every four dwelling units shall be provided on-site and/or as street trees in adjacent parkways. Alternative 4A includes 680 residential units and would therefore be required to provide a total of 170 trees to be planted on-site or as street trees within the parkway adjacent to the Site. Due to the size of the Project Site, the on-site Metro plaza (which the Applicant does not own) and the existing on-site parking structure that would remain, to provide parking for Alternative 4A as well as commuters and residents in the area, only 85 trees can be accommodated on-site. As shown on Alternative 4A's landscape plans, 10 trees would be planted as street trees along the Broadway and Spring Street parkways, if feasible. At this time, it is unclear whether the proposed street trees could be planted given a wide range of the subsurface subway facilities surrounding the Project Site as required by Metro to be included as part of the Regional Connector Historic Broadway Rail Station. Therefore, the 10 parkway trees are not included in the total number of on-site trees proposed. Overall Alternative 4A would meet the

objectives of LAMC 12.21 G.2 and the Applicant would be required to pay an in-lieu fee to cover the cost to procure and plant each tree that cannot be planted on-site or as a street tree within the adjacent parkway.

7. Site Plan Review Findings.

The following are the findings for Site Plan Review as required by LAMC 16.05.

- 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.**

Alternative 4A proposes to redevelop a surface parking lot with a 56-story, 570-foot tall, mixed-use, high-rise building containing 680 residential units, of which 45 units or 6.6 percent of the total units, would be set aside for Workforce Housing units, and 10,000 square feet of ground floor commercial uses, while maintaining the on-site parking structure to the south.

As discussed in Finding No. 2, Alternative 4A would be consistent with the purposes, intent and provisions of the General Plan and its elements, including the Framework Element, Housing Element, Mobility Element, Health and Wellness Element and the Land Use Element – Central City Community Plan, as it would provide mixed-income housing opportunities, supporting the City's desire for more affordable housing options by voluntarily reserving 6.6 percent of the total units for Workforce Housing units, is located in proximity to several mass transit options, including fixed rail stations and several bus routes and in close proximity to employment centers; and would maintain a safe and clean environment, support the neighborhood with retail services needed for area residents, workers, and visitors, and activate the streets with more pedestrians while bringing improvements to the Historic Core, while strengthening the commercial base in Downtown Los Angeles and facilitating the expansion of housing choices in order to attract new and diverse households.

In addition, and as discussed under Findings 2.a and b. and 5.a and b above, the proposed building, site plan, and landscaping would be in substantial conformance with the applicable Broadway Design Guidelines and Standards and would be compatible with the existing mixed-use, pedestrian-oriented development along Broadway, while also acting as a transition to the Civic Center District immediately north of the Site.

In addition, Alternative 4A would generally be consistent with the Standards and Guidelines in the Downtown Design Guide, as it provides a new mixed-use development consisting of residential and commercial uses. Alternative 4A would be served by two major transportation corridors (Spring Street and Broadway) that provide substantial public transit opportunities, including Metro Rail stations and bus lines. Further, Alternative 4A has been designed with open space, landscaping, outdoor recreation amenities, and articulated building elevations; and proposed uses were considered with respect to light and ventilation, with each dwelling having access to open space.

Alternative 4A would retain the existing parking structure, covering approximately 50 percent of the Project Site. A proposed paseo would be located immediately north of the parking structure and provide a connection between Spring Street and Broadway. The paseo, would be open to the public from sunrise to sunset, seven (7) days a week, and act a social space that would be able to host a variety of uses including outdoor

dining, seating, bike parking, and neighborhood circulation to and from the adjacent spaces, all positioned to activate the space.

Based on its design and proposed amenities, Alternative 4A meets several goals listed throughout the Downtown Design Guide, including the following: (i) streetwall massing and articulation that help define the pedestrian environment at street level (Chapter 4 goals); (ii) encourage residents, tenants and visitors to use transit (Chapter 2 goals); (iii) providing publicly accessible open space and a paseo, lined with commercial uses, providing pedestrian linkages between streets (Chapter 7 goals) and; (iv) providing visual articulation and variation to enrich the pedestrian experience and contribute to the quality and definition of the streetwall (Chapter 8 goals);

- 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 in neighboring properties.**

The Project Site is located within the Central City Community Plan Area and Historic Core of Downtown Los Angeles, which is characterized by government facilities, a high concentration of architecturally significant buildings, including nationally recognized historic theaters, office buildings, ground floor retail, and commercial buildings which have been converted to residential uses. The Project Site is surrounded by a mix of commercial office, government and civic office, retail, and residential uses contained in structures ranging from low- to high-rise buildings. To the west, across Broadway, is an existing surface parking lot and 10-story office building. To the north, across 2nd Street, is the Los Angeles Times Mirror Square Campus, which includes an 11-story office building and a six-level parking structure front 2nd Street. To the east, across Spring Street, are single-story commercial buildings and a six-level parking structure. To the immediate south, and within the same block as the Project Site, is a surface parking lot and six-story apartment building (Hosfield Building, now known as the Victor Clothing Building) front Broadway, as well as a surface parking lot and five-story apartment building (Douglas Building Lofts) fronting Spring Street. Alternative 4A would redevelop a former surface parking lot with 680 residential units and 10,000 square feet of ground floor commercial uses, and would be compatible with the existing mixed-use, pedestrian-oriented development along Broadway while acting as a transition to the Civic Center District immediately north of the Site.

Height

The new 56-story, mixed-use development would measure approximately 570 feet in height to the highest roofline, 608 feet in height to the highest portion of the fritted glass crown, and approximately 616 feet in height to the top of the building's elevator run. Although the height of the proposed tower would be taller than the immediately surrounding buildings, the development would fit within the range of other residential and mixed-use building heights in Downtown. Furthermore, Alternative 4A has been designed to be sensitive to existing surrounding development, specifically in regards to the buildings located in the Broadway CDO, in that the residential tower has been located on the eastern portion of the Site, away from Broadway. As such, the development and use of the Site would be consistent with the scale of existing and future proposed developments within the surrounding neighborhood.

Bulk & Mass

As previously mentioned, the surrounding area is currently developed with a mix of commercial office, government and civic office, retail, and residential uses contained in structures ranging from low- to high-rise buildings, which are physically separated from the Project Site by streets and surface parking lots. Alternative 4A would retain the existing parking structure, covering approximately 50 percent of the Site. To ensure the building's mass is reduced and to create visual interest, Alternative 4A incorporates architectural projections, recesses and four discernable masses throughout the building. First, the ground floor commercial uses would be constructed with an aluminum storefront curtainwall with transparent low-iron glazing and widely space mullions. Above the ground floor commercial uses, the residential podium would combine transparent glazing on windows with formed aluminum framing and mullions and juliet balconies that are complimentary to the ground floor commercial uses, but would maintain a narrower fenestration and spacing to emphasize the horizontal lines throughout this portion of the building. The tower element would consist of two masses that would be slightly offset and shift at Levels 28 and 39 to create visual interest and breaks in the overall vertical configuration. While the tower design would incorporate the same glass curtainwall system with non-reflect glazing as the residential podium below, minimal framing and aluminum mullions would emphasize the verticality of the tower portion while allowing the visual weight of the building to be concentrated on the commercial and residential base. Additionally, the tower would be constructed on the northeast corner of the Site, away from Broadway so as not to impact the historic streetwall. Finally, a decorative fritted clear glass parapet would be proposed as a means to screen mechanical equipment, while adding an architectural element that would further define the building.

The podium's streetwall along Broadway would be 127 feet in height, and not less than 95 percent of streetwall would be built to the property line. The glass curtainwall podium would create a scale that would complement the existing historic scale and massing of the surrounding area.

Parking

Based on the unit mix and commercial floor area proposed, a total of 738 residential parking spaces and 10 commercial parking spaces are required. The Applicant is utilizing the bicycle replacement provision for a 15 percent reduction in the total required residential parking, or 111 spaces; and a 20 percent reduction in the total required commercial parking, or two (2) spaces, for a total reduction of 113 spaces, thereby providing a total of 454 bicycle parking spaces (inclusive of the required bicycle parking), and a total reduced parking requirement of 635 vehicle spaces. Parking would be provided within an existing parking structure that includes two subterranean and five above-grade parking levels, located on the southern portion of the Project Site. There are 1,460 vehicle parking spaces on the Project Site, in accordance with several off-site parking covenants recorded on the Site (County of Los Angeles Recorder Instrument Nos. 90-2043634, 97-1672752, 98-854779, and 05-1924091), 69 parking spaces are reserved for the Los Angeles Times Mirror Square Campus tenants. Additionally, the parking structure provides vehicle parking for the public and leased parking for other businesses, commuters, and residents in the area.

Alternative 4A also includes immediate installation of Electric Vehicle (EV) charging stations for five percent of the total code-required proposed parking spaces and wiring for future installation of EV charging stations for 20 percent of the total code required proposed parking spaces.

A new on-site loading dock area would be accessible via Spring Street and would be located north of the public paseo. Operating hours for the loading dock would be 24 hours per day, seven days per week.

Landscaping

Alternative 4A includes shade trees and landscaping along the public paseo. Street trees are proposed along Spring Street and Broadway, where feasible. Outdoor terraces would be integrated into the building architecture by creating offsets and recesses, and would provide passive and active open spaces. The landscaping for the Project Site would include both native and adaptive native plant materials. Alternative 4A proposes to provide 85 trees on-site.

Trash Collection

As conditioned, all trash and recycling areas shall be enclosed and not visible from the public right-of-way.

Lighting & Building Signage

As conditioned, lighting would be provided in compliance the Broadway CDO Q Conditions; and night lighting would be provided to illuminate building vehicular and pedestrian entrances, the pedestrian paseo on the south side of the Site, signs, and security. Lighting would be low-level and ground- and/or building-mounted fixtures. Additionally, Alternative 4A is required to install pedestrian and streetlights to the satisfaction of the Bureau of Street Lighting as part of its right-of-way improvements. In compliance with the Broadway CDO, lighting for the storefronts, entryways, and pedestrian areas have been designed, and conditioned, to be illuminated with down-cast lighting, while architectural features shall be illuminated with accent up-lights to the greatest extent possible.

No signage has been proposed as part of the work scope at this time; however, as conditioned, all future signage would be required to comply with the Historic Broadway Sign Supplemental Use District and in accordance with the Broadway CDO. In addition, Alternative 4A has been conditioned so that there shall be no off-site commercial signage on construction fencing during construction.

As described above, Alternative 4A consists of a. new mixed-use building, an off-street parking structure, a loading area, lighting, landscaping, trash collection, and other such pertinent improvements that would be compatible with existing and future development on adjacent and neighboring properties. The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties.

- c. That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

Alternative 4A would improve habitability for its residents by placing residents in proximity to on-site recreational and ground floor commercial amenities. Based on the number of units and the mix of size/type varying from one to three habitable rooms, 73,825 square feet of usable open space is required, and a total of 74,165 square feet of residential usable open space is provided.

In addition to usable open spaces within the residential portion of the development, Alternative 4A offers commercial opportunities at the ground level as well as movable and fixed outdoor furniture such that residents of Alternative 4A would be able to enjoy

both the public commercial amenities and the private residential amenities. Alternative 4A would include approximately 10,000 square feet of commercial ground floor uses and residents of the mixed-use building would be able to buy items at the specialty stores, and use the public spaces during hours of operation.

Residents would have exclusive access to amenity decks on Levels 2, 11, 39, and 56 of the new building. A variety of amenities would be provided on each deck including landscaped and hardscaped areas, outdoor dining and seating areas, two outdoor pools, and a barbeque area. Additionally, Alternative 4A would include a public paseo that would connect Broadway and Spring Street by creating flexible open space for pedestrians that is open to the sky and would improve overall on-site pedestrian circulation. The residential and commercial amenities are wholly within the Project Site, and are not expected to impact neighboring properties. Alternative 4A would ultimately benefit the surrounding neighborhood because it is subject to LAMC Section 12.33, which would require a parks and recreation fee, to be paid prior to the final subdivision map approval, which can be used to develop or program neighborhood and community parks.

Alternative 4A also proposes street trees, tree wells, and dedications in compliance with the Mobility Element 2035. In addition, as conditioned in related Case No. VTT-74320, the Applicant would be required to provide new full width sidewalks along Broadway, 2nd Street, and Spring Street. By combining design, density, the Metro Rail Station, and ground floor public space for the community, Alternative 4A would provide recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (“CEQA”) FINDINGS

Environmental Findings

The City of Los Angeles, as lead agency, acting through the Department of City Planning, prepared an Environmental Impact Report (EIR), under Case No. ENV-2016-3809-EIR (State Clearing House No. 2017011062), consisting of a Draft EIR dated April March 19, 2019, a Final EIR dated October 23, 2019, an Erratum dated November 15, 2019, and an Addendum dated December 13, 2019 (222 W. 2nd Street Project EIR). Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21,000-21189.57), the EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of Alternative 4A at 222 W. 2nd. Street, consisting of the redevelopment of a surface parking lot and development of a new mixed-use building, including 680 residential units and 10,000 square feet of ground floor commercial uses.

In a Letter of Decision dated December 5, 2019, the City’s Deputy Advisory Agency certified the EIR; adopted the environmental findings prepared for the Alternative 4A, as well as a Statement of Overriding Considerations and a Mitigation Monitoring Program (MMP); and approved the Alternative 4A Vesting Tentative Tract Map. No appeals for the Alternative 4A were received. A Notice of Determination was filed on December 16, 2019 with the Los Angeles County Clerk.

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified or a negative declaration has previously been adopted and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Likewise, PRC Section 21166 states that unless one or more of the following events occur, no Subsequent or Supplemental EIR shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

CEQA FINDINGS

FIND, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the 222 West 2nd Street Project EIR No. ENV-2016-3809-EIR (SCH No. 2017011062), previously certified on December 5, 2019, which includes the Draft EIR dated March 19, 2019, the Final EIR, dated October 23, 2019, the Erratum dated November 15, 2019, and the Addendum dated December 13, 2019; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the project.

MITIGATION MONITORING PROGRAM

All mitigation measures in the previously adopted Mitigation Monitoring Program attached as Exhibit C are imposed on Alternative 4A through Condition of Approval to mitigate or avoid significant effects of the Alternative on the environment and to ensure compliance during implementation.

PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing conducted by the Hearing Officer and Deputy Advisory Agency on this matter, in conjunction with Case No. VTT-74320, was held in Room 1020, City Hall on Wednesday November 20, 2019 at 9:30 a.m. In attendance where the Applicant and Representative, and members of the public.

Summary of Public Hearing and Communications

The Applicant, Architect and Representative presented Alternative 4A and described the design concept within the context of the surrounding area.

From the public, the following comments were made:

A member of the public spoke in opposition of Alternative 4A and raised concerns regarding the potential impacts to the view shed and the surrounding historic resources, the Alternative's height, the loss of the on-site surface parking lot, and the proposed reduction of vehicle parking spaces provided in the existing on-site parking structure.

Several Union Representatives, including Plumbers Local 78, Los Angeles and Orange County Building and Construction Trades Council, and IBEW Local 11 spoke in support of Alternative 4A.

Organizations that voiced support for Alternative 4A, included the Downtown Center Business Improvement District and Central City Association.

The Deputy Advisory Agency did not request any further information.

Communications Received

After the distribution of the notice of public hearing, Planning Staff received four letters in support of the Alternative 4A, three letters in opposition, and one email inquiring about the general process and timeline. Opponents of Alternative 4A raised concerns regarding the proposed height of the building (570 feet), potential impacts to the surrounding historic structures, as well as impacts to the view shed within the vicinity of the Site.

In addition, one letter was submitted by the U.S. Federal Courthouse Property Manager which raised concerns regarding the Alternative's construction noise and vibration impacts and requested that a sound barrier (included as part of NOI-MM-1 in the Draft Environmental Impact Report) be provided during the construction period, regardless if the proposed Times Mirror Square project (located across 2nd Street) is occupied. As shown in Exhibit C, in response to the comment, NOI-MM-1 was revised to ensure the sound barrier shall be installed during construction regardless if the proposed Times Mirror Square project is occupied.



EXHIBIT A
CPC-2016-3808
PROJECT PLANS

222 West 2nd Project

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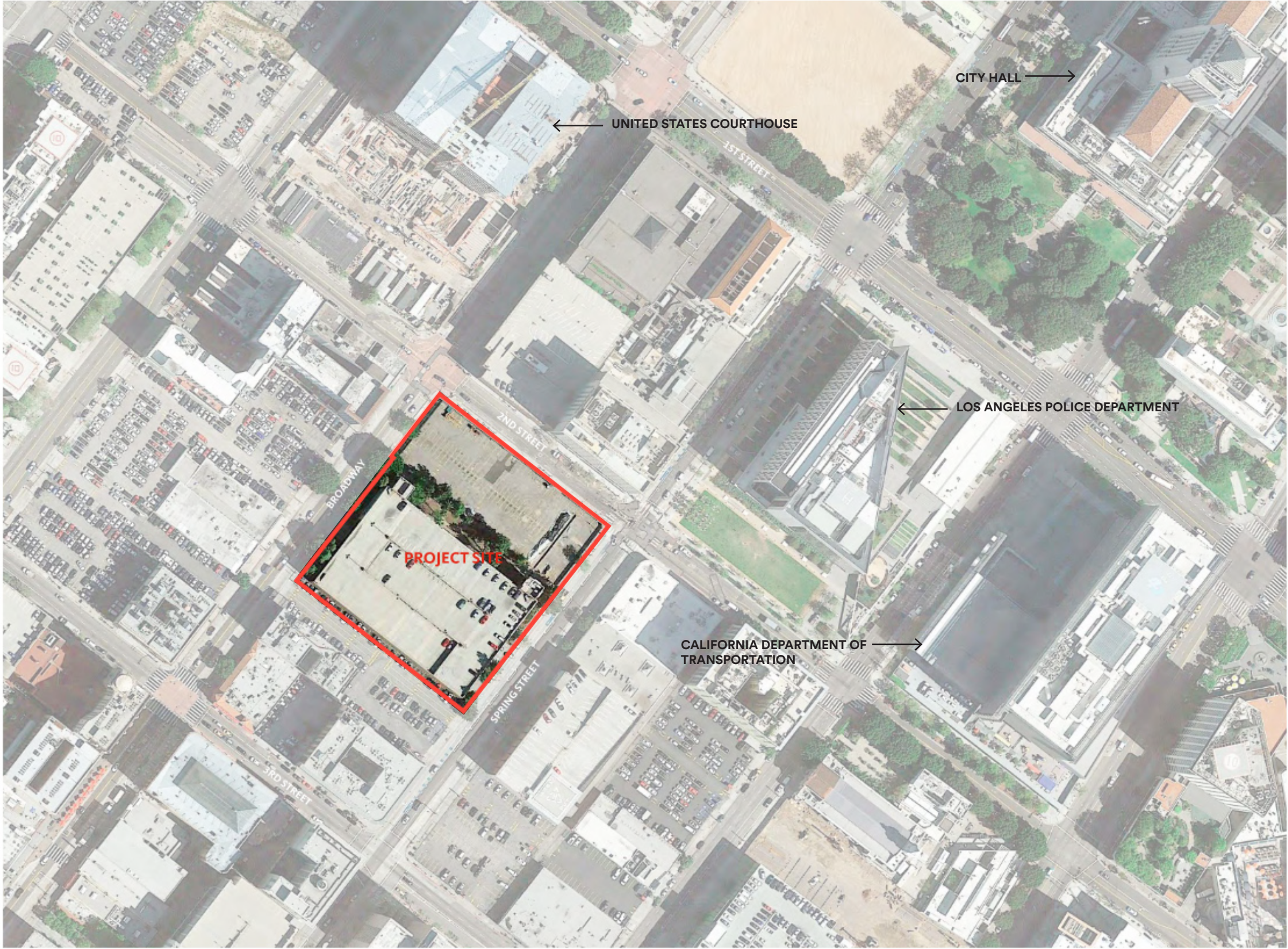
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LOS ANGELES, CA 90012
T +1 424 278 6469

Project Name: 222 West 2nd Project
Project Number: 5848.004
Date: 01/24/2020

PROJECT SITE



TOTAL BUILDING FLOOR AREA		
Use	Units	Floor Area*
Retail		10,000 SF
Residential	680 units	687,226 SF
Total	680 units	697,226 SF
Metro Portal		
		9,810 SF
Total Metro + Project		707,036 SF
Site Area (Exclusive of Metro Sidewalk Lot)		118,051 SF
FAR		6.0
* Per LAMC SEC 12.03 FAR definition. The Floor Area is exclusive of the area of exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space dedicated to bicycle parking, space for the landing and storage of helicopters, and basement storage areas.		

RESIDENTIAL UNITS			
Unit Type	Count	%	Average Size
Studio (less than 3 habitable rooms)	188 units	27.6%	575 SF
1-Bedroom (3 habitable rooms)	259 units	38.1%	775 SF
2-Bedroom (more than 3 habitable rooms)	233 units	34.3%	1,150 SF
Total	680 units	100.0%	852 SF

AUTOMOBILE PARKING - CODE REQUIRED		
Use	Parking Ratio	Total Spaces
Residential		738 spaces
Studio (less than 3 habitable rooms)	1.00 space/unit	188 spaces
1-Bedroom (3 habitable rooms)	1.00 space/unit	259 spaces
2-Bedroom (more than 3 habitable rooms)	1.25 space/unit	291 spaces
Retail	1.00 /1,000sf	10 spaces
Subtotal		748 spaces
Parking / Transit Credit Deduction - Residential		-111 spaces
Parking Credit Deduction - Retail		-2 spaces
Total		635 spaces
Residential		627 spaces
Retail		8 spaces

AUTOMOBILE PARKING - PROVIDED	
Existing Parking Garage	635 spaces

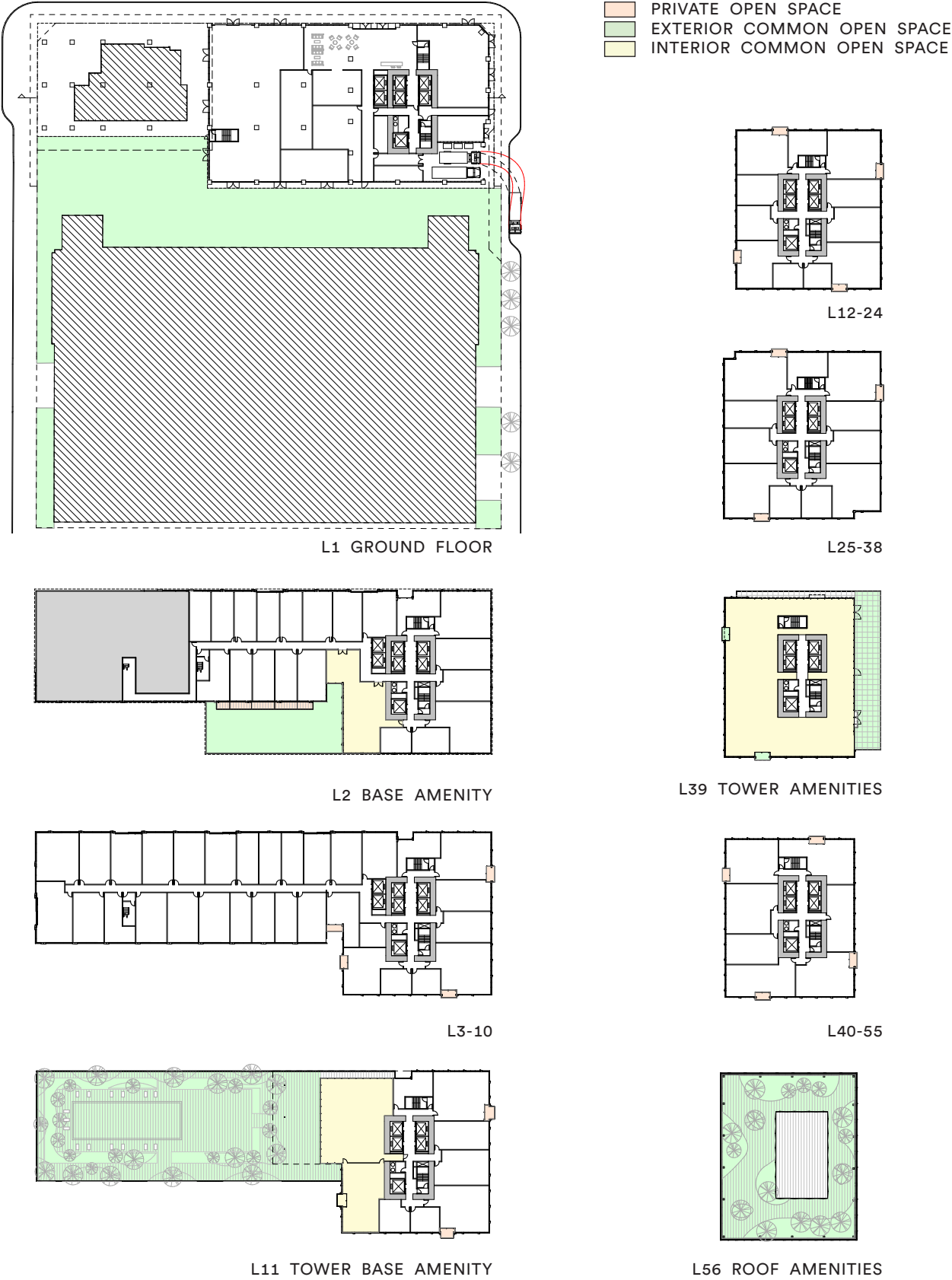
BICYCLE PARKING - CODE REQUIRED		
	Parking Ratio	Total Spaces
Residential - Long-Term	1-25 units 1/ unit 26-100 units 1/1.5 units 101-200 units 1/2 units >201 units 1/4 units	245 spaces
Residential - Short-Term	1-25 units 1/10 units 26-100 units 1/15 units 101-200 units 1/20 units >201 units 1/40 units	25 spaces
Retail - Long-Term	5.0 /10,000sf	5 spaces
Retail - Short-Term	5.0 /10,000sf	5 spaces
Total		280 spaces
Total - Long-Term		250 spaces
Total - Short-Term		30 spaces
Additional Bicycle Parking For Auto Parking Reduction		174 spaces

BICYCLE PARKING - PROVIDED		
Total		454 spaces
Total - Long-Term	Exist Parking Garage/Bldg	424 spaces
Total - Short-Term	Outside Building	30 spaces
Short-Term Spaces Under Cover Required (Min. 50%)		15 spaces
Short-Term Spaces Under Cover Provided		18 spaces

USABLE OPEN SPACE - CODE REQUIRED			
Unit Type	Count	Open Space Ratio	Total Open Space
Studio (<3 habitable rooms)	188 units	100 sf/unit	18,800 SF
1-Bedroom (<3 habitable rooms)	259 units	100 sf/unit	25,900 SF
2-Bedroom (3 habitable rooms)	233 units	125 sf/unit	29,125 SF
Total	680 units		73,825 SF
USABLE OPEN SPACE - PROVIDED			
Private Open Space			9,150 SF
Terraces at Level 2	250 SF	1 Levels	250 SF
Balconies at Level 3-4	50 SF	2 Levels	100 SF
Balconies at Level 5-10	200 SF	6 Levels	1,200 SF
Balconies at Level 11	150 SF	1 Levels	150 SF
Balconies at Level 12-15	150 SF	3 Levels	450 SF
Balconies at Level 15-24	200 SF	10 Levels	2,000 SF
Balconies at Level 25-26	100 SF	2 Levels	200 SF
Balconies at Level 27-36	200 SF	10 Levels	2,000 SF
Balconies at Level 37-38	100 SF	2 Levels	200 SF
Balconies at Level 40-41	100 SF	2 Levels	200 SF
Balconies at Level 42-53	200 SF	12 Levels	2,400 SF
Common Open Space			65,015 SF
Ground Level			20,925 SF
Tower Base Roof L2			3,235 SF
Interior Amenity L2			2,055 SF
Tower Base Amenity L11			15,680 SF
Interior Amenity L11			4,320 SF
Tower Amenity L39			2,150 SF
Interior Amenity L39			8,320 SF
Roof Amenity L56			8,330 SF
Total			74,165 SF
Softscape Required at Common Open Space (not including Indoor Amenities Rooms)	25% of Common Open Space		16,254 SF
Softscape Provided at Common Open Space (not including Indoor Amenities Rooms)			16,254 SF

NUMBER OF TREES ON SITE			
Number of Trees Required	680 Units / 4 =		170 Trees
Number of Tree Provided on Site			85 Trees
Number of Street Trees Potentially Provided			10 Trees
Number of Trees to be Provided off Site (pursuant to Director's Decision)			85 Trees
			(not including street trees)

Note: Common open space to satisfy the requirements set forth in LAMC Section 12.21.G.2(a)(1)



222 W 2ND PROJECT



VIEW ON BROADWAY TOWARDS 2ND ST



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GROUND LEVEL VIEWS



SPRING & 2ND STREET



BROADWAY & 2ND STREET

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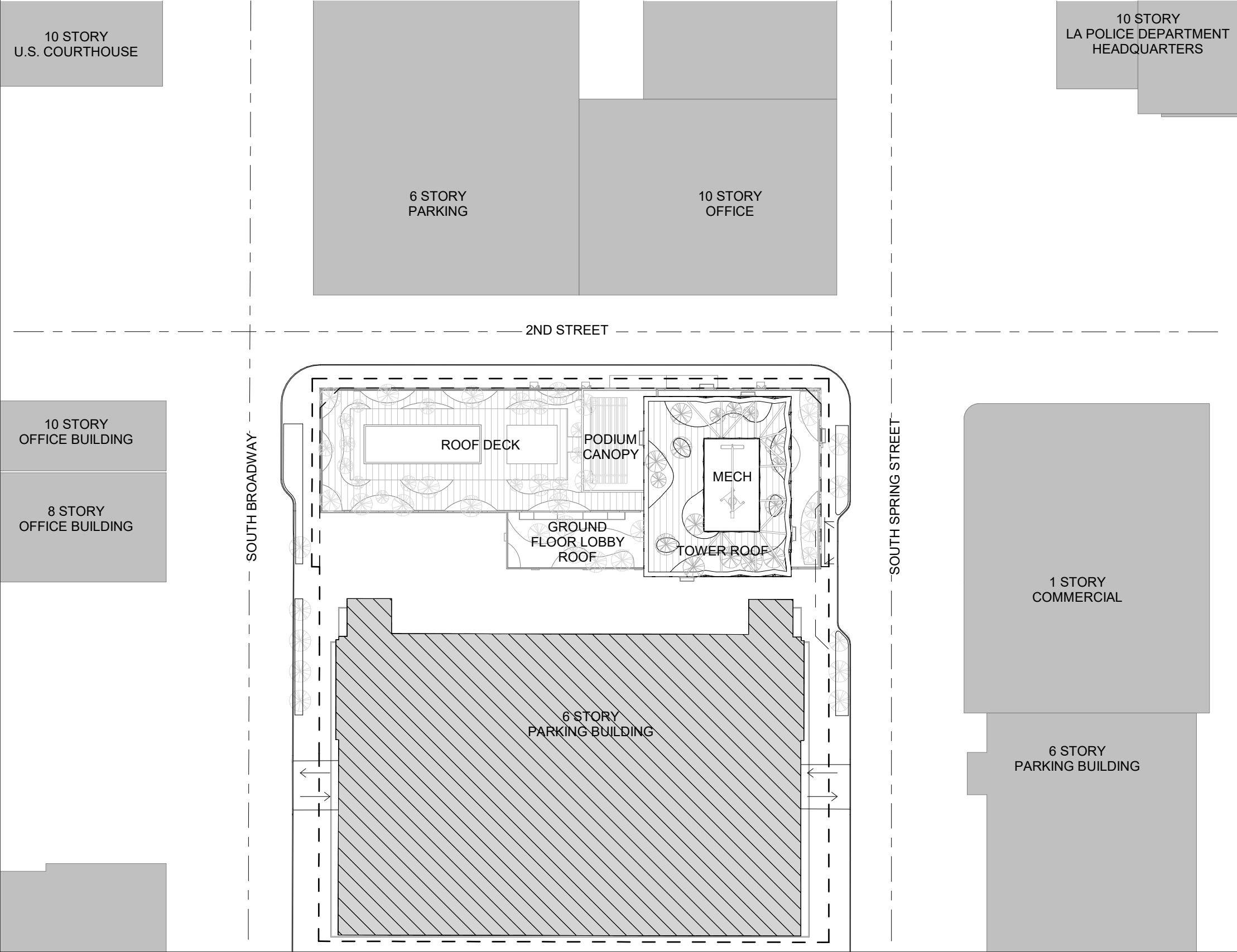
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RESIDENTIAL TOWER | SITE PLAN



PROJECT ADDRESS
213 S. SPRING STREET, 200-201 S. BROADWAY
232-238 W 2ND STREET
LOS ANGELES, CA 90012

LEGAL DESCRIPTION
PORTIONS OF LOTS 3, 4, 5, 8, 9 AND 10 OF BLOCK 4 OF ORD'S SURVEY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 53 PAGES 66, ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF EXCEPT THEREFROM THOSE PORTIONS LYING WITHIN EXISTING STREETS.
SAID LANDS BEING DESCRIBED IN INSTRUMENT NO'S 20151368181 AND 20150227042, BOTH OF OFFICIAL RECORDS, RECORDS OF LOS ANGELES COUNTY.

APN
5149-008-029, -087, -088, -089, -907, -908

0' 32' 64'

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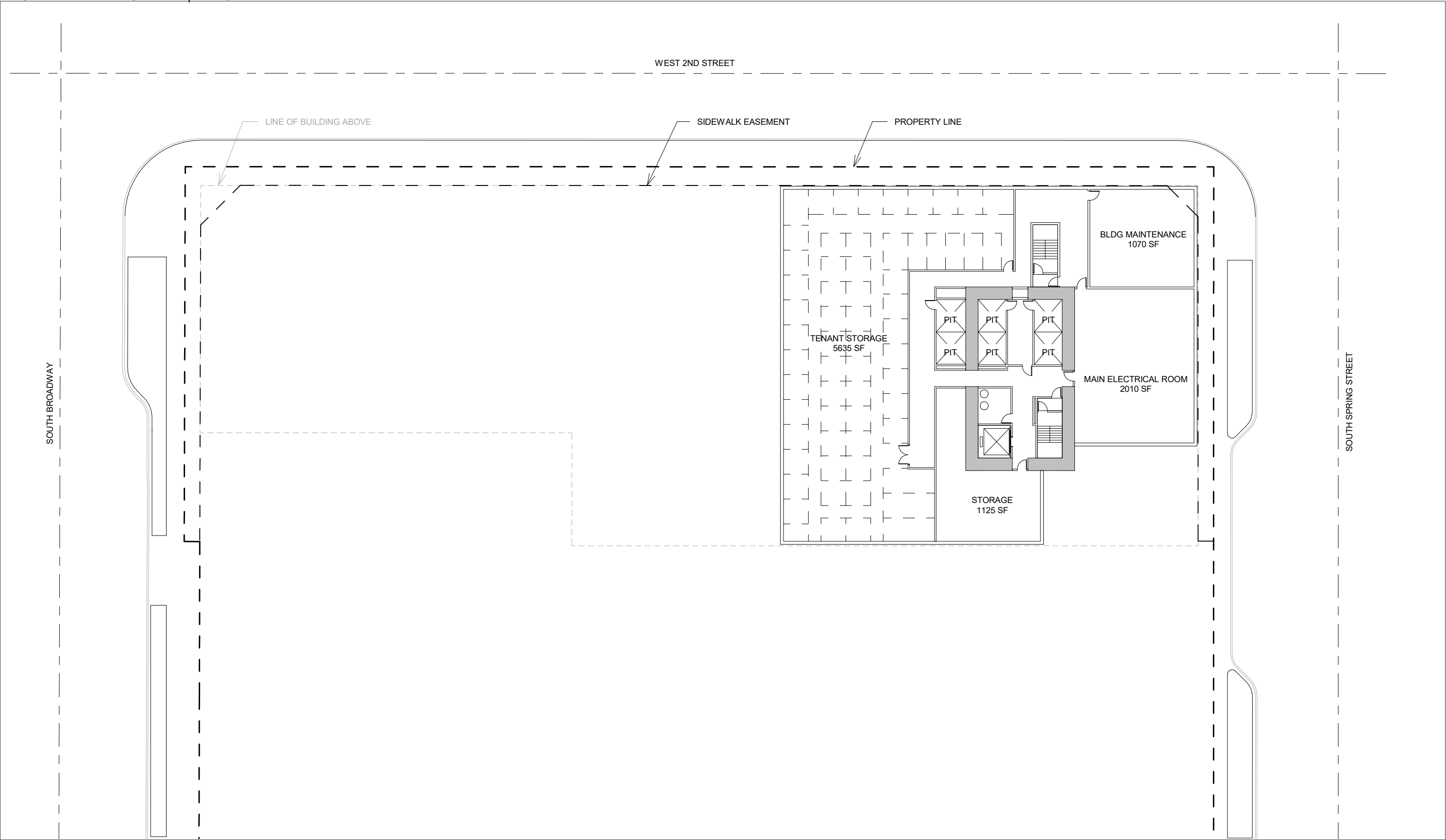
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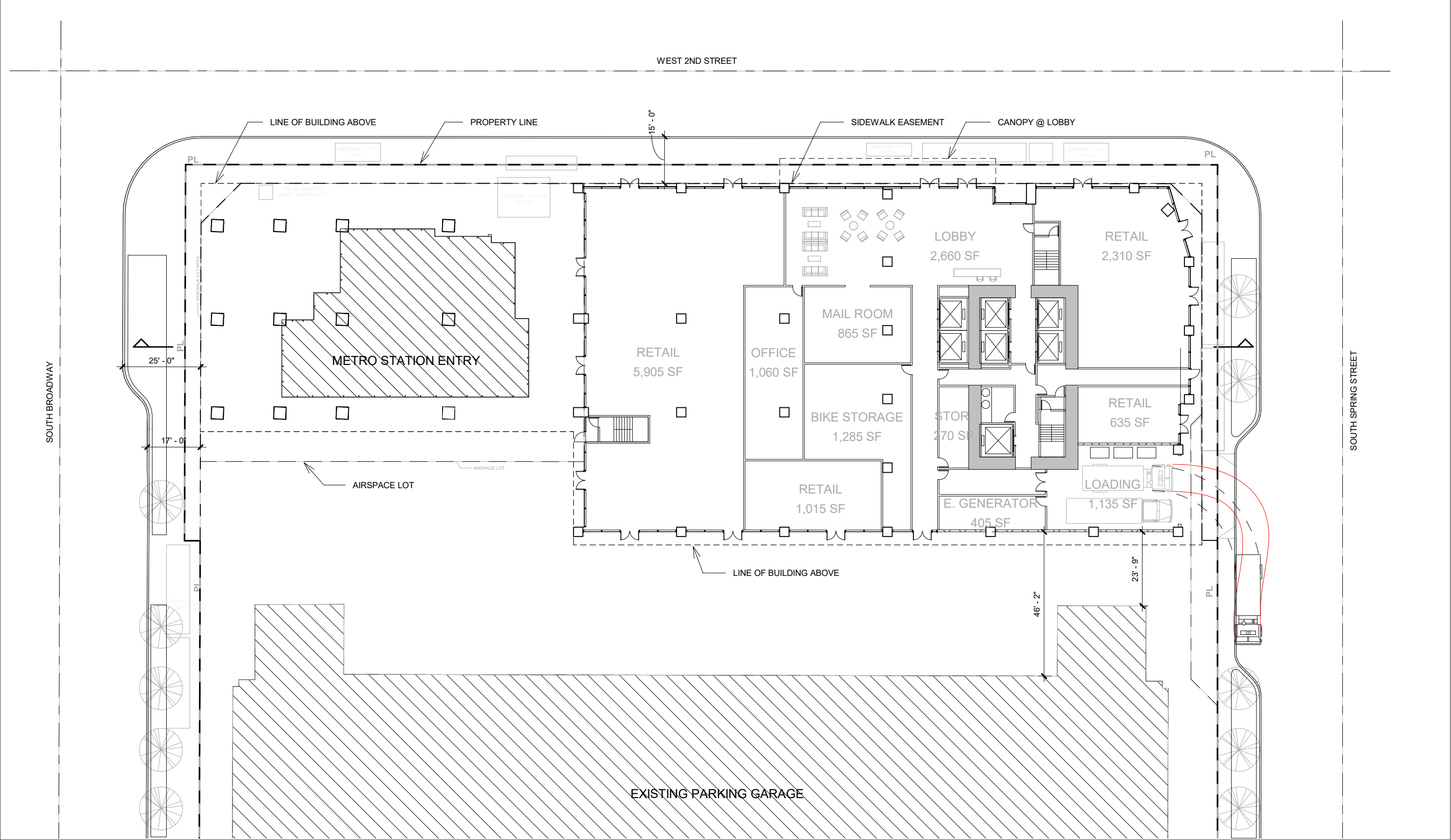
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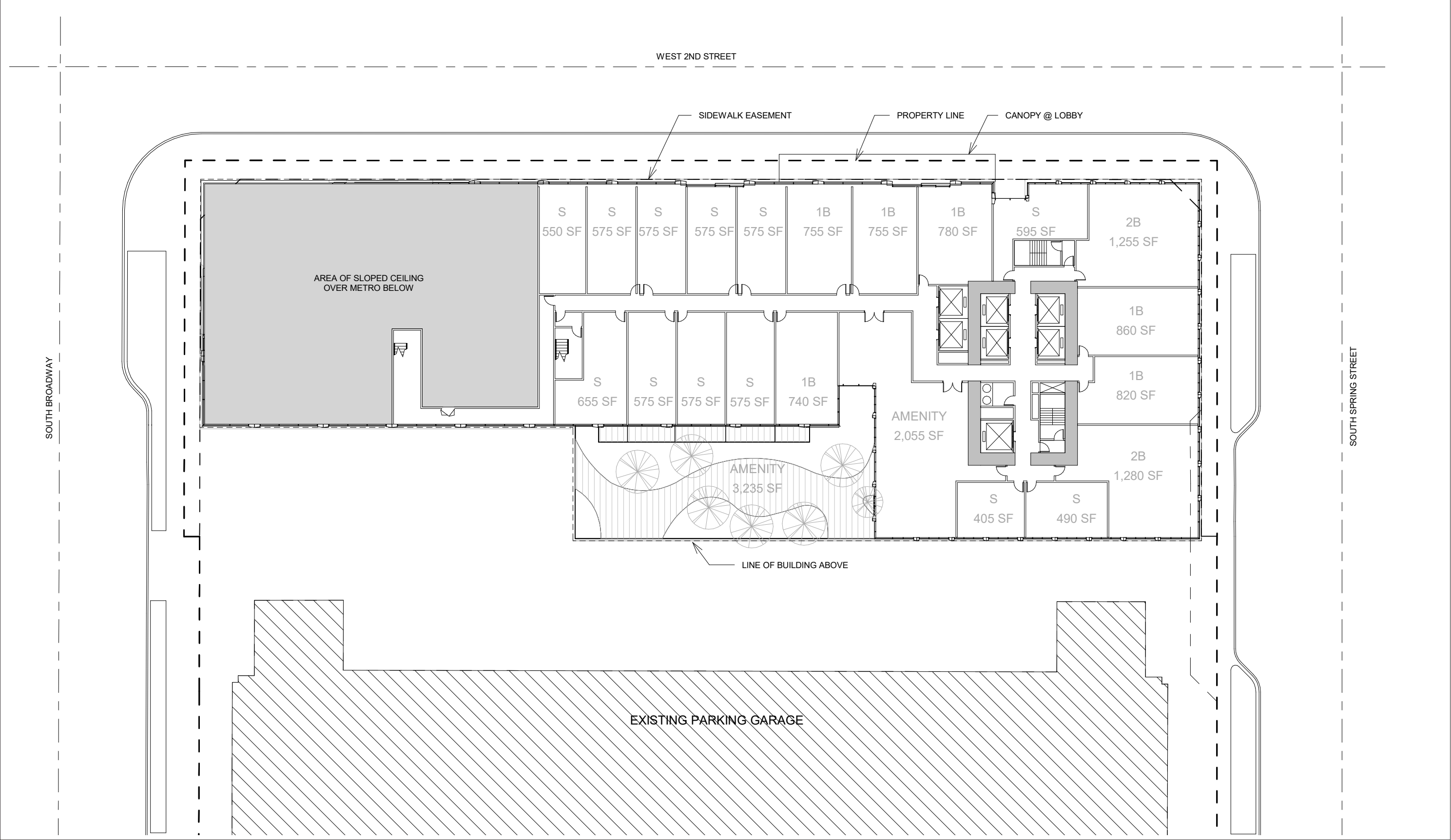
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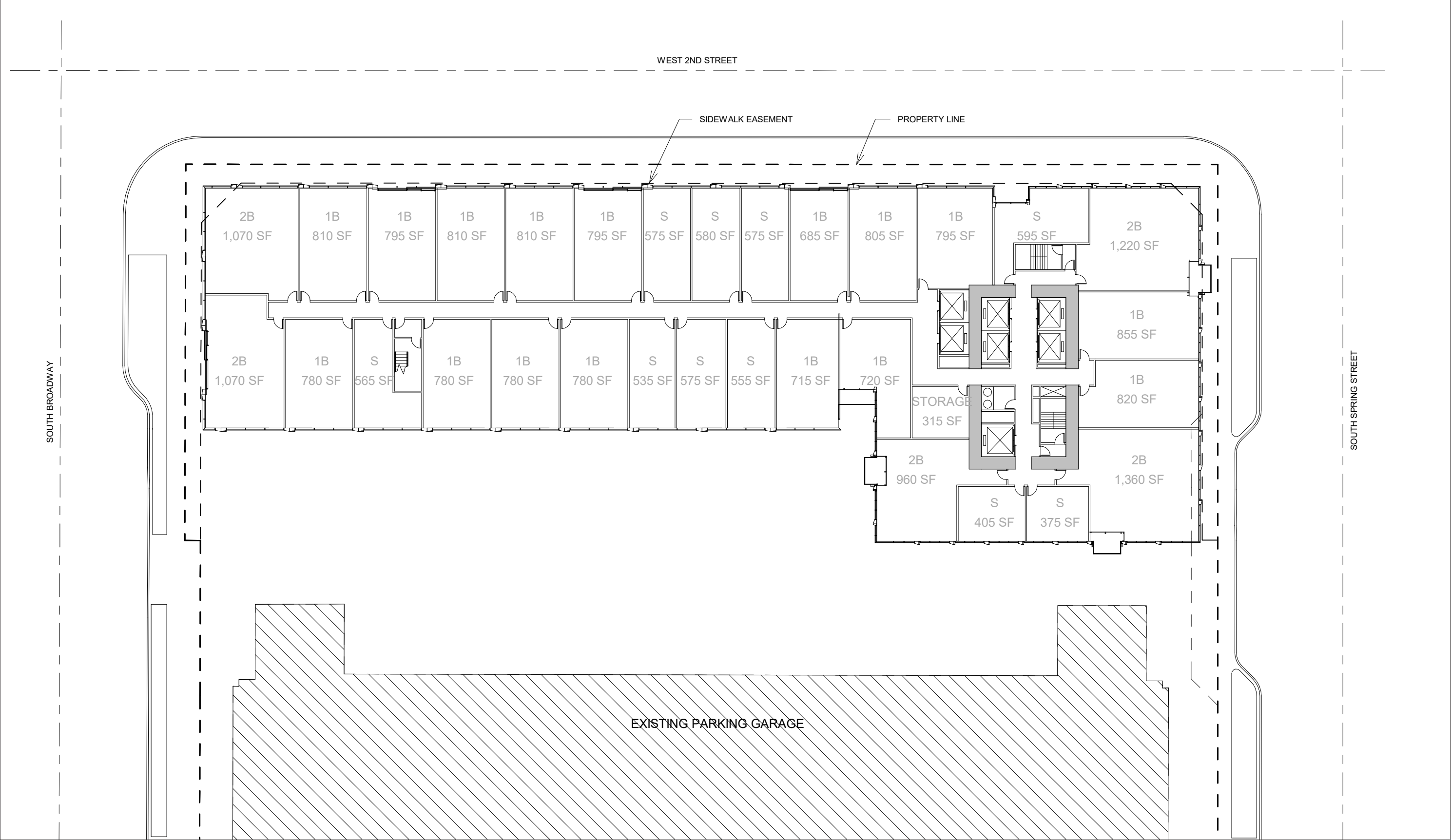
RESIDENTIAL TOWER | BASEMENT PLAN

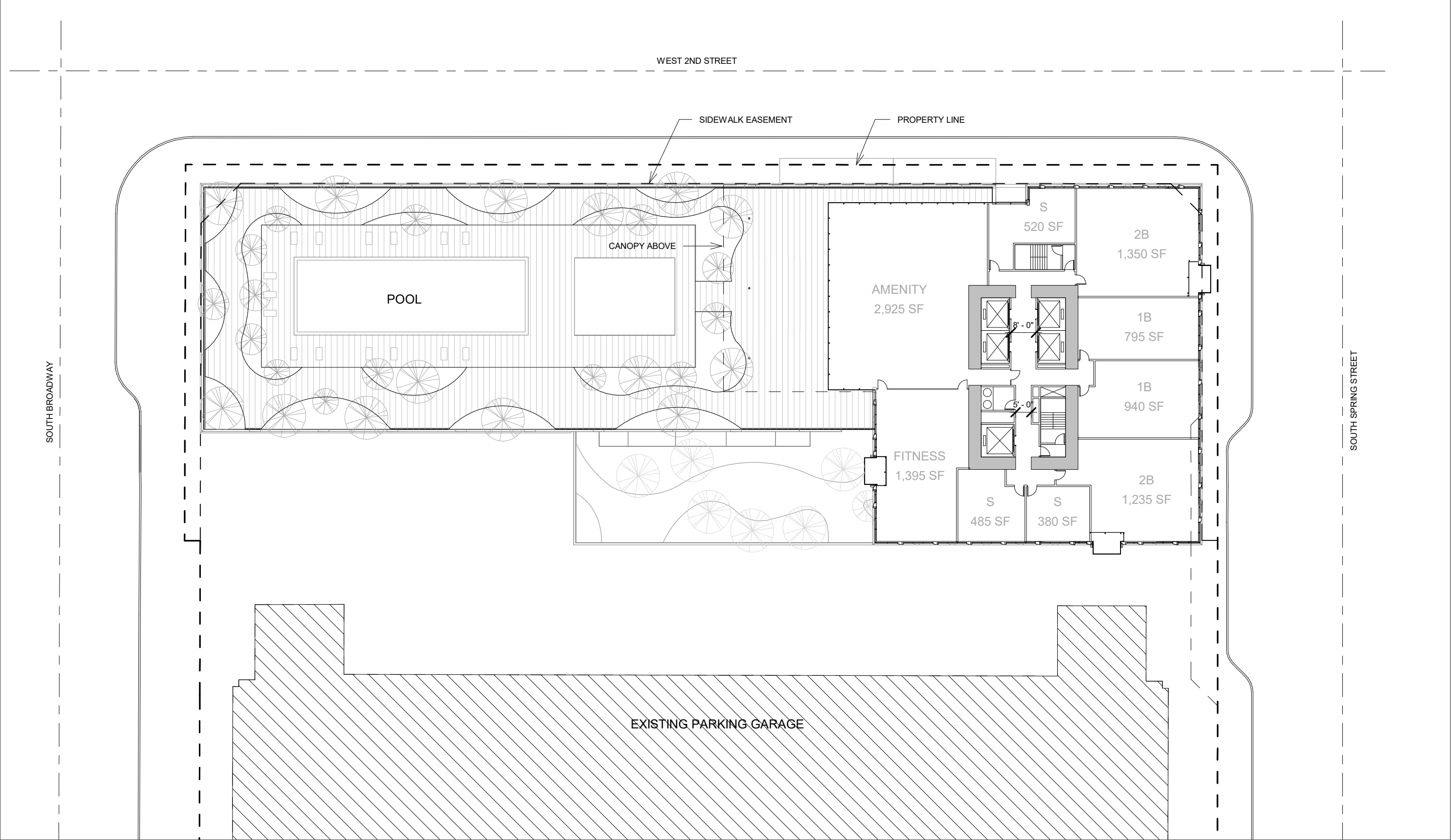


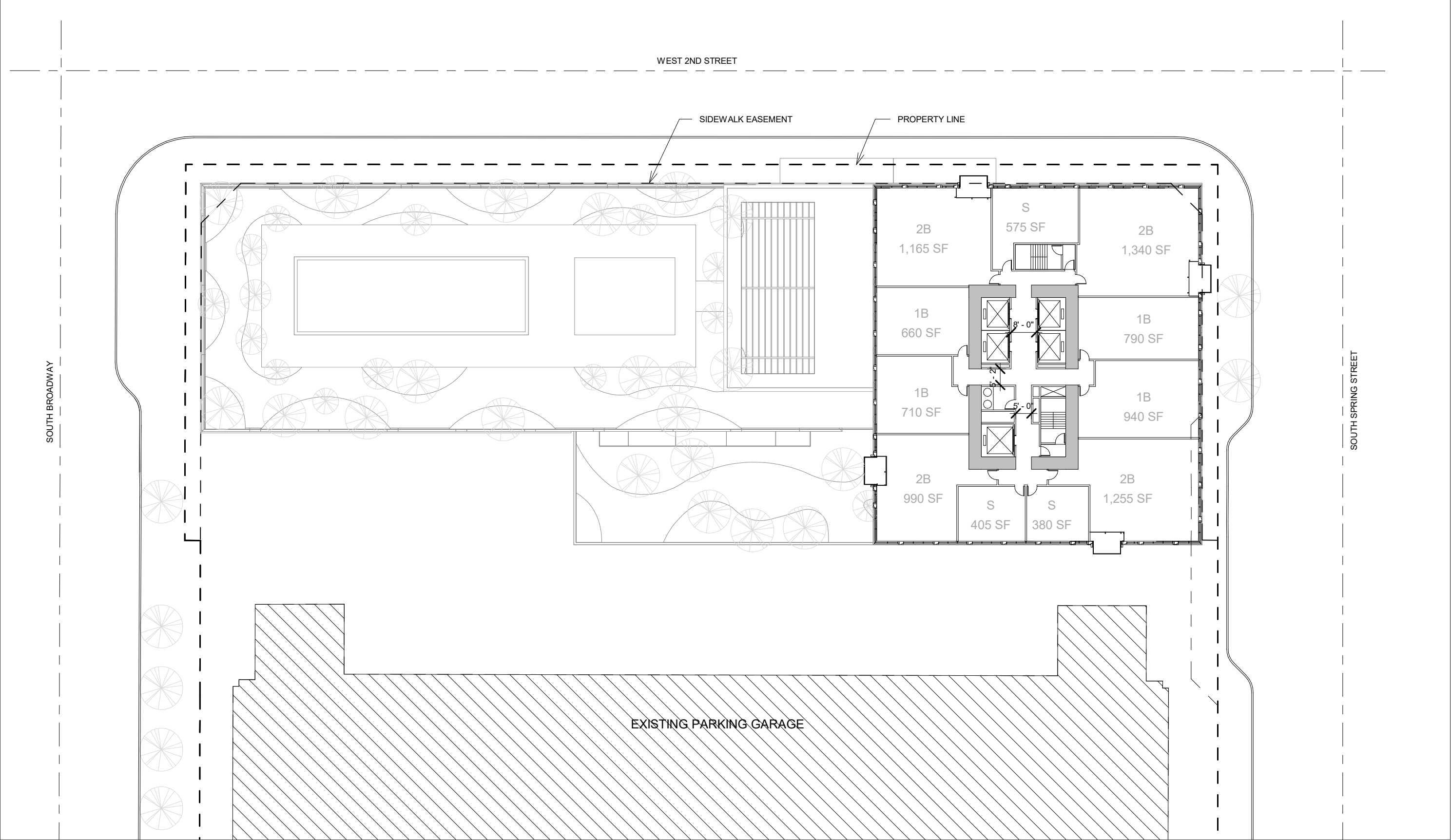
RESIDENTIAL TOWER | GROUND FLOOR PLAN

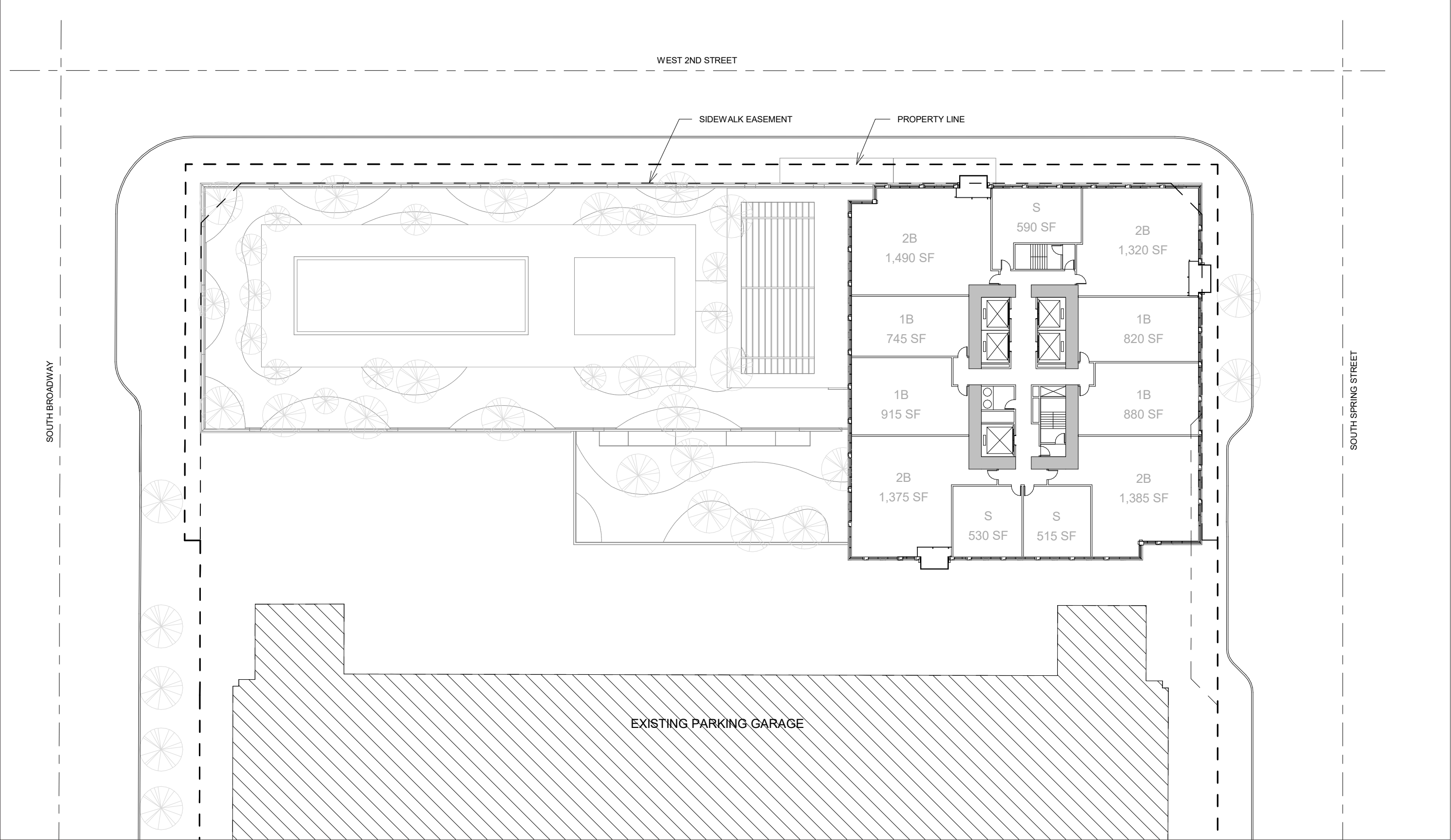


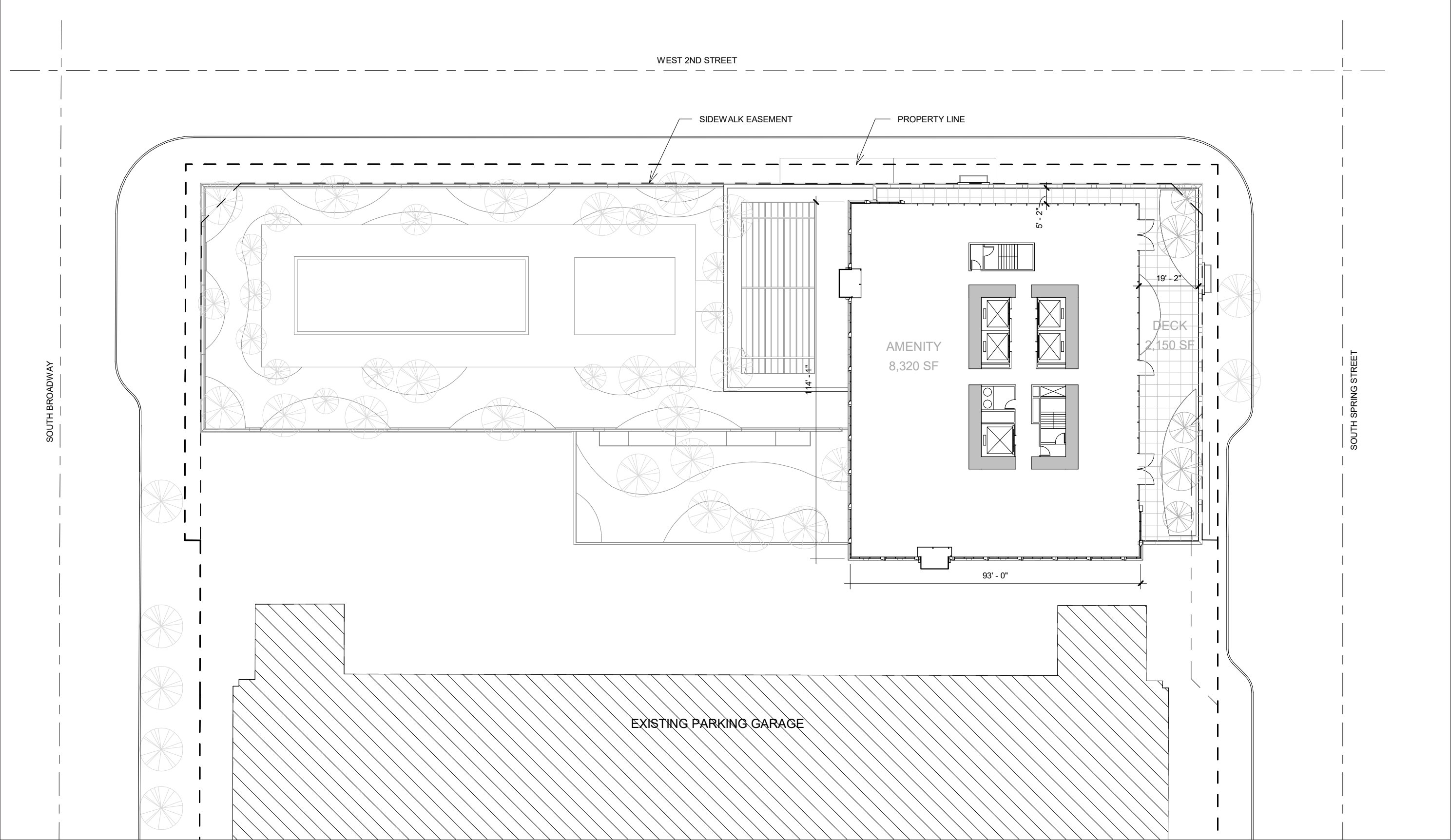


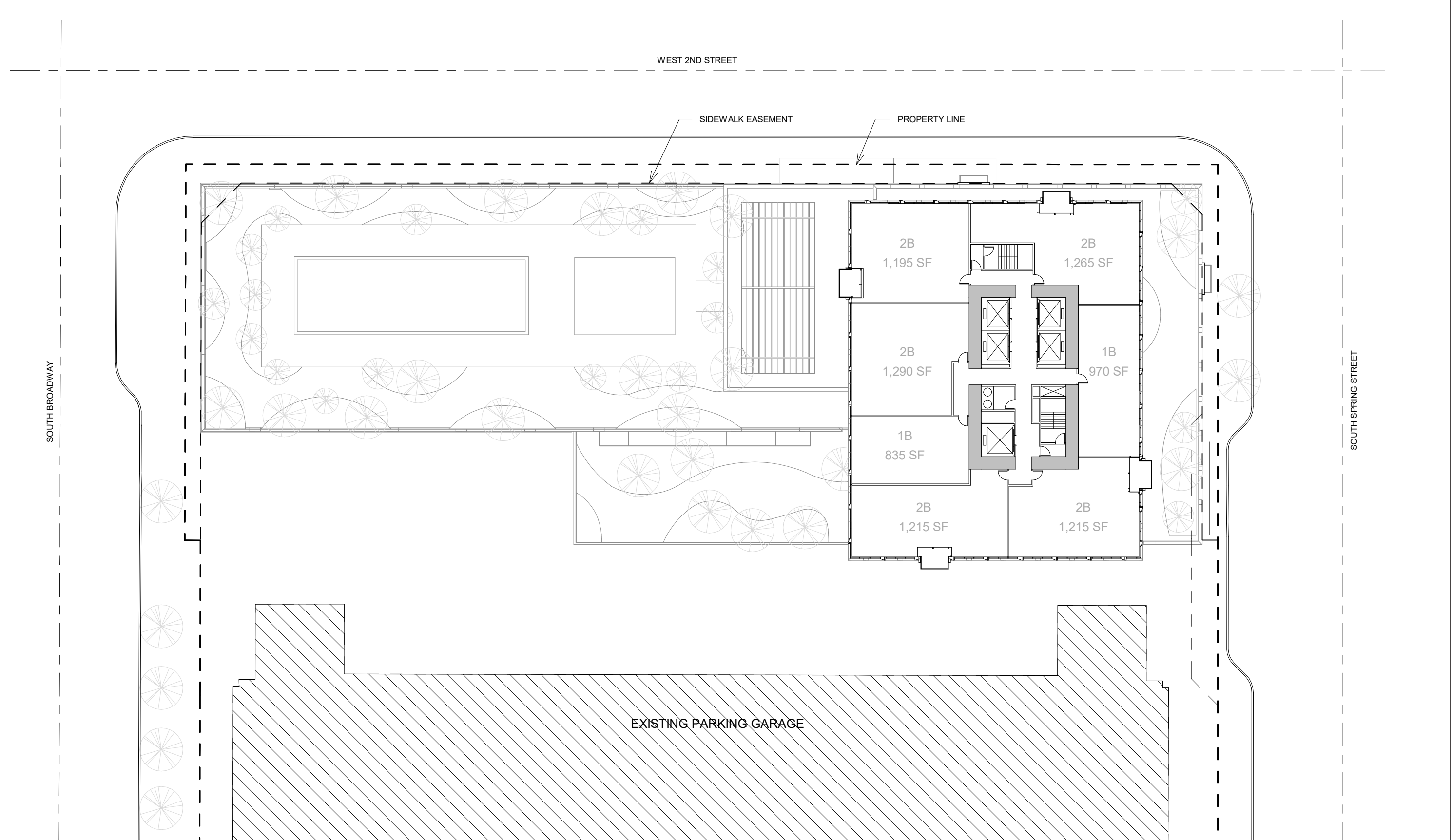


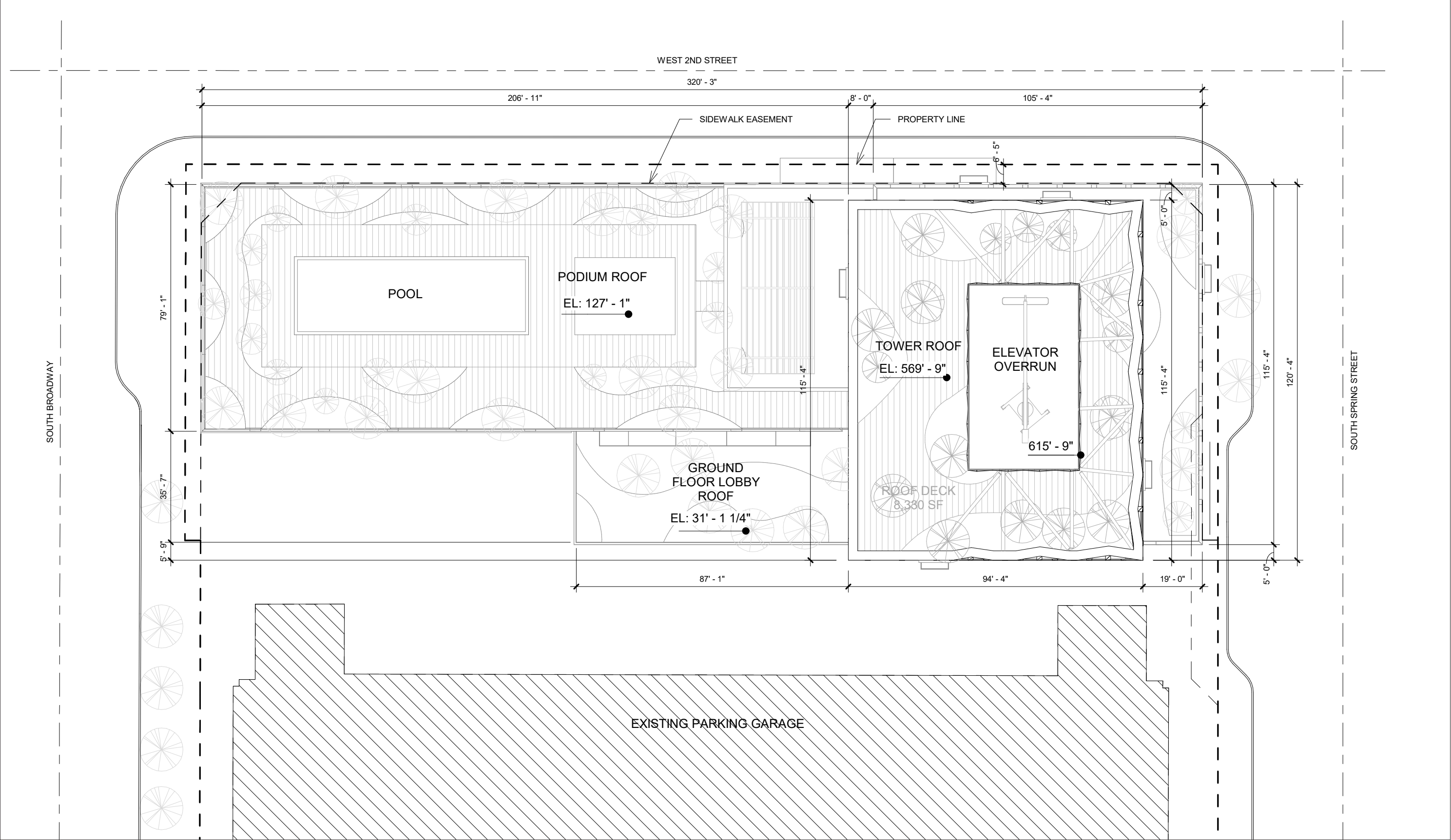




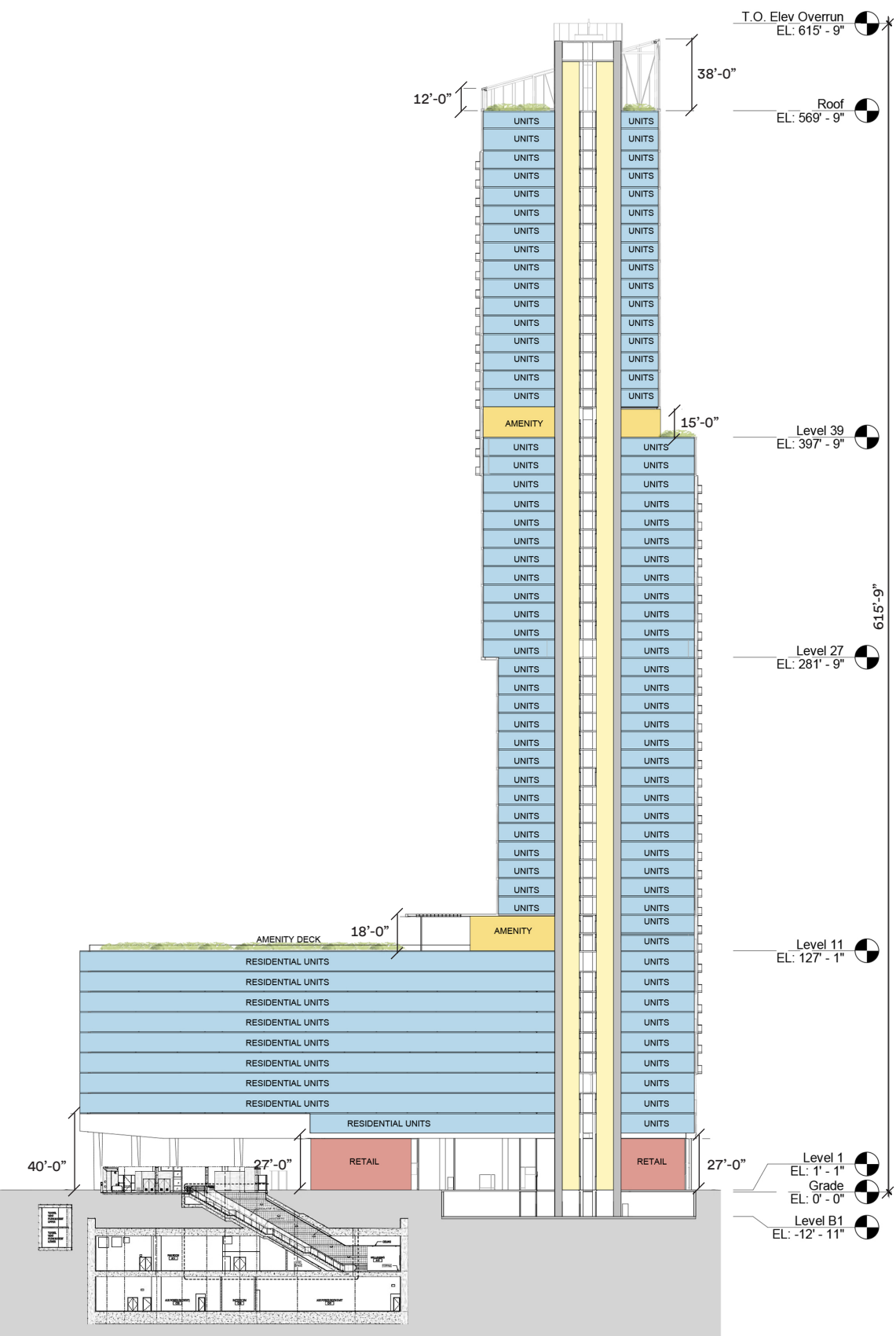








TOWER SECTION



NOTE: GRADE IS ESTABLISHED AT THE LOW POINT OF THE SITE AND IS EQUAL TO 285.2' AMSL



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TOWER ELEVATIONS



0' 32' 64'

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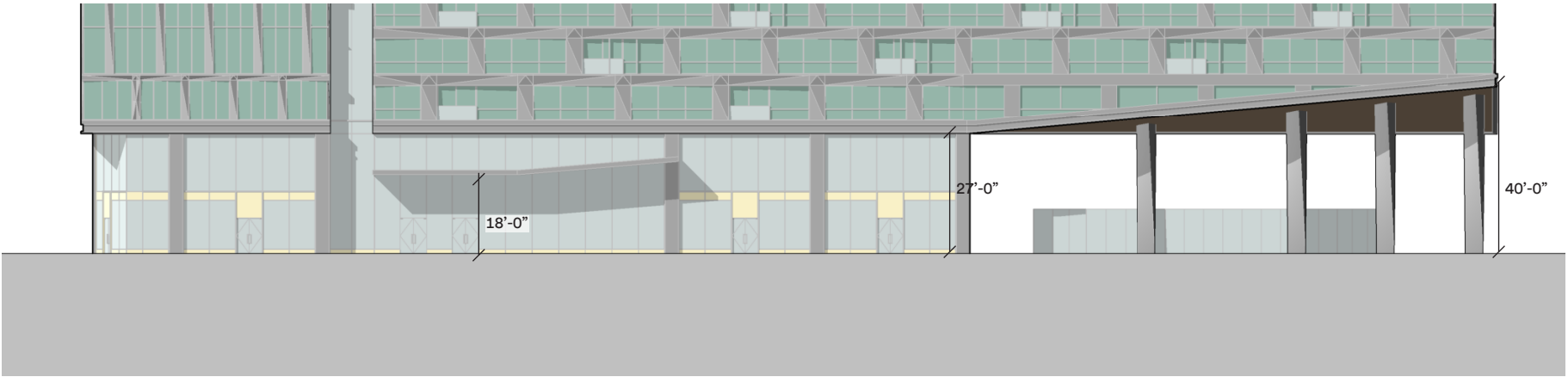
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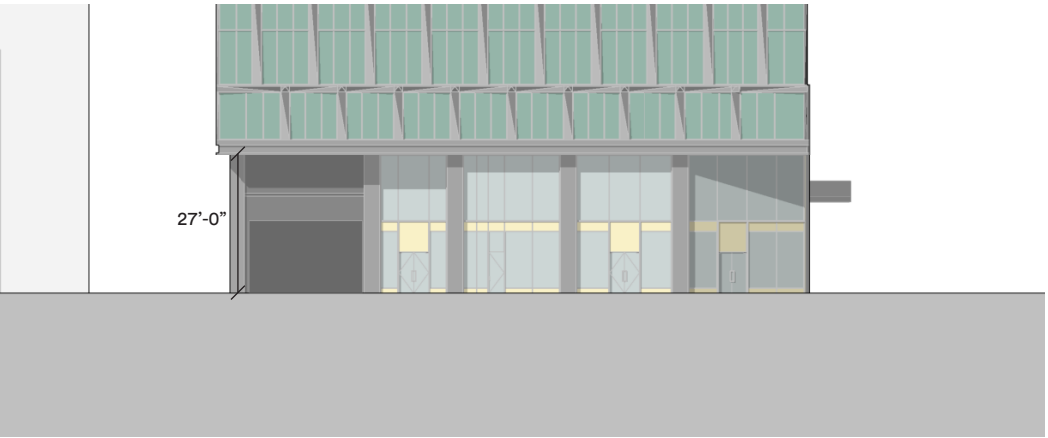
TOWER ELEVATIONS



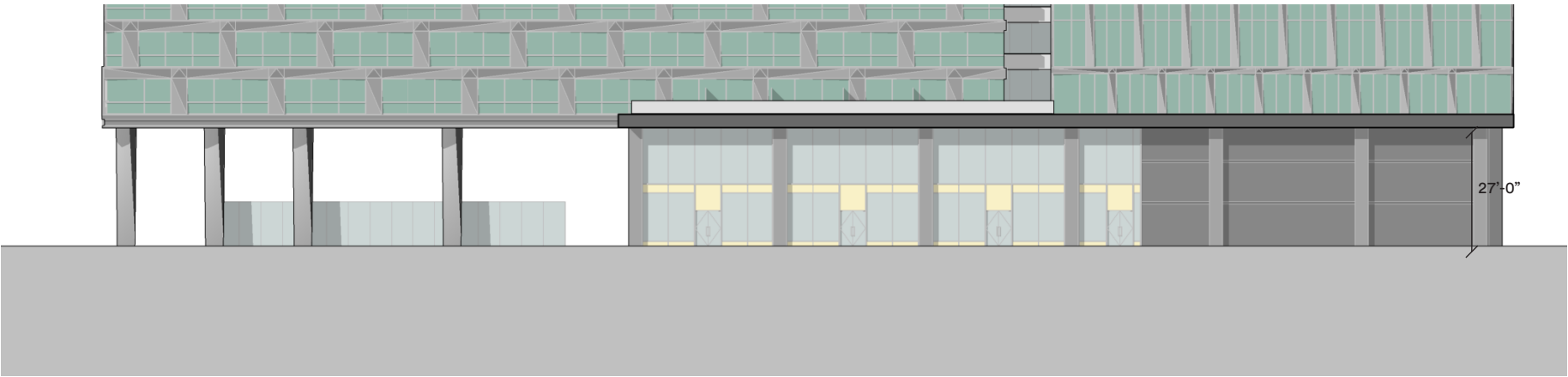
ENLARGED ELEVATIONS - GROUND FLOOR



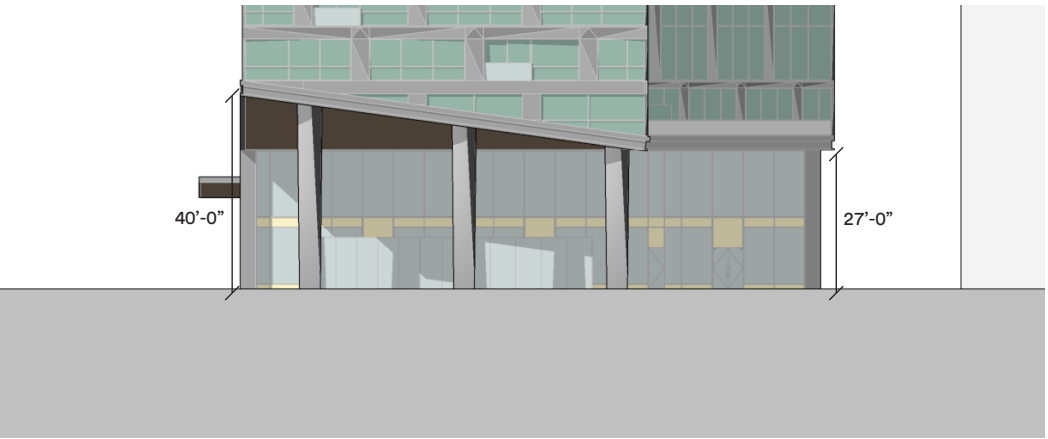
NORTH



EAST



SOUTH



WEST



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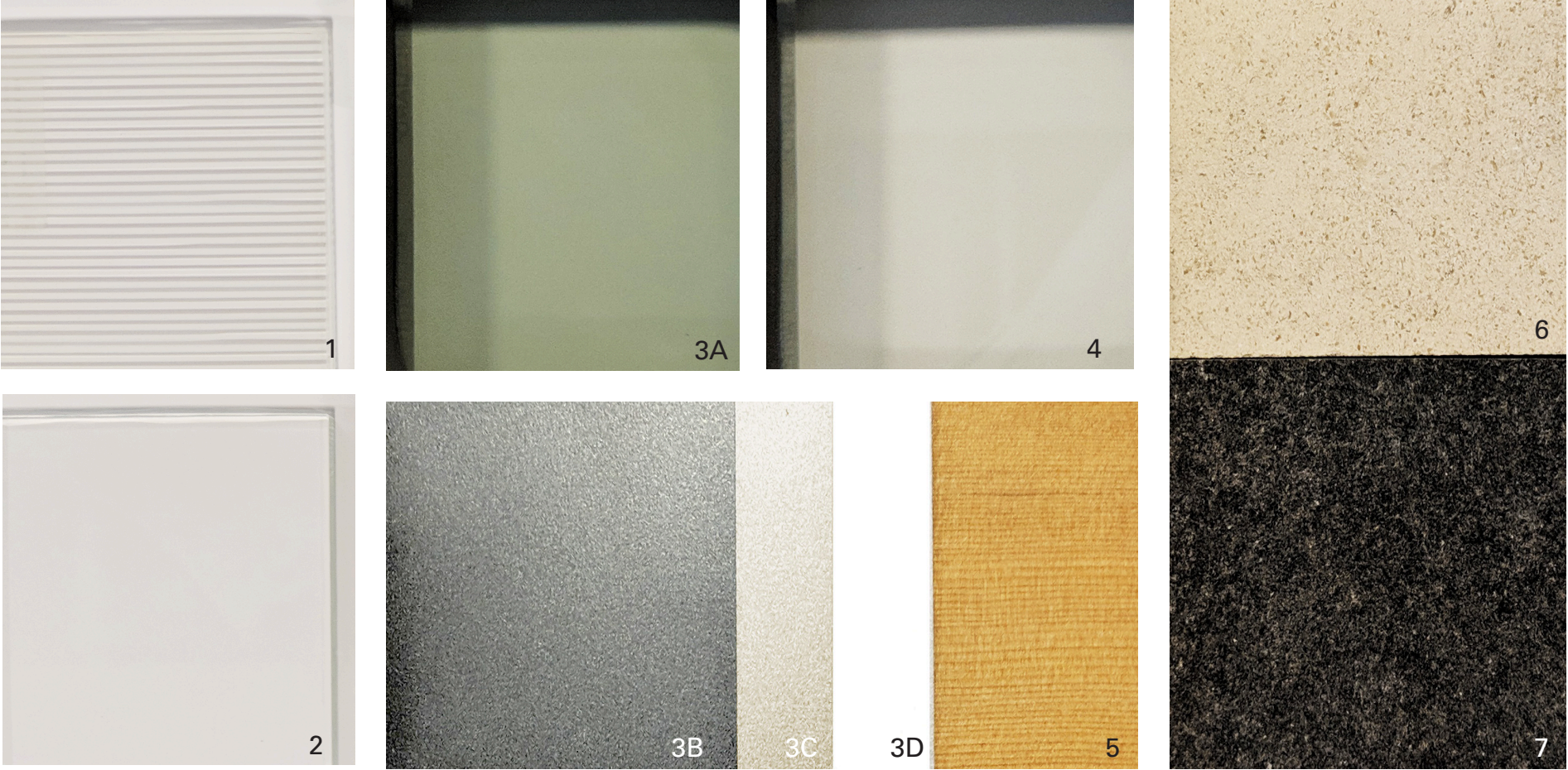
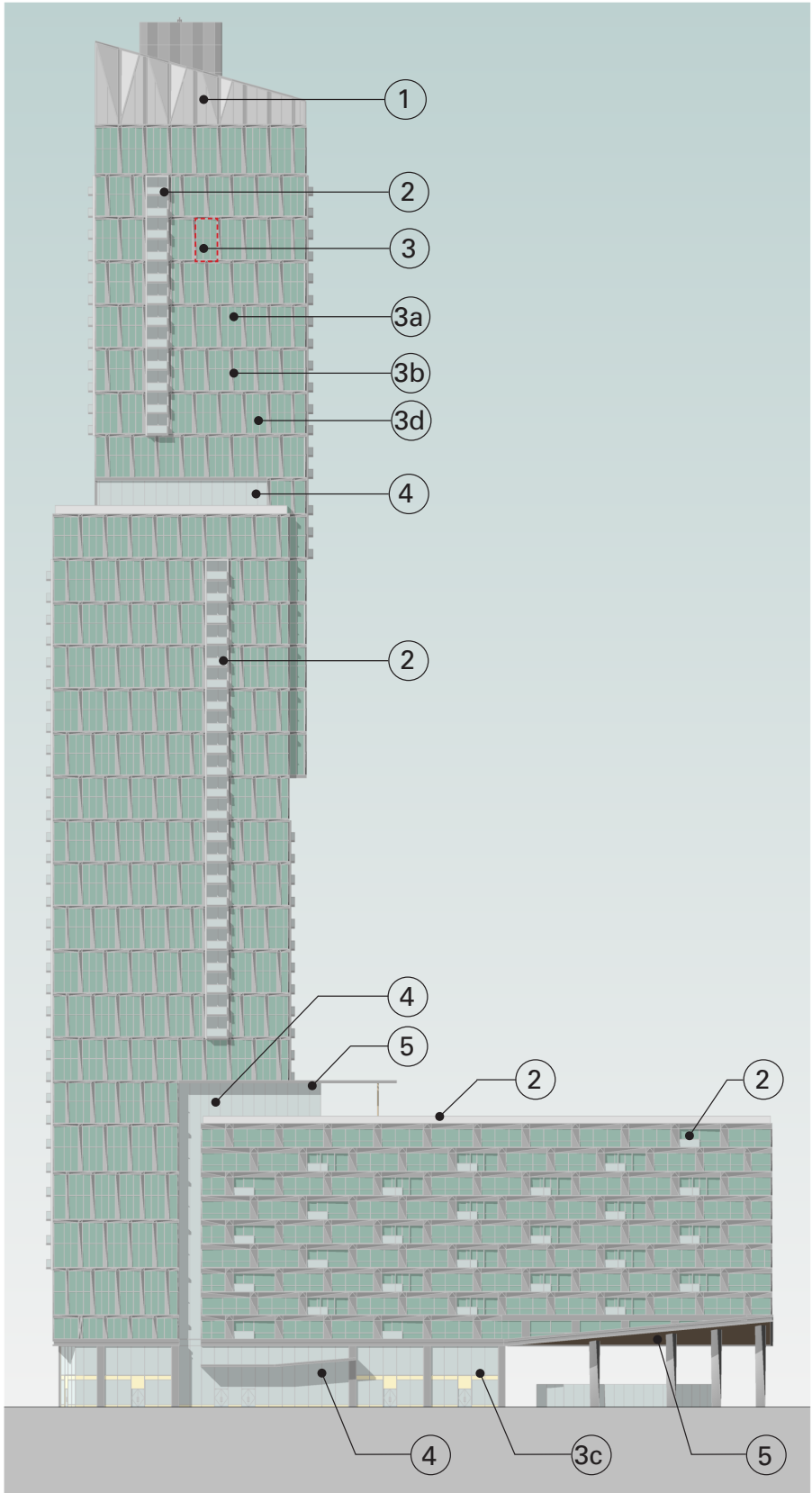
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MATERIAL BOARD



- 1. FRITTED CLEAR GLASS
- 2. CLEAR GLASS AT HANDRAILS
- 3. TYPICAL WINDOW WALL UNIT
- 3a. GLAZING AT TYPICAL WINDOW WALL UNIT
- 3b. FORMED METAL PANEL
- 3c. PAINTED ALUMINUM MULLION
- 3d. PAINTED ALUMINUM MULLION
- 4. LOW IRON GLASS
- 5. WOOD CEILINGS & TRELLIS
- 6. GROUND FLOOR LOBBY PAVING
- 7. GROUND FLOOR PAVING





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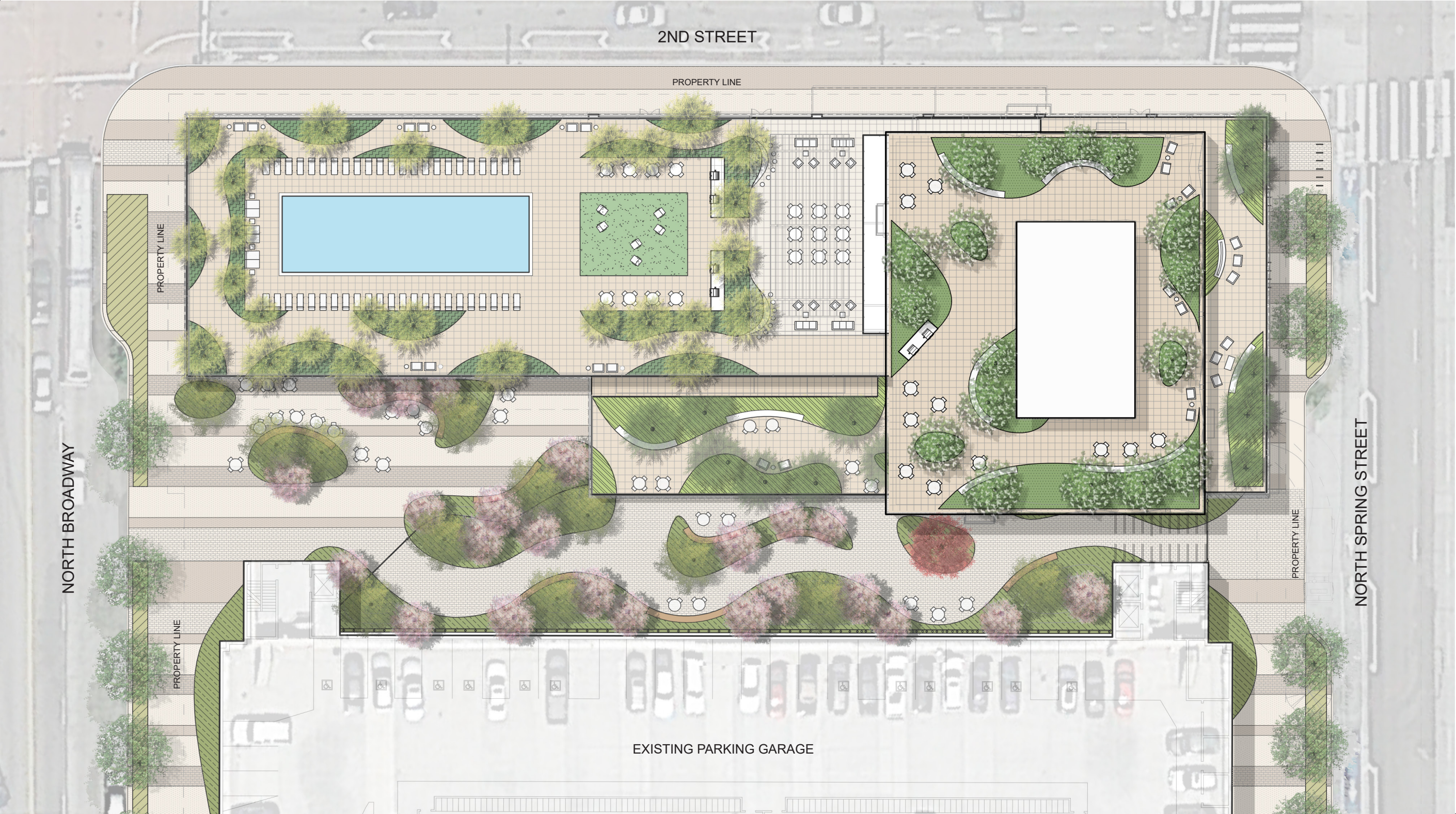
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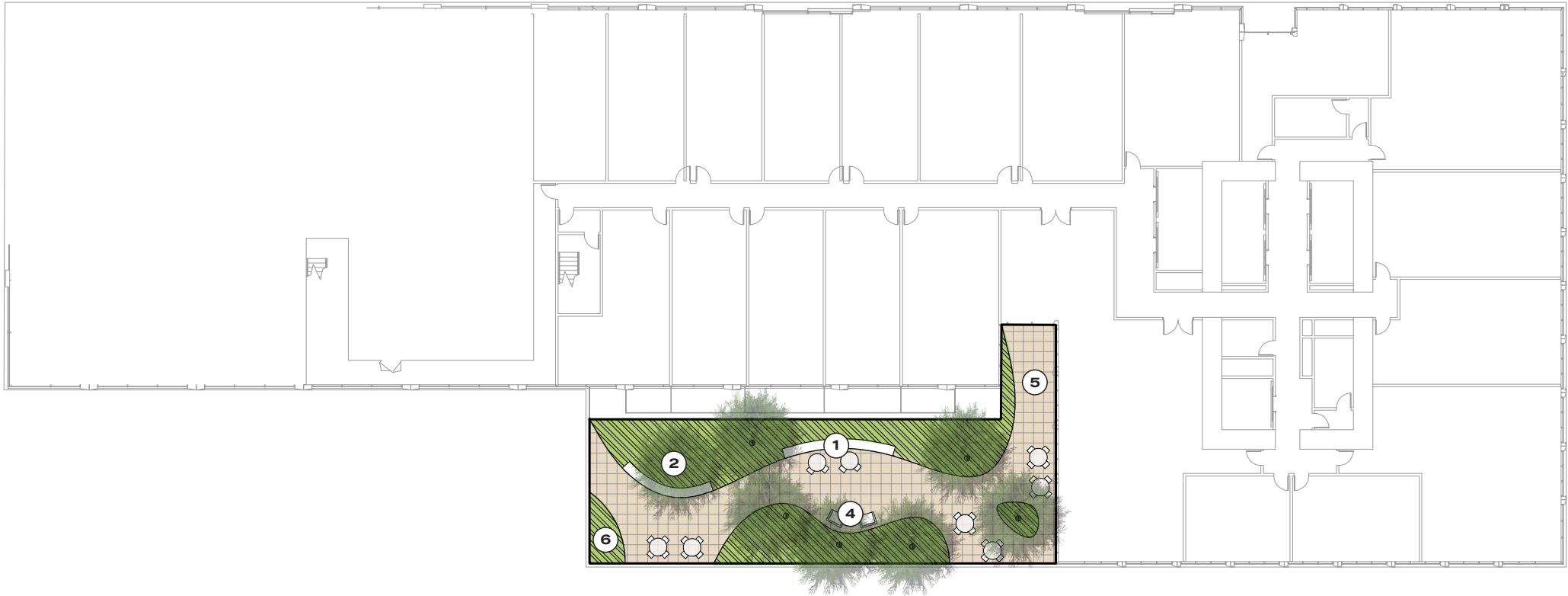






- ① Specimen Japanese Maple
- ② Permeable Pavers
- ③ Concrete Paving
- ④ Flexible Cafe Seating
- ⑤ Custom Bench
- ⑥ Metro Plaza Planting
- ⑦ Redbud Understory Tree
- ⑧ Honey Locust Canopy Tree
- ⑨ Entry Trellis
- ⑩ Cable Trellis
- ⑪ Mexican Sycamore Street Tree
- ⑫ Gate
- ⑬ Fence
- ⑭ Bicycle Parking
- ⑮ Long Term Bicycle Parking

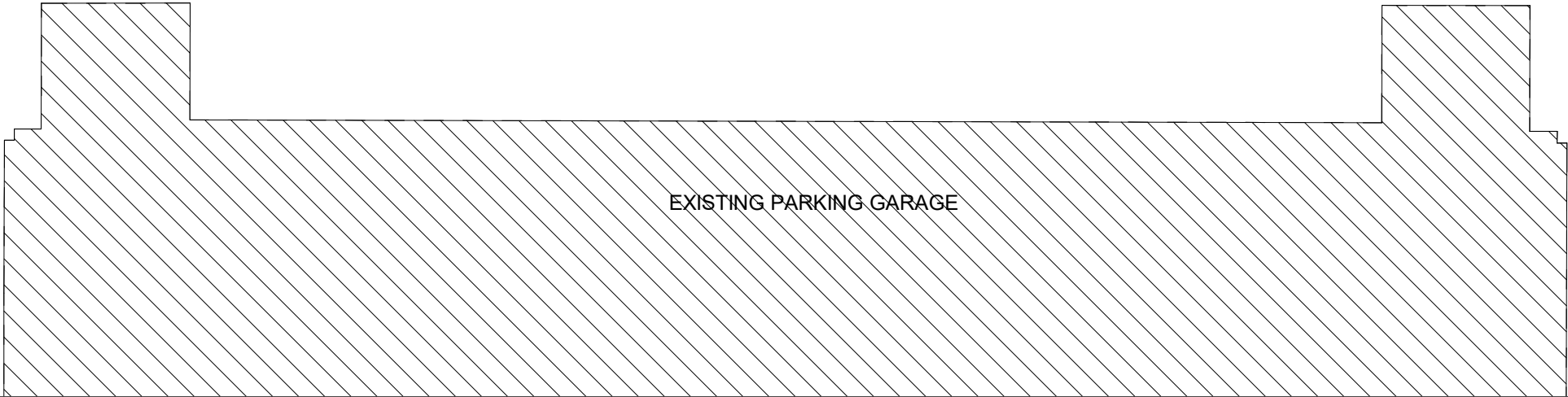
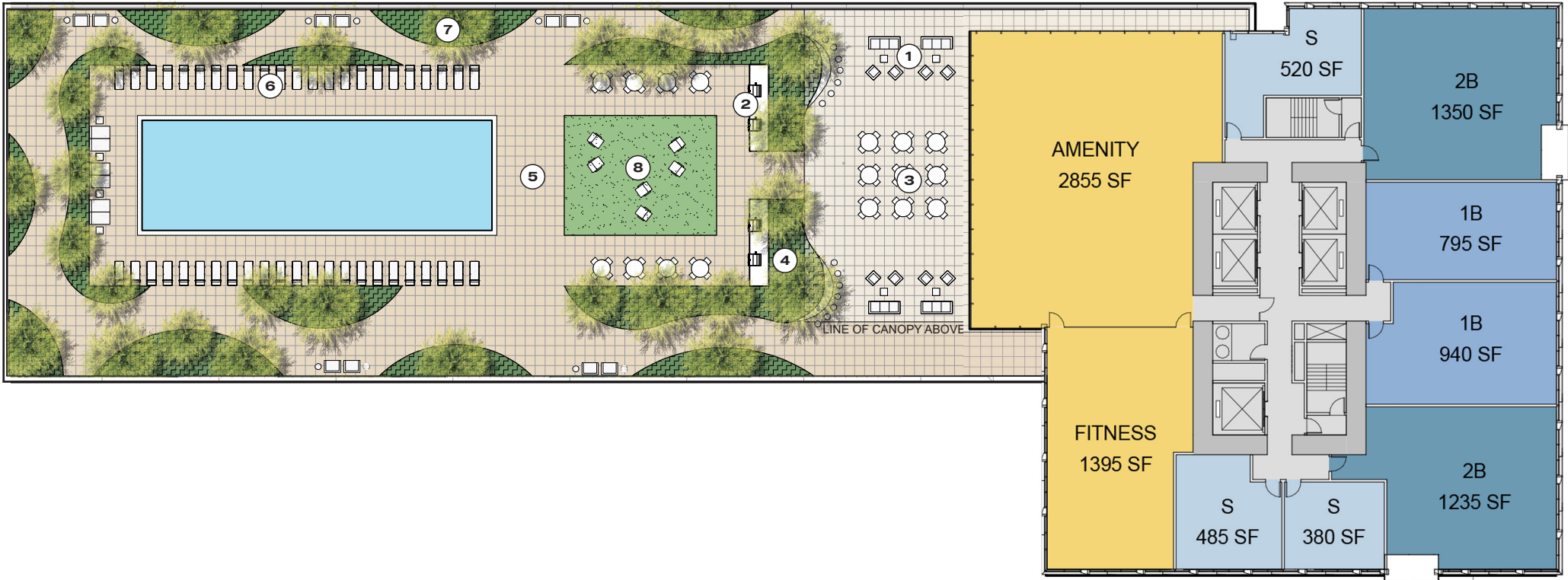
- 1 Seat Wall
- 2 Bronze Loquat Canopy Tree
- 4 Lounge Seating
- 5 Concrete Pedestal Paving
- 6 Aromatic Planting



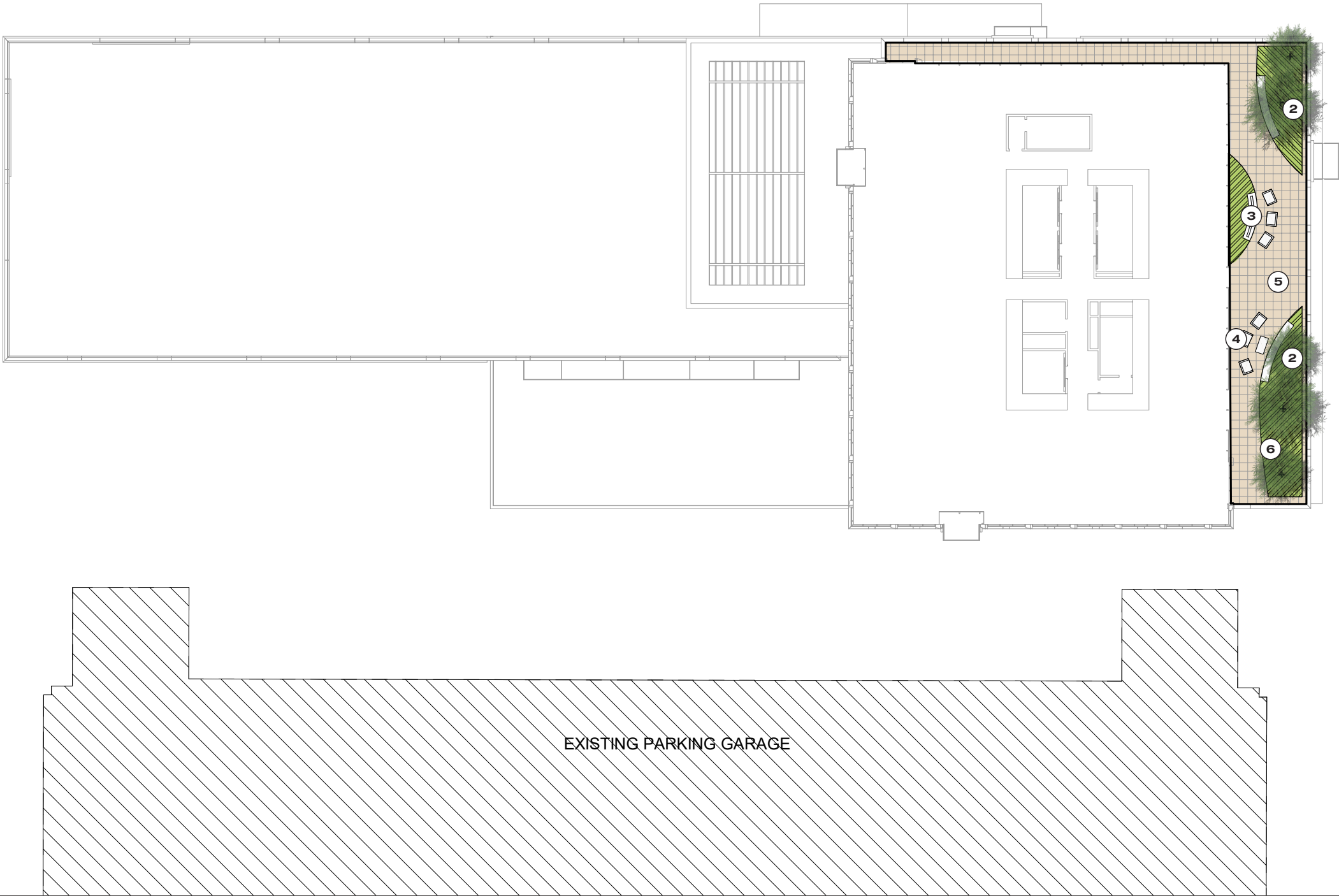
EXISTING PARKING GARAGE

0' 15' 30'

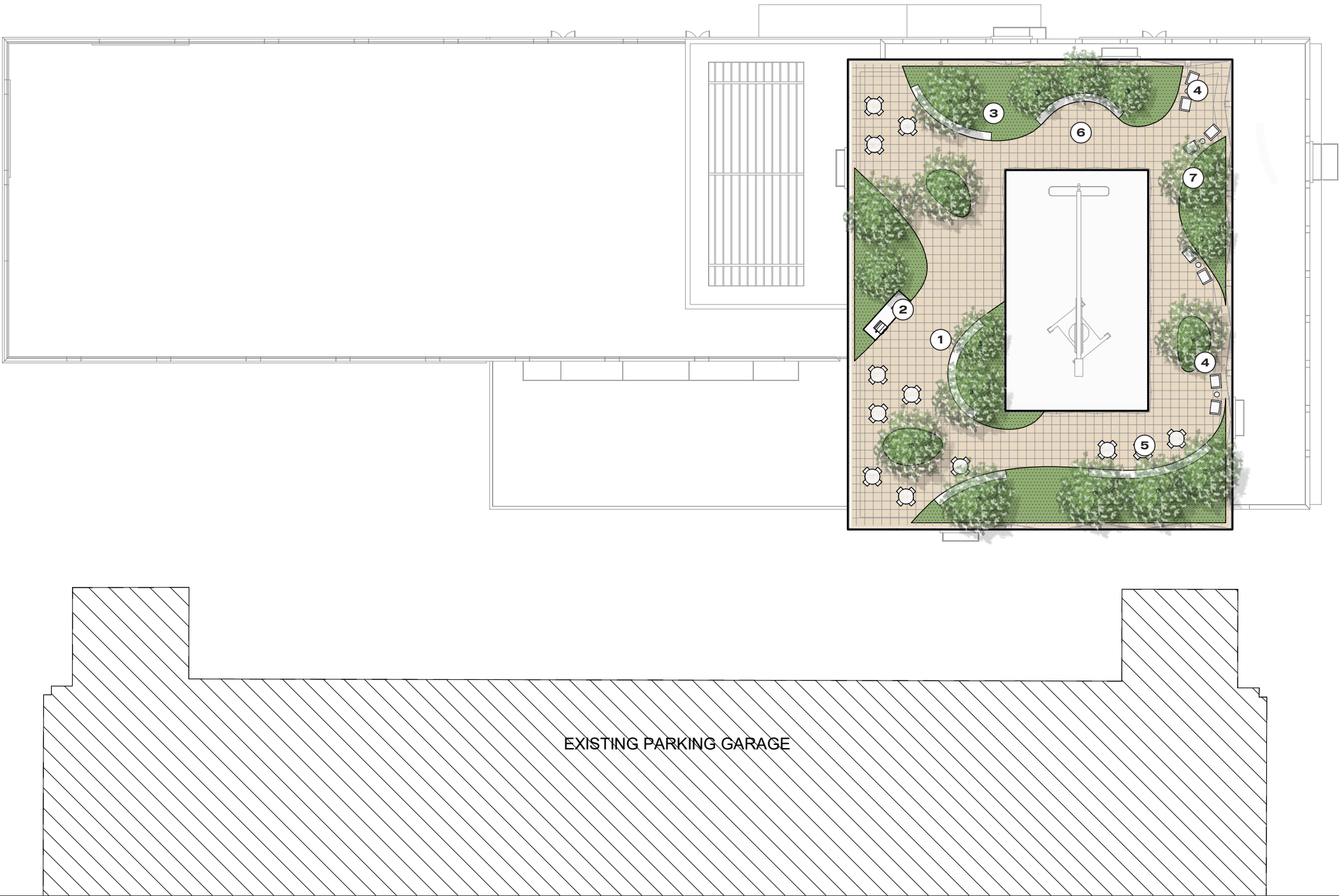
- ① Lounge Seating
- ② BBQ Area
- ③ Dining Area
- ④ Fire Element
- ⑤ Pool Terrace Planting
- ⑥ Concrete Pedestal Pavers
- ⑦ Lounge Chairs
- ⑧ Palo Verge Canopy Tree
- ⑨ Lawn Area



0' 15' 30'



- ① Seat Wall
- ② Bronze Loquat Canopy Tree
- ③ Fire Element
- ④ Lounge Seating
- ⑤ Concrete Pedestal Paving
- ⑥ Aromatic Planting



- ① Cafe Seating
- ② BBQ Area
- ③ Garden Terrace Planting
- ④ Lounge Seating
- ⑤ Seat Wall
- ⑥ Concrete Pedestal Paving
- ⑦ Chinese Fringe Tree



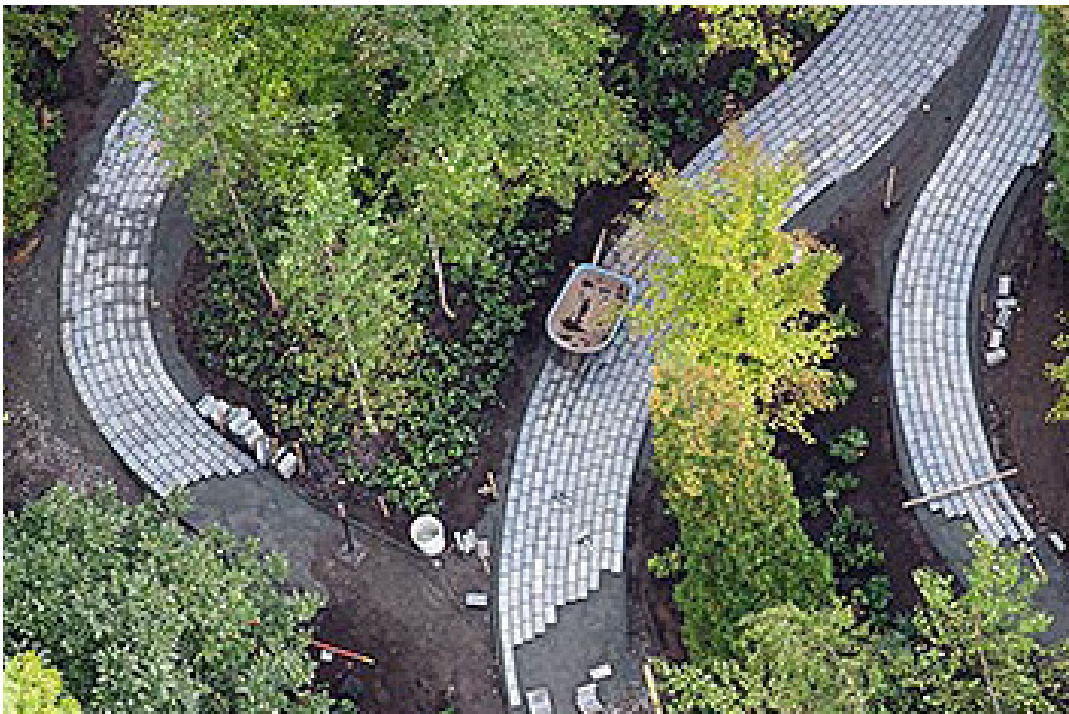
Trellis Entry at the Promenade Plantee
Paris, France



Water Wall Feature and Green Walls at Paley Park
New York, New York



Integrated Seating at Tianjin Qiaoyuan Park
Tianjin, China



Garden Path at Monk's Garden
Boston, Massachusetts



Trellis at Foley Rest Park
Glebe, Australia



Cable Trellis at Sihl Shopping Centre
Zurich, Switzerland



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MultipliCITY LED Path Light
Landscape Forms



MultipliCITY LED Bike Rack
Landscape Forms



Rough&Ready Curve Benches
Streetlife



Annapolis Bollard
Landscape Forms



Rama Streetscape Lighting
Landscape Forms



Stainless Steel Greenwall Trellis
Jakob Rope Systems



Fermob Bistro Collection



Zuo Modern Castle Peak Outdoor
Lounge Chair



Hanover Permeable Pavers



Hanover Pedestal Pavers



Synthetic Turf



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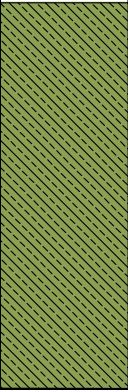
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TREE LEGEND:						
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE	QTY	WUCOLS	COMMENTS	DETAIL
	ACER PALMATUM 'BLOODGOOD' "JAPANESE MAPLE"	60" BOX STD.	24	MEDIUM	STD.	—
	CERCIDIUM X 'DESERT MUSEUM' "DESERT MUSEUM PALO VERDE"	36" BOX STD.	19	VERY LOW	MULTI-TRUNK	—
	CERCIS CANADENSIS 'SILVER CLOUD' "SILVER CLOUD REDBUD"	36" BOX STD.	24	MEDIUM	STD.	—
	CHIONANTHUS RETUSUS "CHINESE FRINGE TREE"	36" BOX STD.	17	MEDIUM	MULTI-TRUNK	—
	ERIOBOTRYA DEFLEXA "BRONZE LOQUAT"	36" BOX STD.	12	MEDIUM	MULTI-TRUNK	—
	GLEDTISIA TRIACANTHOS "HONEY LOCUST"	48" BOX STD.	13	MEDIUM	STD.	—
	PLATANUS MEXICANA "MEXICAN SYCAMORE"	36" BOX STD.	10	MEDIUM	STD.	—


STREETSCAPE PLANTING:					
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE	WUCOLS	COMMENTS	DETAIL
	CAREX DIVULSA "EUROPEAN GREY SEDGE"	1 GAL	LOW	18" O.C.	—
	DIETES BICOLOR "FORTNIGHT LILY"	5 GAL	LOW	24" O.C.	—
	JUNCUS PATENS "CALIFORNIA GRAY RUSH"	5 GAL	LOW	24" O.C.	—

METRO PLAZA PLANTING:					
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE	WUCOLS	COMMENTS	DETAIL
	HAKONECHLOA MACRA 'AUREOLA' "JAPANESE FOREST GRASS"	5 GAL	MEDIUM	24" O.C.	—
	TRADESCANTIA ALBIFLORA 'AUREA' "GOLDEN INCH PLANT"	1 GAL	MEDIUM	18" O.C.	—

GARDEN PASEO PLANTING:					
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE	WUCOLS	COMMENTS	DETAIL
	ANEMONE HUPEHENSIS "JAPANESE ANEMONE"	5 GAL	MEDIUM	24" O.C.	—
	CAREX TUMULICOLA "BERKELEY SEDGE"	1 GAL	LOW	18" O.C.	—
	MAHONIA AQUIFOLIUM 'COMPACTA' "COMPACT OREGON GRAPE—HOLLY"	15 GAL	MEDIUM	36" O.C.	—
	PELARGONIUM TOMENTOSUM "PEPPERMENT SCENTED GERANIUM"	5 GAL	LOW	24" O.C.	—
	RUMOHRA ADIANTIFORMIS "LEATHERLEAF FERN"	5 GAL	MEDIUM	24" O.C.	—
	TRACHELOSPERMUM JASMINOIDES "STAR JASMINE"	1 GAL	MEDIUM	36" O.C. PLANTED AT CABLE TRELLIS	—

POOL TERRACE PLANTING:					
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE	WUCOLS	COMMENTS	DETAIL
	CAREX TUMULICOLA "BERKELEY SEDGE"	1 GAL	LOW	18" O.C.	—
	DODONAEA VISCOSA "HOPSEED BUSH"	15 GAL	LOW	42" O.C.	—
	MYRTUS COMMUNIS "MYRTUS"	15 GAL	LOW	30" O.C.	—

AROMATIC TERRACE PLANTING:					
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE	WUCOLS	COMMENTS	DETAIL
	LAVANDULA X INTERMEDIA "BLUE LAVANDIN"	5 GAL	LOW	24" O.C.	—
	ROSMARINUS OFFICINALIS "ROSEMARY"	5 GAL	VERY LOW	24" O.C.	—
	SALVIA LEUCOPHYLLA "PURPLE SAGE"	5 GAL	VERY LOW	24" O.C.	—

GARDEN TERRACE PLANTING:					
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE	WUCOLS	COMMENTS	DETAIL
	CAREX PRAEGRACILIS "CALIFORNIA FIELD SEDGE"	1 GAL	MEDIUM	18" O.C.	—
	COREOPSIS VERTICILLATA CVS. "THREADLEAF COREOPSIS MOONBEAM"	5 GAL	LOW	24" O.C.	—
	NASSELLA TENUISSIMA "MEXICAN FEATHER GRASS"	1 GAL	LOW	18" O.C.	—
	RHAPHIOLEPIS UMBELLATA 'MINOR' "DWARF YEDDO HAWTHORN"	5 GAL	LOW	24" O.C.	—
	SALVIA LEUCANTHA "MEXICAN BUSH SAGE"	5 GAL	LOW	24" O.C.	—
	TAGETES LEMMONII "MEXICAN MARIGOLD"	15 GAL	LOW	42" O.C.	—
	TRACHELOSPERMUM JASMINOIDES "STAR JASMINE"	1 GAL	MEDIUM	18" O.C.	—

Streetscape Planting



Platanus mexicana
Mexican Sycamore



Carex divulsa
European Grey Sedge



Dietes bicolor
Fortnight Lily



Juncus patens
California Gray Rush

Metro Plaza Planting



Hakonechloa macra 'Aureola'
Japanese forest grass



Tradescantia albiflora 'Aurea'
Golden Inch Plant

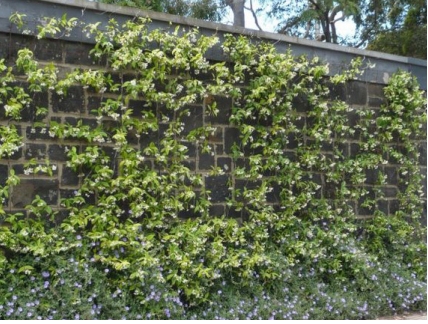
Garden Paseo Planting



Gleditsia triacanthos
Honey Locust



Acer palmatum var. *atropurpureum* 'Bloodgood'
Bloodgood Japanese Maple



Trachelospermum jasminoides
Star Jasmine



Dicksonia antarctica
Soft Tree Fern



Pool Terrace Planting



Cercidium x 'Desert Museum'
Palo Verde



Dodonaea viscosa
Hopseed Bush



Myrtus communis
Myrtus

Aromatic Terrace Planting



Eriobotrya deflexa 'Bronze Light'
Bronze Loquat



Lavandula x intermedia
Blue Lavandin



Rosmarinus officinalis
Rosemary



Salvia Leucophylla
Purple Sage

Garden Terrace Planting



Chionanthus retusus
Chinese Fringe Tree



Raphiolepis umbellata 'Minor'
Dwarf Yeddo Hawthorn



Trachelospermum jasminoides
Star Jasmine



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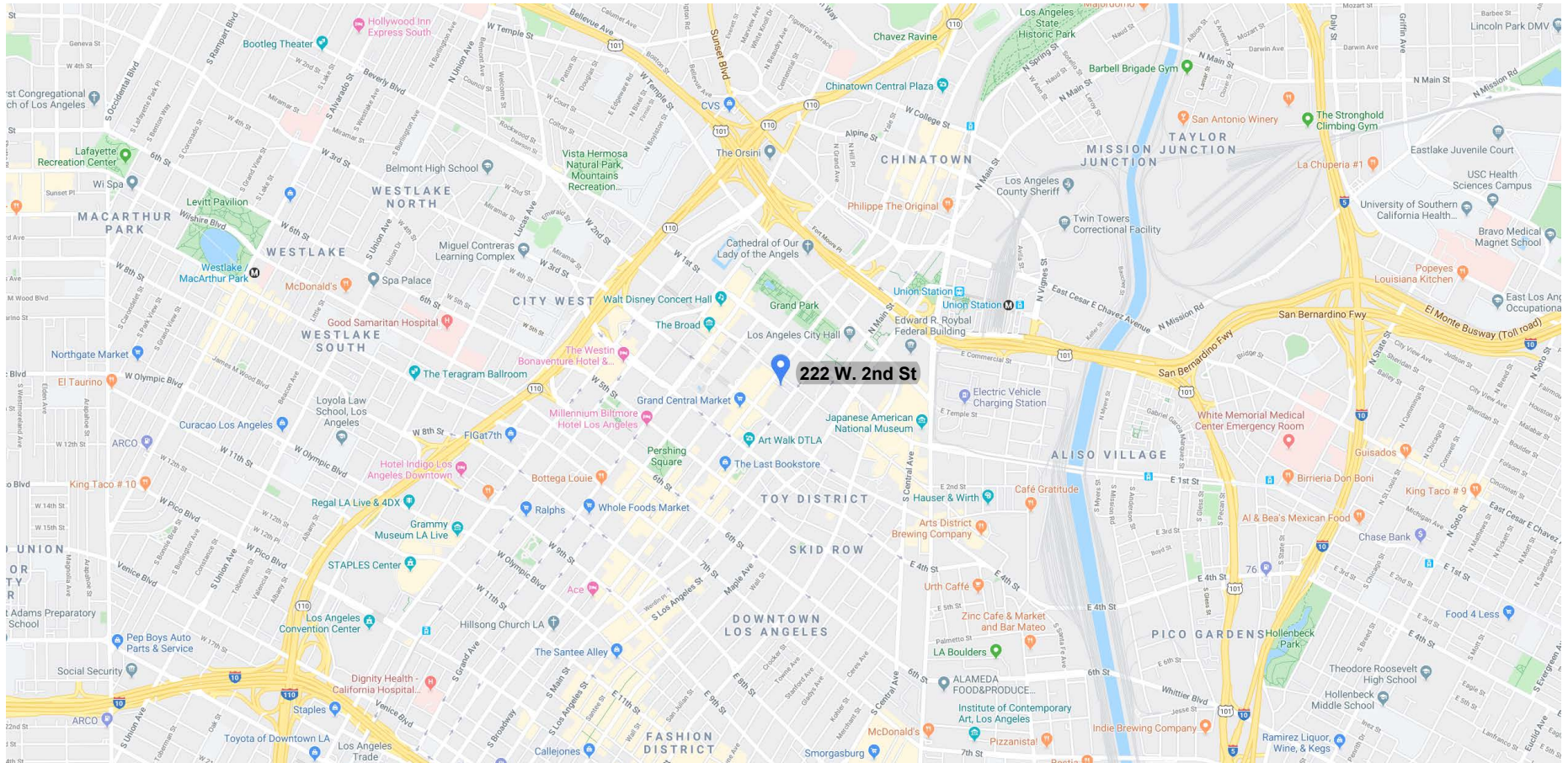


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Project Name: 222 West 2nd Project
Project Number: 5848.004
Date: 01/24/2020



Map data ©2020 Google 1000 ft



ZIMAS PUBLIC

General Plan Land Use



Address: 200 S BROADWAY
APN: 5149008BRK
PIN #: 130-5A213 31

Tract: ORD'S SURVEY
Block: 4
Lot: FR 10
Arb: 1

Zoning: [Q]C2-4D-CDO-SN
General Plan: Regional Center Commercial



IV. Mitigation Monitoring Program

1. Introduction

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the CEQA Guidelines requires a public agency to adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, including Public Resources Code Section 21081.6, and CEQA Guidelines Section 15097.

The evaluation of the Project’s impacts in this Environmental Impact Report (EIR) takes into consideration the Project design features and applies mitigation measures needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the Project design features and mitigation measures identified in the EIR for the Project.

The City of Los Angeles (City) is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. While certain agencies outside of the City may be listed herein as the monitoring/enforcement agencies for individual Project design features and mitigation measures, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

2. Organization

As shown on the following pages, each identified Project design feature and mitigation measure for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- Enforcement Agency—the agency with the power to enforce the Project design feature or mitigation measure.
- Monitoring Agency—the agency to which reports involving feasibility, compliance, implementation, and development are made.

- **Monitoring Phase**—the phase of the Project during which the Project design feature or mitigation measure shall be monitored.
- **Monitoring Frequency**—the frequency at which the Project design feature or mitigation measure shall be monitored.
- **Action Indicating Compliance**—the action by which the Enforcement Agency or Monitoring Agency indicates that compliance with the identified Project design feature or required mitigation measure has been implemented.

3. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project design feature and mitigation measure and shall be obligated to provide certification, as identified below, to the appropriate Monitoring and Enforcement Agencies that each Project design feature and mitigation measure has been implemented. The Applicant shall maintain records demonstrating compliance with each Project design feature and mitigation measure, as required. Such records shall be made available to the City upon request.

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

The Construction Monitor shall prepare documentation of the Applicant's compliance with the Project design features and mitigation measures during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Annual Compliance Report. The Construction Monitor shall be obligated to immediately notify the Applicant of any non-compliance with the Project design features and mitigation measures. If the Applicant does not correct any non-compliance within two days from the time of notification, the Construction Monitor shall be obligated to report such non-compliance to the Enforcement Agency. Any continued non-compliance shall be appropriately addressed by the Enforcement Agency.

4. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval.

The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the Project design features and mitigation measures contained in this MMP. The enforcing departments or agencies may determine substantial conformance with Project design features and mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a Project design feature or mitigation measure may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of any Project design feature or mitigation measure. Any addendum or subsequent CEQA clearance that may be required in connection with the modification or deletion shall explain why the Project design feature or mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the Project design feature or mitigation measure. Under this process, the modification or deletion of a Project design feature or mitigation measure shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the Project design feature(s) or mitigation measure(s) results in a substantial change to the Project or the non-environmental conditions of approval.

5. Mitigation Monitoring Program

A. Aesthetics, Views, Light/Glare, and Shading

(1) Project Design Features

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

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** During field inspection(s)
- **Action Indicating Compliance:** Field inspection sign-off

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

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

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

B. Air Quality

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

C. Biological Resources

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

Mitigation Measure IS-1: To the extent feasible, Project tree removal activities shall be scheduled outside the nesting season for migratory birds (typically from February 15 to August 31). However, to the extent that Project tree removal activities must occur during the nesting season, all suitable habitat shall be thoroughly surveyed by a qualified biologist for the presence of nesting birds prior to removal. If any active nests are detected, the area shall be flagged, along with a minimum 50-foot buffer (this buffer may range between 50 and 300 feet, as determined by the monitoring biologist), and shall be avoided until the nesting cycle has completed or the monitoring biologist determines that the nest has failed. The results of the survey(s) shall be reported to the City of Los Angeles (i.e., the lead agency) to document compliance with applicable state and federal laws pertaining to the protection of nesting birds.

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction, construction
- **Monitoring Frequency:** Plan check approval; issuance of grading permit; periodically during construction
- **Action Indicating Compliance:** Issuance of grading permit

D. Cultural Resources

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** To be determined by consultation with paleontologist if resource(s) are discovered

¹ According to the Society of Vertebrate Paleontology, a qualified paleontologist generally shall have the following qualifications or equivalent: a graduate degree in paleontology or geology and/or a publication record in peer reviewed journals; demonstrated competence in the field and regional experience; at least two full years professional experience; proficiency in recognizing fossils in the field and determining their significance; expertise in local geology, stratigraphy, and biostratigraphy; experience collecting vertebrate fossils in the field. Source: Society of Vertebrate Paleontology Impact Mitigation Guidelines Revision Committee, Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, 2010, http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx, accessed April 3, 2018.

- **Action Indicating Compliance:** If unanticipated discoveries are found, submittal of compliance report by a qualified paleontologist

E. Geology and Soils

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

Mitigation Measure IS-2:² All foundations to support the proposed structure shall bear in competent unweathered Fernando Formation bedrock. In particular, the high-rise portion of the structure shall be supported by a mat foundation system, bearing in competent Fernando Formation bedrock. The podium portion of the structure that will be underlain by the subterranean level shall be supported by conventional foundations, deepened to bear in competent Fernando Formation bedrock. In addition, the podium portion of the structure that will be built at-grade shall be supported by end-bearing belled caissons, deepened to bear in competent Fernando Formation bedrock; excepting therefrom any portions of the podium structure that connect to Metro's 2nd Street/Broadway rail station facilities structure.

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

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

² This mitigation measure is incorrectly identified as Mitigation Measure IS-1 on page B-17 of the Project's Initial Study, provided in Appendix A of the Draft EIR.

also shall comply with the conditions contained within the City Department of Building and Safety's Geology and Soils Report Approval Letter for the Project, as it may be subsequently amended or modified.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

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

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

Alternatively, shoring systems may be designed based on the findings of a site-specific, design-level geologic and geotechnical investigation(s) approved by the City, including but not limited to the use of proven methods generally accepted by registered engineers to reduce the risk of seismic hazards to a less than significant level, provided such recommendations meet or exceed applicable regulatory requirements, including, but not limited to the version of the California Building Code, as adopted and amended by the City, in effect at the

³ This mitigation measure is incorrectly identified as Mitigation Measure IS-2 on page B-20 of the Project's Initial Study, provided in Appendix A of the Draft EIR.

time of the City's approval of the geotechnical investigation(s); relevant state, County, and City laws, ordinances, and Code requirements; and current standards of practice designed to minimize potential geologic and geotechnical impacts. The Project also shall comply with the conditions contained within the City Department of Building and Safety's Geology and Soils Report Approval Letter for the Project, as it may be subsequently amended or modified.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

F. Greenhouse Gas Emissions

(1) Project Design Features

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

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

- Install occupancy-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling to avoid unnecessary energy consumption.
- Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.
- Incorporate energy-efficient design methods and technologies such as a centralized chiller plant with rooftop ventilation, high performance window glazing, passive design and façade shading devices, high efficiency domestic water heaters, and enhanced insulation to minimize solar heat gain.
- Built-in appliances, refrigerators, and space-conditioning equipment shall meet or exceed the minimum efficiency levels mandated in the California Code of Regulations. High-efficiency Energy Star-rated products and appliances shall be installed, as available.
- Fenestration shall be designed for solar orientation (i.e., window systems shall be designed to reduce thermal gain and loss), thus reducing cooling loads during warm weather and heating loads during cool weather.
- Use of water-efficient plantings with drought-tolerant species.
- Conduct a performance check of the installed space-conditioning system prior to issuance of a Certificate of Occupancy to ensure that energy-efficiency measures incorporated into the Project operate as designed.
- Complete post-construction commissioning of building energy systems prior to issuance of a Certificate of Occupancy.
- Allocate preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

GHG-PDF-2: Upon buildout of the Project, at least 20 percent of code-required parking spaces within the existing parking garage shall be capable of supporting electric vehicle supply equipment (EVSE). Five percent of

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

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

G. Hazards and Hazardous Materials

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

- HAZ-MM-1:** Preparation of a Soil Management Plan (SMP): Prior to the issuance of a grading permit, a qualified environmental professional as defined by 40 CFR 312.10 shall be retained to prepare a SMP to guide the development of the below-grade portions of the Project Site (excepting those portions of the Project Site that are owned by Metro and that

were excavated as part of the Regional Connector 2nd Street/ Broadway rail station and portal).⁴ The SMP shall document the historical conditions known about the Project Site and be prepared and executed in compliance with all applicable regulatory requirements. The SMP shall:

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

The qualified environmental professional shall use visual identification (such as discolored soils) and/or a screening (organic vapor) meter to identify any residual soil contamination. If potential residual soil contamination is observed based on the visual identification or the screening meter, excavation and grading within such area shall be temporarily halted and redirected around the area until the contamination is evaluated by the qualified environmental professional using appropriate sampling and analytical techniques. The nature and extent of contamination shall be determined and the appropriate handling, disposal, and/or treatment of the contaminated soil shall be

⁴ *To be considered a qualified environmental professional, a person must hold a current Professional Engineer's or Professional Geologist's license or registration from a state, tribe, or U.S. territory (or the Commonwealth of Puerto Rico) and have the equivalent of three years of full-time relevant experience; or be licensed or certified by the federal government, a state, tribe, or U.S. territory (or the Commonwealth of Puerto Rico) to perform environmental inquiries as defined in Section 312.21 and have the equivalent of three years of full-time relevant experience; or have a Baccalaureate or higher degree from an accredited institution of higher education in a discipline of engineering or science and the equivalent of five years of full-time relevant experience; or have the equivalent of ten years full-time experience.*

implemented in accordance with all applicable regulatory requirements.

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

- Protocols and procedures for properly handling contaminated soil that may be encountered and to protect human health and the environment during soil disturbing construction activities (excavation and/or grading);
- Procedures for segregation of visibly impacted soil/characterization/off-site disposal (if encountered), health and safety training, soil stockpile management (if conducted), import fill placement (if needed), and environmental site controls for stormwater and dust during the development activities;
- Action levels and air monitoring procedures for worker and community safety.
- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; California Department of Toxic Substances Control
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Fire Department
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Fire Department

- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action Indicating Compliance:** Field inspection sign-off; issuance of Division 5 Permit and submittal of tank removal report to LAFD, if required; notice of No Further Action, if remediation is required

H. Hydrology, Surface Water Quality, and Groundwater

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

I. Land Use

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

J. Noise

(1) Project Design Features

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** During field inspection(s)
- **Action Indicating Compliance:** Field inspection sign-off

NOI-PDF-2: All outdoor mounted, noise-generating mechanical equipment would be screened from off-site noise-sensitive receptors.⁵

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

NOI-PDF-3: Loading and trash collection areas would be screened from off-site noise-sensitive receptors.⁶

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

NOI-PDF-4: Outdoor amplified sound systems (e.g., speaker and stereo systems, amplification systems, or other sound-producing devices) would be designed so as not to exceed maximum noise levels of: (i) 75 dBA (L_{eq-1hr}) at a distance of 25 feet from the amplified sound systems at the ground level paseo; (ii) 85 dBA (L_{eq-1hr}) at a distance of 25 feet for the Level 2, 11, and 39 amenity/roof decks; and (iii) 95 dBA (L_{eq-1hr}) at a distance of 25 feet for any amplified sound system at the Level 56 roof deck.

⁵ In accordance with the L.A. CEQA Thresholds Guide, noise-sensitive uses include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds and parks.

⁶ In accordance with the L.A. CEQA Thresholds Guide, noise-sensitive uses include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds and parks.

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-operation; operation
- **Monitoring Frequency:** Once at Project plan check; once at field inspection during operation; annually during operation
- **Action Indicating Compliance:** Plan check approval and issuance of building permit; field inspection sign-off; documentation of noise management activities in annual compliance report

NOI-PDF-5: Where power poles are available, electricity from power poles and/or solar-powered generators rather than temporary diesel or gasoline generators shall be used during construction. In particular, solar-powered generators shall be used for the construction trailer(s) on-site.⁷

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

(2) Mitigation Measures

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety

⁷ However, for purposes of a conservative analysis, the noise modeling performed for the Project assumes the use of diesel and gas-powered generators during construction.

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

K. Population, Housing, and Employment

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

L.1. Public Services—Police Protection

(1) Project Design Features

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

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Construction
- **Monitoring Frequency:** Once during field inspection
- **Action Indicating Compliance:** Field inspection sign-off

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

- **Enforcement Agency:** City of Los Angeles Police Department, City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of City Planning
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action Indicating Compliance:** Documentation of private on-site security in annual compliance report.

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

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

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

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

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

- **Enforcement Agency:** City of Los Angeles Police Department, City of Los Angeles Department of City Planning

- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

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

- **Enforcement Agency:** City of Los Angeles Police Department; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-construction
- **Monitoring Frequency:** Once at Project plan check
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit

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

- **Enforcement Agency:** Los Angeles Police Department; City of Los Angeles Department of City Planning
- **Monitoring Agency:** City of Los Angeles Department of City Planning
- **Monitoring Phase:** Pre-operation
- **Monitoring Frequency:** Once prior to the issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

L.2. Public Services—Fire Protection

(1) Project Design Features

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Fire Department
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Fire Department
- **Monitoring Phase:** Pre-operation
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

L.3. Public Services—Schools

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

L.4. Public Services—Parks and Recreation

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

L.5. Public Services—Libraries

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

M. Transportation/Traffic

(1) Project Design Features

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

- Provide advanced notification to adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction. Provide a posted sign on the Project Site with hotline information for adjacent property owners to call and address specific issues or activities that may potentially cause problems at on- and off-site locations;
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring properties;
- Coordinate with public transit agencies to provide advanced notifications of any temporary transit stop relocations and durations and follow all safety required procedures required by the concerned agency;
- Limit any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible;
- Provide traffic control for any potential roadway lane closure, detour, or other disruption to traffic circulation;

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

- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of grading permit; field inspection sign-off

TR-PDF-2: The Project Applicant shall prepare and implement a Transportation Demand Management (TDM) Program to reduce peak-hour vehicular traffic to and from the Project Site. A formal Preliminary TDM Plan shall be developed in conjunction with LADOT and shall be required prior to issuance of a building permit for the Project. This preliminary plan shall include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. A Final TDM Plan shall be required prior to issuance of any Certificate of Occupancy. A Covenant and Agreement shall be enacted to ensure the TDM plan is maintained. The TDM plan may include, but shall not be limited to, the following measures:

- **On-Site Employee Transportation Coordinator**—An on-site Employee Transportation Coordinator (ETC) may be designated for the Project. The ETC would manage all aspects of an enhanced TDM program and also would participate in City-sponsored workshops and information roundtables. The ETC would establish a Transportation Information Center and Transportation Fairs. The Transportation Information Center would provide on-site information at its buildings for employees and visitors about local public transit services (including bus lines, rail lines and connections, rideshare programs and shuttles), and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers). Walking and biking maps also would be provided for employees, visitors and residents, which would include but not be limited to information about convenient local services and restaurants within walking distance of the Project. Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the ETC located at the Project Site. Transportation information should be maintained at the administrative offices of the building, or by directing inquiries to the building's web site as a portal;
- **TDM Website Information**—Transportation information should be provided in a highly visible and accessible location on the building's web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees, visitors, and residents of available alternative transportation modes to access the Project Site, other amenities in the area, and travel opportunities in the area. The website also should highlight the environmental benefits of utilization of alternative transportation modes;
- **TDM Promotional Material**—Provide and exhibit in public places information materials on options for alternative transportation

modes and opportunities. In addition, transit fare media and day/month passes should be made available to employees and visitors during typical business hours;

- **Transit Welcome Package**—All new employees could be provided with a Transit Welcome Package (TWP) in addition to holding a Transportation Fair on an annual basis. The TWP at a minimum could include information regarding each employer's arrangements for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the Project;
- **Carpool Program for Employees**—Provide preferential parking within the on-site parking garage for employees who commute to work in registered carpools. An employee who drives to work with at least one other employee to the site may register as a carpool entitled to preferential parking within the meaning of this provision;
- **Guaranteed Ride Home Program for Employees**—Provide employees who carpool/rideshare with a reimbursed ride home in the event of a valid emergency.
- **Public Transit Stop Enhancements**—Work in cooperation with LADOT and other transit agencies to improve existing bus stops with enhanced shelters and transit information within the immediate vicinity of the building. Enhancements could include enhanced weather/sun protection, lighting, benches, and trash receptacles. These improvements would be intended to make riding the bus a safer and more attractive alternative. In addition, coordination with the City's Bureau of Engineering is recommended in regards to the corresponding streetscape elements/design in association with the Broadway Streetscape Master Plan project and the Downtown Los Angeles Historic Streetcar project;
- **Convenient Parking/Amenities for Bicycle Riders**—Consistent with LAMC requirements, provide locations at the Project Site for convenient bicycle parking for employees, residents, and visitors. Bicycle parking shall be located outside and adjacent to the building as well as within the on-site parking structure such that long-term and short-term parkers can be accommodated. Bicycle parking may include bicycle racks, locked cages, or another similar parking area. Provide shower facilities for employees who commute to work via bicycle. In addition, Metro may provide additional bicycle parking within the Metro plaza;
- **Local Hiring Program**—To the extent feasible, when hiring conduct outreach to residents who live within Downtown Los Angeles based on satisfaction of other requirements of the available positions;

- Flexible/Alternative Work Schedules—Encourage tenants in the building to offer flexible or alternative work schedules, as well as the opportunity to telecommute if feasible; and
- Parking Cash-Out Program—Require in all leases it executes as landlord for space within the Project that tenants offer a parking cash-out program. Parking cash-out program refers to an employer-funded program under which an employer offers in-lieu of any parking subsidy, a transit subsidy or cash allowance (for use of alternative modes such as walking and bicycling) of equal or greater value.
- City of Los Angeles Bicycle Trust Fund Contribution—The Project Applicant shall make a one-time fixed-fee contribution of \$50,000 to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the general Downtown Los Angeles area of the Project.
- LADOT Mobility Hub Program—The Project Applicant shall make a one-time fixed-fee contribution to LADOT to be used in the implementation of the Mobility Hub in the general area of the Project.
- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-operation
- **Monitoring Frequency:** Once prior to issuance of Certificate of Occupancy; annually during operation
- **Action Indicating Compliance:** Approval of TDM program from City of Los Angeles Department of Transportation; issuance of Certificate of Occupancy; documentation of TDM program in annual compliance report

(2) Mitigation Measures

- TR-MM-1:** To enhance the traffic signal system in the Project study area and in response to the forecast significant Project impacts, the Project Applicant shall contribute a fixed-fee financial contribution toward funding traffic signal upgrades for the following study intersections along the Figueroa Street and Alameda Street corridors:
- Intersection No. 8: Figueroa Street & 2nd Street
 - Intersection No. 9: Figueroa Street & 3rd Street/SR-110 Ramps

- Intersection No. 31: Alameda Street & Arcadia Street/US-101 NB Off-Ramp.

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

- **Enforcement Agency:** City of Los Angeles Department of Transportation
- **Monitoring Agency:** City of Los Angeles Department of Transportation
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once prior to issuance of Certificate of Occupancy
- **Action Indicating Compliance:** Written guarantee of payment and subsequent issuance of building permit; written verification of payment of fees to the City of Los Angeles Department of Transportation and subsequent issuance of Certificate of Occupancy

N. Tribal Cultural Resources

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

O.1. Utilities and Service Systems—Water Supply and Infrastructure

(1) Project Design Features

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

- High-efficiency toilets with a flush volume of 1.1 gallons of water per flush or less, including dual-flush water closets.
- No-flush or waterless urinals in all non-residential restrooms.
- Non-residential restroom faucets with a maximum flow rate of 0.35 gallon per minute and a self-closing design.
- Non-residential sensor-operated kitchen faucets (except restaurant kitchens) with a maximum flow rate of 0.5 gallon per minute.
- Residential bathroom and kitchen faucets with a maximum flow rate of 1.0 gallon per minute.
- Residential showerheads with a flow rate no greater than 1.5 gallons per minute.
- High-efficiency, Energy Star–rated residential clothes washers with a water factor of 4.0 or less for top-loading machines and/or a water factor of 3.6 or less for front-loading machines.
- High-efficiency standard and/or compact Energy Star–rated residential dishwashers that use 3.0 gallons of water or less per cycle.
- Leak detection system for any domestic water systems, swimming pool, Jacuzzi, or other comparable spa equipment installed on-site.
- Drip/microspray/subsurface irrigation where appropriate.
- Matched precipitation (flow) rates for sprinkler heads.
- Proper hydro-zoning and turf minimization.
- Landscape contouring to minimize precipitation runoff.
- Minimum irrigation system distribution uniformity of 75 percent.
- Landscape contouring/bioswales, rain gardens, cisterns, and tree pits to minimize precipitation runoff.
- Native and/or drought-tolerant plant materials—approximately 72 percent of total landscaping.
- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection

- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

O.2. Utilities and Service Systems—Wastewater

(1) Project Design Features

No Project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

O.3. Utilities and Service Systems—Solid Waste

(1) Project Design Features

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

- **Enforcement Agency:** City of Los Angeles Department of City Planning; City of Los Angeles Department of Public Works, Bureau of Sanitation
- **Monitoring Agency:** City of Los Angeles Department of Public Works, Bureau of Sanitation
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety

- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; construction
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; field inspection sign-off

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

- **Enforcement Agency:** City of Los Angeles Department of Public Works, Bureau of Sanitation
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Public Works, Bureau of Sanitation
- **Monitoring Phase:** Operation
- **Monitoring Frequency:** Annually
- **Action Indicating Compliance:** Documentation in annual compliance report.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

P. Energy Conservation and Infrastructure

(1) Project Design Features

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

- **Enforcement Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Agency:** City of Los Angeles Department of Building and Safety
- **Monitoring Phase:** Pre-construction; pre-operation
- **Monitoring Frequency:** Once at Project plan check; once during field inspection
- **Action Indicating Compliance:** Plan check approval and issuance of applicable building permit; issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

EXHIBIT D
CPC-2016-3808
ALTERNATIVE 4A LADOT
APPROVAL LETTER

222 W. 2nd St
DOT Case No. CEN 19-49006

Date: November 13, 2019

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **SUPPLEMENTAL TRAFFIC ASSESSMENT FOR THE PROPOSED
MIXED-USE DEVELOPMENT LOCATED AT 222 WEST 2nd STREET
[REVISED]**

On December 27, 2018, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning on the mixed-use project located on the southeast corner of 2nd Street and Broadway. However, since the report was released, the project description has been modified. The proposed project is now Alternative 4A as described in the Draft Environmental Impact Report (EIR), released March 2019. The transportation impact analysis of the project and all of the alternatives in the EIR was prepared by Linscott Law and Greenspan. This revision does not change the findings or recommendations of DOT's December 27, 2018 letter.

The original project consisted of 534,044 square feet of general office, 107 residential units, and 7,200 square feet of retail. The revised project, Alternative 4A, would construct 680 apartment units and 10,000 square-feet of retail uses. The original project was estimated to generate 4,006 net new daily trips with 560 net new trips in the a.m. peak hour and 541 trips net new trips in p.m. peak hour. The latest revised project proposal is expected to generate a decrease in trips with 3,478 new daily trips with 253 new trips in the a.m. peak hour and 321 new trips in the p.m. peak hour. The trip generation table for Alternative 4A can be found in **Attachment 1**. The previous traffic analysis determined that four of the 31 analyzed intersections would be significantly impacted by project related traffic prior to mitigation. The analysis for Alternative 4A indicated that one of the 31 study intersections would be significantly impacted prior to mitigation and is summarized in **Attachment 2**. DOT concurs with the findings of the supplemental analysis.

All of the project requirements that are identified in DOT's December 27, 2018 letter (attached for reference as **Attachment 3**) shall remain in effect.

If you have any questions, please contact me at (213) 972-8482.

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c: Craig Bullock, Council District No. 14
Edward Yu, Central District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Matthew Masuda, Central District, BOE
Alfred Ying, Linscott, Law & Greenspan

Attachment 1

Table 7
PROJECT TRIP GENERATION [1]
ALTERNATIVE 4: ALL RESIDENTIAL

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<u>Project Alternative 4</u>								
Apartment [3]	680 DU	4,522	69	278	347	274	148	422
- Less Transit/HOV Adjustment (25%) [4]		(1,130)	(17)	(70)	(87)	(69)	(37)	(106)
- Less Walk/Bike Adjustment (5%) [5]		<u>(170)</u>	<u>(3)</u>	<u>(10)</u>	<u>(13)</u>	<u>(10)</u>	<u>(6)</u>	<u>(16)</u>
Subtotal		3,222	49	198	247	195	105	300
Retail [6]	10,000 GLSF	428	6	4	10	18	19	37
- Less Internal Capture (20%) [7]		(86)	(1)	(1)	(2)	(4)	(4)	(8)
- Less Transit/HOV Adjustment (25%) [4]		<u>(86)</u>	<u>(1)</u>	<u>(1)</u>	<u>(2)</u>	<u>(4)</u>	<u>(4)</u>	<u>(8)</u>
Subtotal		256	4	2	6	10	11	21
NET INCREASE		3,478	53	200	253	205	116	321

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Apartment) trip generation average rates.

- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[4] Per LADOT policy, a transit trip adjustment of 25% is assumed because the project site is located directly above the new Metro Regional Connector's 2nd Street/Broadway station.

[5] A 5% walk/bike adjustment factor was assumed, consistent with other similar projects approved in downtown Los Angeles.

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[7] A 20% internal capture trip reduction factor was applied to the retail component of the project to reflect the internal trip making between the proposed land uses. The trip reduction factor was derived based on data provided in Chapter 6 of the "Trip Generation Handbook", Third Edition, August 2014, ITE.

Attachment 2

Table 8
SUMMARY OF VOLUME-TO-CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Alternative 4A: All Residential

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH ALT. 4A		CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2026 FUTURE W/O ALT. 4A	LOS	YEAR 2026 FUTURE WITH ALT. 4A		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2026 W/ ALT. 4A MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	Belmont Avenue-Loma Drive/ Beverly Boulevard	AM PM	0.425 0.407	A A	0.427 0.408	A A	0.002 0.001	No No	0.522 0.480	A A	0.525 0.482	A A	0.003 0.002	No No	0.525 0.482	A A	0.003 0.002	--- ---
2	Glendale Boulevard/ Court Street-Laveta Terrace	AM PM	0.469 0.368	A A	0.470 0.369	A A	0.001 0.001	No No	0.589 0.513	A A	0.590 0.514	A A	0.001 0.001	No No	0.590 0.514	A A	0.001 0.001	--- ---
3	Glendale Boulevard-Lucas Avenue/ Beverly Boulevard-1st St-2nd St	AM PM	0.694 0.558	B A	0.697 0.561	B A	0.003 0.003	No No	0.889 0.727	D C	0.893 0.733	D C	0.004 0.006	No No	0.893 0.733	D C	0.004 0.006	--- ---
4	Beaudry Avenue/ 1st Street	AM PM	0.499 0.767	A C	0.499 0.767	A C	0.000 0.000	No No	0.568 1.018	A F	0.569 1.019	A F	0.001 0.001	No No	0.569 1.019	A F	0.001 0.001	--- ---
5	Beaudry Avenue/ 2nd Street	AM PM	0.640 0.896	B D	0.641 0.900	B D	0.001 0.004	No No	0.796 1.112	C F	0.797 1.116	C F	0.001 0.004	No No	0.797 1.116	C F	0.001 0.004	--- ---
6	Beaudry Avenue/ SR-110 SB Off-Ramp	AM PM	0.468 0.510	A A	0.468 0.510	A A	0.000 0.000	No No	0.570 0.647	A B	0.570 0.647	A B	0.000 0.000	No No	0.570 0.647	A B	0.000 0.000	--- ---
7	Beaudry Avenue/ 3rd Street-Miramar Street	AM PM	0.761 0.519	C A	0.761 0.519	C A	0.000 0.000	No No	0.873 0.772	D C	0.873 0.772	D C	0.000 0.000	No No	0.873 0.772	D C	0.000 0.000	--- ---
8	Figueroa Street/ 2nd Street	AM PM	0.747 1.059	C F	0.750 1.063	C F	0.003 0.004	No No	1.099 1.419	F F	1.101 1.431	F F	0.002 0.012	No Yes	1.091 1.421	F F	-0.008 0.002	--- Yes
9	Figueroa Street/ 3rd Street-SR-110 Ramps	AM PM	0.789 1.131	C F	0.789 1.135	C F	0.000 0.004	No No	0.902 1.461	E F	0.907 1.466	E F	0.005 0.005	No No	0.907 1.466	E F	0.005 0.005	--- ---
10	Figueroa Street/ SR-110 NB and SB On-Ramps- 5th Street	AM PM	0.563 0.835	A D	0.565 0.837	A D	0.002 0.002	No No	0.805 1.146	D F	0.808 1.148	D F	0.003 0.002	No No	0.808 1.148	D F	0.003 0.002	--- ---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 8 (Continued)
SUMMARY OF VOLUME-TO-CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Alternative 4A: All Residential

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH ALT. 4A		CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2026 FUTURE W/O ALT. 4A	LOS	YEAR 2026 FUTURE WITH ALT. 4A		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2026 W/ ALT. 4A MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Figueroa Street/ SR-110 NB and SB Off-Ramps- 6th Street	AM PM	0.672 0.614	B B	0.673 0.617	B B	0.001 0.003	No No	0.898 0.911	D E	0.899 0.914	D E	0.001 0.003	No No	0.899 0.914	D E	0.001 0.003	--- ---
12	Hill Street/ 2nd Street	AM PM	0.601 0.579	B A	0.609 0.597	B A	0.008 0.018	No No	0.757 0.815	C D	0.765 0.834	C D	0.008 0.019	No No	0.765 0.834	C D	0.008 0.019	--- ---
13	Broadway/ US-101 SB Off-Ramp-Aliso Street	AM PM	0.323 0.378	A A	0.325 0.385	A A	0.002 0.007	No No	0.457 0.552	A A	0.458 0.559	A A	0.001 0.007	No No	0.458 0.559	A A	0.001 0.007	--- ---
14	Broadway/ Temple Street	AM PM	0.550 0.565	A A	0.555 0.576	A A	0.005 0.011	No No	0.706 0.769	C C	0.711 0.780	C C	0.005 0.011	No No	0.711 0.780	C C	0.005 0.011	--- ---
15	Broadway/ 1st Street	AM PM	0.551 0.586	A A	0.556 0.598	A A	0.005 0.012	No No	0.674 0.751	B C	0.680 0.764	B C	0.006 0.013	No No	0.680 0.764	B C	0.006 0.013	--- ---
16	Broadway/ 2nd Street	AM PM	0.396 0.406	A A	0.403 0.428	A A	0.007 0.022	No No	0.611 0.615	B B	0.615 0.637	B B	0.004 0.022	No No	0.615 0.637	B B	0.004 0.022	--- ---
17	Broadway/ 3rd Street	AM PM	0.652 0.554	B A	0.666 0.583	B A	0.014 0.029	No No	0.708 0.746	C C	0.727 0.779	C C	0.019 0.033	No No	0.727 0.779	C C	0.019 0.033	--- ---
18	Broadway/ 4th Street	AM PM	0.305 0.442	A A	0.321 0.459	A A	0.016 0.017	No No	0.535 0.700	A B	0.550 0.719	A C	0.015 0.019	No No	0.550 0.719	A C	0.015 0.019	--- ---
19	Spring Street/ US-101 NB Off-Ramp	AM PM	0.387 0.251	A A	0.390 0.265	A A	0.003 0.014	No No	0.534 0.442	A A	0.537 0.456	A A	0.003 0.014	No No	0.537 0.456	A A	0.003 0.014	--- ---
20	Spring Street/ Aliso Street	AM PM	0.353 0.146	A A	0.356 0.159	A A	0.003 0.013	No No	0.500 0.267	A A	0.502 0.281	A A	0.002 0.014	No No	0.502 0.281	A A	0.002 0.014	--- ---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 8 (Continued)
SUMMARY OF VOLUME-TO-CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Alternative 4A: All Residential

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH ALT. 4A		CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2026 FUTURE W/O ALT. 4A	LOS	YEAR 2026 FUTURE WITH ALT. 4A		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2026 W/ ALT. 4A MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	Spring Street/ Temple Street	AM PM	0.610 0.381	B A	0.612 0.391	B A	0.002 0.010	No No	0.751 0.527	C A	0.753 0.536	C A	0.002 0.009	No No	0.753 0.536	C A	0.002 0.009	--- ---
22	Spring Street/ 1st Street	AM PM	0.413 0.315	A A	0.416 0.325	A A	0.003 0.010	No No	0.524 0.447	A A	0.527 0.458	A A	0.003 0.011	No No	0.527 0.458	A A	0.003 0.011	--- ---
23	Spring Street/ 2nd Street	AM PM	0.466 0.376	A A	0.474 0.397	A A	0.008 0.021	No No	0.639 0.607	B B	0.647 0.629	B B	0.008 0.022	No No	0.647 0.629	B B	0.008 0.022	--- ---
24	Spring Street/ 3rd Street	AM PM	0.565 0.462	A A	0.571 0.479	A A	0.006 0.017	No No	0.781 0.677	C B	0.787 0.682	C B	0.006 0.005	No No	0.787 0.682	C B	0.006 0.005	--- ---
25	Spring Street/ 4th Street	AM PM	0.370 0.459	A A	0.376 0.462	A A	0.006 0.003	No No	0.598 0.745	A C	0.604 0.749	B C	0.006 0.004	No No	0.604 0.749	B C	0.006 0.004	--- ---
26	Main Street/ 1st Street	AM PM	0.334 0.545	A A	0.334 0.545	A A	0.000 0.000	No No	0.436 0.670	A B	0.436 0.670	A B	0.000 0.000	No No	0.436 0.670	A B	0.000 0.000	--- ---
27	Main Street/ 2nd Street	AM PM	0.301 0.581	A A	0.304 0.589	A A	0.003 0.008	No No	0.505 0.811	A D	0.508 0.819	A D	0.003 0.008	No No	0.508 0.819	A D	0.003 0.008	--- ---
28	Main Street/ 3rd Street	AM PM	0.626 0.789	B C	0.626 0.792	B C	0.000 0.003	No No	0.837 1.063	D F	0.838 1.065	D F	0.001 0.002	No No	0.838 1.065	D F	0.001 0.002	--- ---
29	Main Street/ 4th Street	AM PM	0.230 0.743	A C	0.233 0.745	A C	0.003 0.002	No No	0.416 1.001	A F	0.417 1.003	A F	0.001 0.002	No No	0.417 1.003	A F	0.001 0.002	--- ---
30	Los Angeles Street/ Aliso Street - US-101 SB On-Ramp	AM PM	0.209 0.614	A B	0.215 0.617	A B	0.006 0.003	No No	0.292 0.819	A D	0.297 0.823	A D	0.005 0.004	No No	0.297 0.823	A D	0.005 0.004	--- ---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
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Table 8 (Continued)
SUMMARY OF VOLUME-TO-CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Alternative 4A: All Residential

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2017 EXISTING		YEAR 2017 EXISTING WITH ALT. 4A		CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2026 FUTURE W/O ALT. 4A		YEAR 2026 FUTURE WITH ALT. 4A		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2026 W/ ALT. 4A MITIGATION		CHANGE V/C [(5)-(3)]	MITIGATED
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS			V/C	LOS		
31	Alameda Street/ Arcadia Street - US-101 NB Off-Ramp	AM PM	0.530 0.630	A B	0.531 0.634	A B	0.001 0.004	No No	0.936 0.949	E E	0.937 0.953	E E	0.001 0.004	No No	0.937 0.953	E E	0.001 0.004	--- ---
32	US-101 SB Ramps-Garey Street/ Commercial Street	AM PM	0.299 0.467	A A	0.305 0.471	A A	0.006 0.004	No No	0.533 0.767	A C	0.539 0.770	A C	0.006 0.003	No No	0.539 0.770	A C	0.006 0.003	--- ---

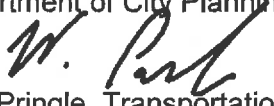
[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

222 W. 2nd St
DOT Case No. CEN 16-44536

Date: December 27, 2018

To: Heather Bleemers, Senior City Planner
Department of City Planning


From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE DEVELOPMENT LOCATED AT 222 WEST 2ND STREET (ENV-2016-3809-EIR/CPC-2006-3808-VZC-CDO-SPR/VT-74320)**

The Department of Transportation (DOT) has reviewed the transportation impact analysis dated December 20, 2018, prepared by Linscott, Law & Greenspan, Engineers, for the proposed mixed-use development located at 222 West 2nd Street. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The transportation impact analysis included the detailed analysis of 31 signalized intersections and one unsignalized intersection. Based on DOT's current traffic impact criteria¹, four of these signalized intersections would be significantly impacted by project-related traffic prior to mitigation. The results of the transportation impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community and is summarized in **Attachment 1**. The transportation analysis identifies the transportation mitigation measures designed to reduce the project's potential traffic impacts to a less than significant level although the impacts at two intersections remain significant and unavoidable.

DISCUSSION AND FINDINGS

A. Project Description

The proposed Project will be a 30-story mixed-use development consisting of 534,044 square feet of general office, 107 residential units, and 7,200 square feet of retail. The Project Site is currently divided into two portions: the northern portion is used as a staging area for construction of the Metro Regional Connector 2nd Street/Broadway station and portal, and the southern portion contains a five-story 1,460 vehicular space parking structure for Los Angeles Times Square tenants, businesses, commuters, and residents in the area. The new building would be constructed on the northern portion

¹ Per the DOT Transportation Impact Study Guidelines, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

above the Metro Regional Connector 2nd Street/Broadway rail station and the portal would be located at the northwest corner of the project site. The existing five-level parking structure located on the southern portion of the project site would remain and be reconfigured to provide 1,436 vehicular spaces and 218 long-term bicycle parking spaces. An additional 68 short-term bicycle parking spaces would be provided outside and on the project site. The existing three parking structure driveways will be retained: one full-access driveway on Broadway and two driveways restricted to right-turn in and right-turn out only movements on Spring Street. A new driveway on Spring Street on the northern portion of the project will provide access to loading and service activities. The project is expected to be completed by 2025.

B. Trip Generation

The project is estimated to generate 4,006 daily trips, a net increase of 560 trips in the a.m. peak hour, and a net increase of 541 trips in the p.m. peak. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip generation table can be found in **Attachment 2**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in December 2015, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. According to this analysis, the project would exceed the freeway mainline and off-ramp screening criteria at four locations; therefore, the traffic study included a freeway segment analysis, freeway intersection (ramp) analysis, and a freeway off-ramp queueing analysis pursuant to the Caltrans Guide for the Preparation of Traffic Impact Studies. The Caltrans analysis can be found in Appendix D of the report.

D. Traffic Impacts

The study determined that the project would result in significant traffic impacts (pre-mitigation) at the following intersections:

1. Beaudry Avenue and 2nd Street (P.M. Peak Hour)
2. Figueroa Street and 2nd Street (A.M. Peak Hour)
3. Figueroa Street and 3rd Street-SR 110 Freeway Ramps (P.M. Peak Hour)
4. Alameda Street and Arcadia Street-US 101 NB Off Ramp (A.M. Peak Hour)

In consideration of the City's goals to reduce greenhouse gas emissions, the transportation study proposed a transportation demand management and mitigation program designed to reduce project-related trips and promote other travel modes. The transportation demand management and mitigation program (described below) would

partially but not fully mitigate the project's significant traffic impacts during the peak commute hours at the above intersections (see **Attachment 1**). Physical traffic mitigation improvement options at these impacted intersections were evaluated in an attempt to fully mitigate the impacts; however, no feasible physical traffic mitigations were identified due to the constraints of the existing physical conditions and recent adoption of Vision Zero, Mobility Plan 2035 and Complete Streets Design Guide. Due to these new standards and geometric design constraints, there were no feasible and effective physical improvements proposed that would fully mitigate the project-related traffic impact to a level below significance at the following intersections:

1. Beaudry Avenue and 2nd Street (P.M. Peak Hour)
2. Figueroa Street and 2nd Street (A.M. Peak Hour)

PROJECT REQUIREMENTS

A. Traffic Demand Management and Mitigation Program

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project includes the development of a trip reduction program and solutions that promote other modes of travel. The traffic demand management and mitigation program includes the following improvements:

1. **Transportation Demand Management (TDM)**

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and 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:

- An on-site Transportation Information Center;
- Preferential rideshare loading/unloading or parking location;
- Convenient parking and facilities for bicycle riders;
- Guaranteed ride home programs for employees;
- Allowance for flexible and alternative work schedules;
- Administrative support for the formation of carpools/vanpools;
- Promotion of transit, walk, or bike to work events;
- Project design elements to ensure a bicycle, transit, and pedestrian friendly environment;
- Parking cash-out programs for Project and uses as appropriate;
- A Covenant and Agreement to ensure that the TDM program will be maintained;

- Make a one-time financial contribution of **\$100,000** to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project;
- Make a one-time fixed-fee financial contribution of **\$50,000** to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the general Downtown Los Angeles area of the Project.

2. **Transportation Systems Management (TSM) Improvements**

The project would contribute up to **\$105,000** toward TSM improvements within the Central District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area. LADOT's ATSAC Section has identified the need to install new CCTV cameras at two intersections: Figueroa Street and 3rd Street; and Alameda Street and Arcadia Street. The new camera installations will also include the necessary mounting poles, fiber optics, electrical connections, hardware, and conduit installations. These cables would provide the network capacity for additional (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in Downtown Los Angeles. Collectively, these TSM improvements provide a system wide benefit by reducing delays experienced by motorists at study intersections.

Should the project be approved, then a final determination on how to implement these CCTV installations will be made by DOT prior to the issuance of the first building permit. These installations will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **\$105,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **\$105,000** to DOT, and DOT shall design and construct the upgrades.

If the installations are implemented by the applicant through the B-Permit process, then these improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT.

B. Implementation of Improvements and Mitigation Measures

For all of the proposed intersection improvements, the final determination on the feasibility of street widening shall be made by BOE. The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvements described above. All proposed street improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones

and shelters, and to modifying or upgrading traffic signal equipment and that are necessary to implement the proposed mitigations shall be incurred by the applicant.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

C. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Broadway** has been designated as Modified Avenue II, which would require a 28-foot half-width roadway within a 40-foot half-width right-of-way. **Spring Street** has been designated as Modified Avenue II, which would require a 26-foot half-width roadway within a 40-foot half-width right-of-way. **West 2nd Street** has been designated as a Modified Avenue III, which would require a 22-foot half-width roadway within a 37-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

D. 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 all construction related traffic be restricted to off-peak hours, to the extent feasible.

E. Parking Requirements

The Project will provide the code-required 601 vehicular parking spaces, plus 27 residential guest parking spaces. The existing five-level parking structure located on the southern portion of the project site will remain and be reconfigured to provide 1,436 vehicular spaces. The applicant should also check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

F. Driveway Access and Circulation

The proposed site plan illustrated in **Attachment 3** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report

would require separate review and approval and should be coordinated as well. In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans.

G. 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 transportation impact analysis review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Johnathan Yu of my staff at (213) 972-4993.

Attachments

J:\Letters\2018\CEN16-44536_222 2nd St Mixed-Use ltr r3.docx

c: Shawn Kuk, Council District No. 14
Mehrdad Moshksar, Central, DOT
Taimour Tanavoli, Case Management Office, DOT
Carl Mills, Central District, BOE
Alfred Ying, Linscott, Law & Greenspan, Engineers.

Table 9-1
SUMMARY OF VOLUME-TO-CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1]		YEAR 2017 EXISTING WITH PROJECT		[2]		CHANGE V/C [2-(1)]		SIGNIF. IMPACT [a]		[3]		YEAR 2025 FUTURE WITH PROJECT		CHANGE V/C [(4)-(3)]		SIGNIF. IMPACT [a]		YEAR 2025 W/ PROJECT MITIGATION		CHANGE V/C [(5)-(3)]		MITIGATED			
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	Belmont Avenue-Loma Drive/ Beverly Boulevard	AM PM	0.425 0.407	A A	0.426 0.412	A A	0.001 0.005	A A	0.001 0.005	No No	No No	0.516 0.475	A A	0.517 0.481	A A	0.001 0.006	No No	No No	0.517 0.481	A A	0.001 0.006	---	---	---	---			
2	Glendale Boulevard/ Court Street-Laveta Terrace	AM PM	0.469 0.368	A A	0.475 0.372	A A	0.006 0.004	A A	0.006 0.004	No No	No No	0.583 0.507	A A	0.588 0.512	A A	0.005 0.005	No No	No No	0.588 0.512	A A	0.005 0.005	---	---	---	---			
3	Glendale Boulevard-Lucas Avenue/ Beverly Boulevard-1st St-2nd St	AM PM	0.694 0.558	B A	0.699 0.564	B A	0.005 0.006	B A	0.005 0.006	No No	No No	0.881 0.720	D C	0.885 0.729	D C	0.004 0.009	No No	No No	0.885 0.729	D C	0.004 0.009	---	---	---	---			
4	Beaudry Avenue/ 1st Street	AM PM	0.499 0.767	A C	0.501 0.769	A C	0.002 0.002	A C	0.002 0.002	No No	No No	0.562 1.009	A F	0.565 1.011	A F	0.003 0.002	No No	No No	0.565 1.011	A F	0.003 0.002	---	---	---	---			
5	Beaudry Avenue/ 2nd Street	AM PM	0.640 0.896	B D	0.647 0.910	B E	0.007 0.014	B E	0.007 0.014	No Yes	Yes	0.788 1.101	C F	0.796 1.115	C F	0.008 0.014	No Yes	Yes	0.796 1.115	C F	0.008 0.014	---	---	No	No			
6	Beaudry Avenue/ SR-110 SB Off-Ramp	AM PM	0.468 0.510	A A	0.468 0.510	A A	0.000 0.000	A A	0.000 0.000	No No	No No	0.563 0.640	A B	0.563 0.640	A B	0.000 0.000	No No	No No	0.563 0.640	A B	0.000 0.000	---	---	---	---			
7	Beaudry Avenue/ 3rd Street-Miramar Street	AM PM	0.761 0.519	C A	0.761 0.519	C A	0.000 0.000	C A	0.000 0.000	No No	No No	0.864 0.765	D C	0.864 0.765	D C	0.000 0.000	No No	No No	0.864 0.765	D C	0.000 0.000	---	---	---	---			
8	Figueroa Street/ 2nd Street	AM PM	0.747 1.059	C F	0.773 1.073	C F	0.026 0.014	C F	0.026 0.014	No Yes	Yes	1.091 1.408	F F	1.117 1.414	F F	0.026 0.006	Yes No	No	1.107 1.404	F F	0.016 -0.004	No	---	---	---			
9	Figueroa Street/ 3rd Street-SR-110 Ramps	AM PM	0.789 1.131	C F	0.789 1.148	C F	0.000 0.017	C F	0.000 0.017	No Yes	Yes	0.893 1.449	D F	0.894 1.466	D F	0.001 0.017	No Yes	Yes	0.884 1.456	D F	-0.009 0.007	---	---	Yes	Yes			
10	Figueroa Street/ SR-110 NB and SB On-Ramps- 5th Street	AM PM	0.563 0.835	A D	0.564 0.840	A D	0.001 0.005	A D	0.001 0.005	No No	No No	0.798 1.136	C F	0.799 1.142	C F	0.001 0.006	No No	No	0.799 1.142	C F	0.001 0.006	---	---	---	---			

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-1 (Continued)
SUMMARY OF VOLUME-TO-CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1]			[2]			[3]			[4]			[5]		
			YEAR 2017 V/C	EXISTING LOS	YEAR 2017 PROJECT V/C	LOS	CHANGE V/C	SIGNIF. IMPACT	YEAR 2025 FUTURE W/O PROJECT V/C	LOS	YEAR 2025 PROJECT V/C	LOS	CHANGE V/C	SIGNIF. IMPACT	YEAR 2025 MITIGATION V/C	LOS	CHANGE V/C
11	Figueroa Street/ SR-110 NB and SB Off-Ramps- 6th Street	AM PM	0.672 0.614	B B	0.680 0.616	B B	0.008 0.002	No No	0.889 0.903	D E	0.897 0.905	D E	0.008 0.002	No No	0.897 0.905	D E	0.008 0.002
12	Hill Street/ 2nd Street	AM PM	0.601 0.579	B A	0.628 0.589	B A	0.027 0.010	No No	0.749 0.807	C D	0.776 0.818	C D	0.027 0.011	No No	0.776 0.818	C D	0.027 0.011
13	Broadway/ US-101 SB Off-Ramp-Aliso Street	AM PM	0.323 0.378	A A	0.339 0.403	A A	0.016 0.025	No No	0.452 0.547	A A	0.469 0.572	A A	0.017 0.025	No No	0.469 0.572	A A	0.017 0.025
14	Broadway/ Temple Street	AM PM	0.550 0.565	A A	0.572 0.576	A A	0.022 0.011	No No	0.698 0.762	B C	0.720 0.772	C C	0.022 0.010	No No	0.720 0.772	C C	0.022 0.010
15	Broadway/ 1st Street	AM PM	0.551 0.586	A A	0.576 0.614	A B	0.025 0.028	No No	0.666 0.744	B C	0.692 0.755	B C	0.026 0.011	No No	0.692 0.755	B C	0.026 0.011
16	Broadway/ 2nd Street	AM PM	0.396 0.406	A A	0.445 0.430	A A	0.049 0.024	No No	0.607 0.610	B B	0.639 0.645	B B	0.032 0.035	No No	0.639 0.645	B B	0.032 0.035
17	Broadway/ 3rd Street	AM PM	0.652 0.554	B A	0.658 0.577	B A	0.006 0.023	No No	0.701 0.739	C C	0.713 0.774	C C	0.012 0.035	No No	0.713 0.774	C C	0.012 0.035
18	Broadway/ 4th Street	AM PM	0.305 0.442	A A	0.329 0.452	A A	0.024 0.010	No No	0.530 0.694	A B	0.553 0.705	A C	0.023 0.011	No No	0.553 0.705	A C	0.023 0.011
19	Spring Street/ US-101 NB Off-Ramp	AM PM	0.387 0.251	A A	0.418 0.259	A A	0.031 0.008	No No	0.529 0.439	A A	0.561 0.447	A A	0.032 0.008	No No	0.561 0.447	A A	0.032 0.008
20	Spring Street/ Aliso Street	AM PM	0.353 0.146	A A	0.375 0.166	A A	0.022 0.020	No No	0.495 0.265	A A	0.517 0.285	A A	0.022 0.020	No No	0.517 0.285	A A	0.022 0.020

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-1 (Continued)
SUMMARY OF VOLUME-TO-CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1]		[2]			[3]			[4]		[5]						
			YEAR 2017 EXISTING		YEAR 2017 EXISTING WITH PROJECT		CHANGE V/C	SIGNIF. IMPACT	YEAR 2025 FUTURE W/O PROJECT		YEAR 2025 FUTURE WITH PROJECT		CHANGE V/C	SIGNIF. IMPACT	YEAR 2025 W/ PROJECT MITIGATION		CHANGE V/C		
			V/C	LOS	V/C	LOS	[2(1-1)]	[a]	V/C	LOS	V/C	LOS	[4(3)]	[a]	V/C	LOS	[5(3)]	MITIGATED	
21	Spring Street/ Temple Street	AM PM	0.610 0.381	B A	0.633 0.387	B A	0.023 0.006	No No	0.744 0.520	C A	0.767 0.527	C A	0.023 0.007	No No	0.767 0.527	C A	0.023 0.007	---	---
22	Spring Street/ 1st Street	AM PM	0.413 0.315	A A	0.436 0.320	A A	0.023 0.005	No No	0.519 0.443	A A	0.542 0.449	A A	0.023 0.006	No No	0.542 0.449	A A	0.023 0.006	---	---
23	Spring Street/ 2nd Street	AM PM	0.466 0.376	A A	0.514 0.393	A A	0.048 0.017	No No	0.633 0.602	B B	0.681 0.619	B B	0.048 0.017	No No	0.681 0.619	B B	0.048 0.017	---	---
24	Spring Street/ 3rd Street	AM PM	0.565 0.462	A A	0.571 0.519	A A	0.006 0.057	No No	0.774 0.671	C B	0.780 0.685	C B	0.006 0.014	No No	0.780 0.685	C B	0.006 0.014	---	---
25	Spring Street/ 4th Street	AM PM	0.370 0.459	A A	0.373 0.471	A A	0.003 0.012	No No	0.593 0.739	A C	0.596 0.751	A C	0.003 0.012	No No	0.596 0.751	A C	0.003 0.012	---	---
26	Main Street/ 1st Street	AM PM	0.334 0.545	A A	0.334 0.545	A A	0.000 0.000	No No	0.432 0.664	A B	0.432 0.664	A B	0.000 0.000	No No	0.432 0.664	A B	0.000 0.000	---	---
27	Main Street/ 2nd Street	AM PM	0.301 0.581	A A	0.319 0.586	A A	0.018 0.005	No No	0.501 0.805	A D	0.519 0.809	A D	0.018 0.004	No No	0.519 0.809	A D	0.018 0.004	---	---
28	Main Street/ 3rd Street	AM PM	0.626 0.789	B C	0.631 0.791	B C	0.005 0.002	No No	0.829 1.053	D F	0.834 1.055	D F	0.005 0.002	No No	0.834 1.055	D F	0.005 0.002	---	---
29	Main Street/ 4th Street	AM PM	0.230 0.743	A C	0.234 0.747	A C	0.004 0.004	No No	0.413 0.991	A E	0.416 0.996	A E	0.003 0.005	No No	0.416 0.996	A E	0.003 0.005	---	---
30	Los Angeles Street/ Aliso Street - US-101 SB On-Ramp	AM PM	0.209 0.614	A B	0.212 0.625	A B	0.003 0.011	No No	0.289 0.812	A D	0.291 0.823	A D	0.002 0.011	No No	0.291 0.823	A D	0.002 0.011	---	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-1 (Continued)
SUMMARY OF VOLUME-TO-CAPACITY RATIOS
AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	[2]			[3] YEAR 2025 FUTURE W/O PROJECT V/C	[4]		[5]	
				YEAR 2017 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]		YEAR 2025 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	MITIGATED CHANGE V/C [(5)-(3)]
31	Alameda Street/ Arcadia Street - US-101 NB Off-Ramp	AM	0.530	0.539	A	0.009	0.929	0.941	E	0.012	Yes
		PM	0.630	0.632	B	0.002	0.941	0.943	E	0.002	No
32	US-101 SB Ramps-Garey Street/ Commercial Street	AM	0.299	0.301	A	0.002	0.528	0.531	A	0.003	No
		PM	0.467	0.481	A	0.014	0.760	0.774	C	0.014	No
											0.002
											-0.008

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

**Attachment 2
222 W. 2nd St**

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<u>Proposed Project</u>								
General Office [3]	534,044 GSF	4,690	643	88	731	115	562	677
- Less Transit/HOV Adjustment (25%) [4]		(1,172)	(161)	(22)	(183)	(29)	(141)	(170)
- Less Walk/Bike Adjustment (5%) [5]		<u>(176)</u>	<u>(24)</u>	<u>(3)</u>	<u>(27)</u>	<u>(4)</u>	<u>(21)</u>	<u>(25)</u>
Subtotal		3,342	458	63	521	82	400	482
Apartment [6]	107 DU	712	11	44	55	43	23	66
- Less Internal Capture Adjustment (5%) [7]		(36)	(1)	(2)	(3)	(2)	(1)	(3)
- Less Transit/HOV Adjustment (25%) [4]		(170)	(3)	(11)	(14)	(10)	(6)	(16)
- Less Walk/Bike Adjustment (5%) [5]		<u>(26)</u>	<u>0</u>	<u>(2)</u>	<u>(2)</u>	<u>(2)</u>	<u>(1)</u>	<u>(3)</u>
Subtotal		480	7	29	36	29	15	44
Retail [8]	7,200 GLSF	308	4	3	7	13	14	27
- Less Internal Capture (20%) [7]		(62)	(1)	(1)	(2)	(3)	(3)	(6)
- Less Transit/HOV Adjustment (25%) [4]		<u>(62)</u>	<u>(1)</u>	<u>(1)</u>	<u>(2)</u>	<u>(3)</u>	<u>(3)</u>	<u>(6)</u>
Subtotal		184	2	1	3	7	8	15
NET INCREASE		4,006	467	93	560	118	423	541

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 710 (General Office Building) trip generation equation rates.

- Daily Trip Rate: $\ln(T) = 0.76 \ln(X) + 3.68$ trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: $\ln(T) = 0.80 \ln(X) + 1.57$ trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: $(T) = 1.12 (X) + 78.48$ trips/1,000 SF of floor area; 17% inbound/83% outbound

[4] Per LADOT policy, a transit trip adjustment of 25% is assumed because the project site is located directly above the new Metro Regional Connector's 2nd Street/Broadway station.

[5] A 5% walk/bike adjustment factor was assumed, consistent with other similar projects approved in downtown Los Angeles.

[6] ITE Land Use Code 220 (Apartment) trip generation average rates.

- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[7] A 5% and a 20% internal capture trip reduction factors were applied to the residential and retail components of the project, respectively, to reflect the internal trip making between proposed land uses. The trip reduction factors were derived based on data provided in Chapter 6 of the "Trip Generation Handbook", Third Edition, August 2014, ITE.

[8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound



FIGURE 2-3
GROUND FLOOR SITE PLAN

222 WEST 2ND PROJECT

SOURCE: GENSLER

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

Murray McQueen
Tribune Real Estate Holdings, LLC
424-278-6455
mmcqueen@tribunemedia.com



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EXHIBIT E
CPC-2016-3808
CONSIDERATION
OF ALTERNATIVE
4A LETTER

October 24, 2019

Ms. Heather Bleemers
Ms. Kathleen King
City of Los Angeles
Department of City Planning
Major Projects Section
221 N. Figueroa Street, 13th Floor
Los Angeles, CA 90012

Re: **222 West 2nd Project (CPC-2016-3808-VZC-CDO-DD-SPR; VTT-74320;
ENV-2016-3809-EIR): Request to Proceed with Alternative 4A**


Dear Ms. Bleemers and Ms. King:

CA-LATS South, LLC (Tribune), the Applicant, requests that the Los Angeles Department of City Planning move forward with Alternative 4A: Residential Alternative A (With Podium) for purposes of processing the entitlements we are seeking for the Project. As Planning knows, Alternative 4A would eliminate the office uses included with the originally proposed project and instead develop 680 residential units and 10,000 square feet of ground floor commercial retail space. Alternative 4A is identified as an environmentally superior alternative in the 222 West 2nd Project's EIR, as it eliminates the originally proposed project's significant and unavoidable traffic impacts.

We are excited about the proposed design and the many positive benefits of Alternative 4A and look forward to presenting this important project to the City's decisionmakers.

Should you have any questions, please feel free to contact me at (424) 278-6455 or my colleague Carl Cade at (424) 278-6469.

Sincerely,


Murray McQueen
Tribune Real Estate Holdings, LLC
CA-LATS South, LLC


INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that “compliance” means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission’s ROPs can be accessed at <http://planning.lacity.org>, by selecting “Commissions & Hearings” and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat  toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

Carl Cade
Head of West Coast
Tribune Real Estate Holdings
424-278-6469
ccade@tribunemedia.com



202 West First Street
Suite N-170
Los Angeles, CA 90012
www.tribunemedia.com

January 31, 2020

VIA EMAIL AND HAND DELIVERY

City Planning Commission
200 North Spring Street, Room 272
Los Angeles, 90012
cpc@lacity.org

Re: February 13, 2020 City Planning Commission Meeting: 222 West 2nd Project

Dear President Millman and Honorable Planning Commissioners:

In advance of the February 13 City Planning Commission meeting, Tribune Real Estate Holdings is pleased to introduce 222 West 2nd, our proposed transit oriented development at the site of the future Historic Broadway subway station.

The project, located on a former surface parking lot owned by Tribune, is the product of years of design, planning, and collaboration with the Los Angeles County Metropolitan Transportation Authority. The project will bring 680 residential units and 10,000 square feet of ground floor retail to the center of the region's largest job center and its burgeoning metro rail network at a time when we need to dramatically grow our housing stock and reinvent the way that Angelenos live, work and travel within the city.

The attached renderings offer a preview of what we will present at the February 13 meeting. The project's textured and timeless 56-story building, designed by our architects at SCB, reestablishes the street wall along Broadway with an approximately 125-foot tall residential base that has a sloped ceiling over the Metro station portal to create an open and welcoming arrival point for transit riders. The building's columns above the Metro portal and plaza area would connect to Metro's subsurface facilities pursuant to agreements we have reached with Metro to ensure that our project and their station are integrated and cohesive.

The tower portion of the building is set back from Broadway out of respect for the street wall, and consists of two masses that are slightly offset, creating visual interest and breaks in the overall vertical configuration. The landscape design by AHBE MIG augments the Metro station plaza with broader public space and connects to an upgraded paseo that will serve both as an additional pedestrian pathway to the portal and a quieter shady space for reflection in the middle of downtown.

We are proud to have the strong support of labor partners with a project labor agreement as well as downtown residents with the endorsement of the Downtown LA Neighborhood Council, and business leaders with the endorsement of the Central City Association and the Downtown Center Business Improvement District. In addition, the project will not require the construction of any new parking. Instead, its parking needs will be met by a portion of the adjacent 30-year old parking structure where LA Times reporters once parked.

Finally, because the project is not seeking any entitlements that would increase the site's density, we had the opportunity to craft an innovative affordability component. The project proposes to build 45 of the residential units as workforce housing. This sector of the housing market has been underserved for decades, especially in downtown LA, leaving few options for a large percentage of the neighborhood's half million workers. We think our project's workforce housing will complement other affordable housing solutions in our neighborhood and prevent displacement in neighboring communities.

Thank you for reviewing this project and we look forward to presenting it for your consideration at the February 13 meeting.

Respectfully,



Carl Cade
Head of West Coast, Tribune Real Estate Holdings

Attachments

cc: Shawn Kuk, Council District 14
Billy Chun, Office of Mayor Eric Garcetti
Lisa Webber, Department of City Planning
Kathleen King, Department of City Planning
Murray McQueen, Tribune Real Estate Holdings
Rita DeBoer, Tribune Real Estate Holdings
Winston Stromberg, Latham & Watkins LLP
Anne Williams, Psomas



222 West 2nd





PROJECT HIGHLIGHTS

RESIDENTIAL UNIT TYPES		
	Studio/Loft	188 Units
	1 Bed	259 Units
	2 Bed	233 Units
	Total	680 Units
Retail		10,000 SF
Floor Area		707,036 SF
Height (Roof)		569' - 9"
Height (Top of Crown)		607' - 9"
Height (Elevator Overrun)		615' - 9"

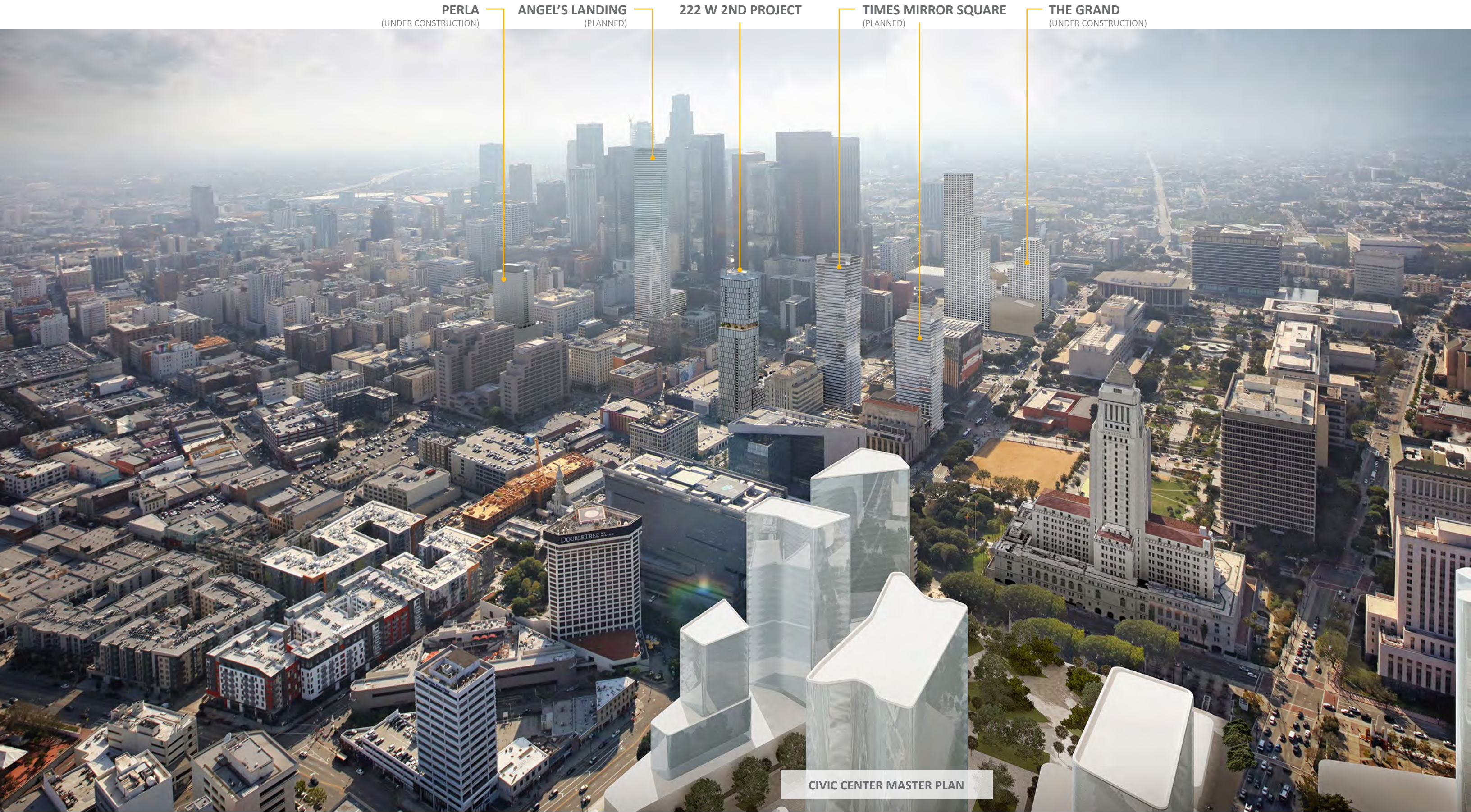




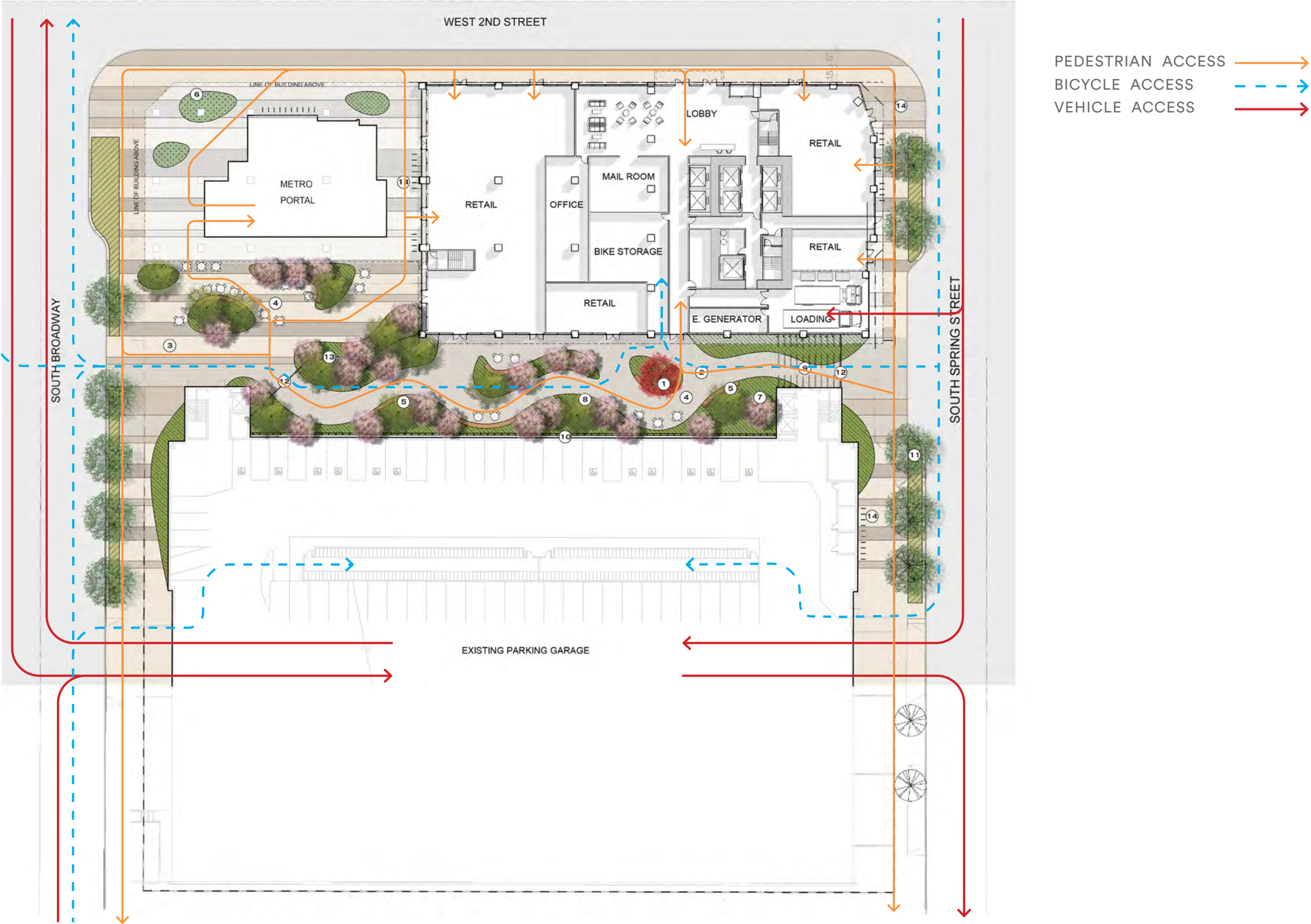








CIRCULATION DIAGRAM





- ① Specimen Japanese Maple
- ② Permeable Pavers
- ③ Concrete Paving
- ④ Flexible Cafe Seating
- ⑤ Custom Bench
- ⑥ Metro Plaza Planting
- ⑦ Redbud Understory Tree
- ⑧ Honey Locust Canopy Tree
- ⑨ Entry Trellis
- ⑩ Cable Trellis
- ⑪ Mexican Sycamore Street Tree
- ⑫ Gate
- ⑬ Fence
- ⑭ Bicycle Parking



