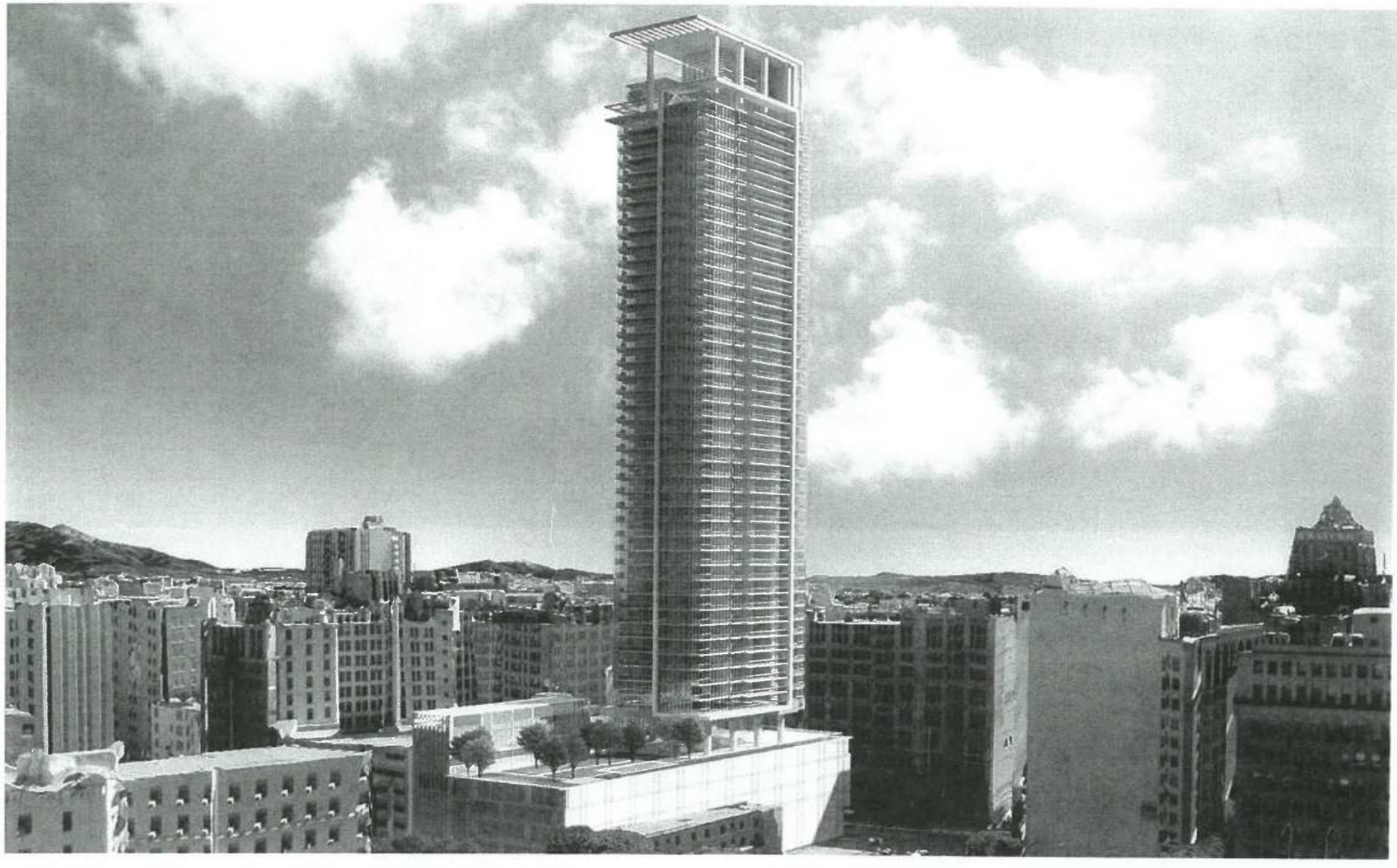
EXHIBIT A
CPC-2013-4134-TDR-MCUP-ZV-SPR



OLIVE STREET TRANSIT AREA
MIXED-USED DEVELOPMENT

817 - 825 HILL STREET & 820 S. OLIVE STREET
LOS ANGELES, CALIFORNIA

THIS SET PLOTTED JULY 14, 2014
ENTITLEMENT SUBMISSION

CHRIS DIKEAKOS ARCHITECTURAL CORPORATION
T 604 291 2660
F 604 291 2667
T 855 284 1562 TOLL FREE
212 - 3989 Henning Drive
Burnaby BC V5C 6N5
info@dikeakos.com
www.dikeakos.com

onni group of companies

DRAWING LIST

A100	PROJECT STATISTICS	A300	EAST & WEST ELEVATIONS
A101	PROJECT STATISTICS	A301	NORTH & SOUTH ELEVATIONS
A102	PROJECT DESCRIPTION	A400	BUILDING SECTION
A103	VICINITY MAP	A500	RENDERING
A104	3D VICINITY MAP	A501	3D - W. 8TH AND S. OLIVE ST.
A105	CONTEXT PHOTOS	A502	3D - W. 9TH ST.
A106	SURVEY PLAN	A503	3D - AERIAL VIEW
A107	SURVEY PLAN	A504	3D - AERIAL VIEW
A201	SITE PLAN	A505	VIGNETTES - PODIUM ROOF
A202	PARKING LEVEL P2	A506	VIGNETTES - S. HILL. ST. PODIUM 1
A203	PARKING LEVEL P1	A507	VIGNETTES - S. HILL. ST. PODIUM 2
A204	LEVEL 1	A508	VIGNETTES - S. OLIVE ST. PODIUM 1
A205	LEVEL 2	A509	VIGNETTES - S. OLIVE ST. PODIUM 2
A206	LEVEL 3		
A207	LEVEL 4		
A208	LEVEL 5		
A209	LEVEL 6		
A210	LEVEL 7		
A211	LEVEL 8		
A212	LEVEL 7-47 (TYPICAL) FLOOR PLAN		
A213	LEVEL 48 (SUB-PENTHOUSE) PLAN		
A214	LEVEL 49 (PENTHOUSE) FLOOR PLAN		
A215	L50 MECHANICAL FLOOR PLAN		
A216	ROOF PLAN		

Development Data - 817 - 825 Hill Street & 820 S. Olive Street
Scenario - 38,958sf At 13 FAR

July 14, 2014

Community Plan Area:	Central City
District/Neighborhood:	South Park North of Pico Blvd
Zoning:	(Q)R5-4D Multiple Dwelling Zone
Zoning Information:	ZI-2374 Los Angeles State Enterprise Zone
Zoning Information:	ZI-2385 Greater Downtown Housing Incentive Area
General Plan Land Use:	High Density Residential
General Plan Footnotes:	Height District 3D and 4D. D limitation to 6:1, except for transfer of floor area up to 10:1 or 13:1
Building Line:	None (No building line or setback line established)

820 Olive TFAR Calculations		Existing				Proposed		
Project Site Buildable Areas AKA Lot Area		**Buildable Area AKA Lot Area**	**FAR Rights**	**Floor Area**	**Existing Building**	**FAR Rights**	**Floor Area**	
Base Parcel		38,958.0 sq.ft.	6.0	**233,748.0 sq.ft.**		13.0	**506,454.0 sq.ft.**	
Olive Street and Hill Street (Transit Area Mixed Use) Gross Area Calculation to Center Line of Street		10,961.0 sq.ft.	0.0			13.0	**142,493.0 sq.ft.**	
Buildable Area		49,919.0 sq.ft.				13.0	**648,947.0 sq.ft.**	Max Possible SF
						10.6	**529,083.0 sq.ft.**	**Project SF W/Transit Area Mixed Use Definition**
SRO Site		6,584.0 sq.ft.	6.0	39,504.0 sq.ft.	16,875.0 sq.ft.	6.0	**22,629.0 sq.ft.**	Private Transfer SF
TOTAL							**295,335.0 sq.ft.**	Public Benefits FAR Needed
							272,706.0 sq.ft.	**Transfer Fee FAR (Minus Private Transfer Area)**

50 Storey Tower Area Statistics:											
Level	**Number of Floors**	**Residential Units Per Floor**	**Total Residential Units**	**Building Common Area**	**Unit Area**	**Residential Area per Floor**	**Area Exclusions**	**Total Residential Area**	**Ground floor Retail**	**Residential Amenity**	**Total Floor Area (FAR)**
L1	1	0	0	4,487.0 sq.ft.	0.0 sq.ft.	4,487.0 sq.ft.	6,067.0 sq.ft.	4,487.0 sq.ft.	4,500.0 sq.ft.		8,987.0 sq.ft.
L2	1	6	6	1,874.0 sq.ft.	2,063.0 sq.ft.	3,937.0 sq.ft.	5,252.0 sq.ft.	3,937.0 sq.ft.			3,937.0 sq.ft.
L3	1	0	0	1,012.0 sq.ft.	2,656.0 sq.ft.	3,668.0 sq.ft.	4,502.0 sq.ft.	3,668.0 sq.ft.			3,668.0 sq.ft.
L4	1	11	11	2,244.0 sq.ft.	4,561.0 sq.ft.	6,805.0 sq.ft.	4,374.0 sq.ft.	6,805.0 sq.ft.			6,805.0 sq.ft.
L5	1	0	0	1,763.0 sq.ft.	4,462.0 sq.ft.	6,225.0 sq.ft.	6,544.0 sq.ft.	6,225.0 sq.ft.			6,225.0 sq.ft.
L6 Amenity	1	6	6	2,532.0 sq.ft.	4,431.0 sq.ft.	6,963.0 sq.ft.	907.0 sq.ft.	6,963.0 sq.ft.		5,705.0 sq.ft.	12,668.0 sq.ft.
L7 to L47	41	12	492	1,545.0 sq.ft.	9,847.0 sq.ft.	11,392.0 sq.ft.	31,693.0 sq.ft.	466,949.0 sq.ft.			466,949.0 sq.ft.
L48 Sub-Penthouse	1	6	6	1,485.0 sq.ft.	9,864.0 sq.ft.	11,349.0 sq.ft.	773.0 sq.ft.	11,349.0 sq.ft.			11,349.0 sq.ft.
L49 Penthouse	1	1	1	1,433.0 sq.ft.	5,629.0 sq.ft.	7,062.0 sq.ft.	776.0 sq.ft.	7,062.0 sq.ft.			7,062.0 sq.ft.
L50 Pool + Mechanical	1	0	0	1,433.0 sq.ft.	0.0 sq.ft.	1,433.0 sq.ft.	776.0 sq.ft.	1,433.0 sq.ft.			1,433.0 sq.ft.
Sub Total	50		522				61,724.0 sq.ft.	518,878.0 sq.ft.	4,500.0 sq.ft.	5,705.0 sq.ft.	**529,083.0 sq.ft.**

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

Residential Units											
Level	**Number of Floors**	**Studio**	**Loft**	**Townhouse**	**1 Bedroom**	**1 Bedroom + Den**	**2 Bedroom**	**2 Bedroom + Den**	**Sub-Penthouse**	**Penthouse**	**Total Units**
L1	1										0
L2	1		6								6
L3	1										0
L4	1		11								11
L5	1										0
L6 Amenity	1			6							6
L7 to 47	41				6	2	4				492
L48 Sub-Penthouse	1								6		6
L49 Penthouse	1									1	1
L50 Pool + Mechanical	1										0
Sub Total	50		17	6	246	82	164		6	1	**522**
		0.0%	3.3%	1.1%	47.1%	15.7%	31.4%	0.0%	1.1%	0.2%	

Parking Requirements	Parking/Unit	Residential Units	RESIDENTIAL PARKING REQUIRED	RETAIL	Parking Required
Residential Parking Less Than 3 Habitable Rooms	1.00	263			263
Residential Parking 3 Habitable Rooms or More	1.25	259			324
Sub Total Required Parking					**587**
Parking Reduction Due to Bike Ordinance	0.10		587		-59
Total Parking Required					528
Required Retail Parking	0.00			4,500.0 sq.ft.	0
Total Parking Required					**528**

Parking Provided Summary	Parking/Unit	Residential Units	Commercial Area	Parking Provided
Residential Parking	1.011	522		528
Required Retail Parking	1/1000sf		4,500.0 sq.ft.	5
Total Parking Provided				**533**
Provided vs. Required Difference				-59
Provided vs. Required Difference w/ Bike Incentive				**5**

Parking Provided		RESIDENTIAL			RETAIL			Parking Provided
		HC	Regular Stalls	Small Stalls	HC	Regular Stalls	Small Stalls	
L5		0	45	28				73
L4		0	46	31				77
L3		2	51	31				84
L2		2	41	21				64
L1		4	21	0	1	4		30
P1		1	51	36				88
P2		2	65	50				117
Total Parking Provided		**11**	**320**	**197**				**533**

Open Space Required As Per LAMC Open Space Calculation											
Unit Type		Studio	Loft	Townhouse	1 Bedroom	1 Bedroom + Den	2 Bedroom	2 Bedroom + Den	Sub-Penthouse	Penthouse	Total Area
Number of Habitable Rooms		1	1	>3	<3	3	3	>3	>3	>3	0
Open Space Requirement For Residential Unit		100.0 sq ft	100.0 sq ft	175.0 sq ft	100.0 sq ft	125.0 sq ft	125.0 sq ft	175.0 sq ft	175.0 sq ft	175.0 sq ft	0
Total Number of Units		0	17	6	246	82	164	0	6	1	522
Sub Total		0.0 sq ft	1,700.0 sq ft	1,050.0 sq ft	24,600.0 sq ft	10,250.0 sq ft	20,500.0 sq ft	0.0 sq ft	1,050.0 sq ft	175.0 sq ft	**59,325.0 sq.ft.**

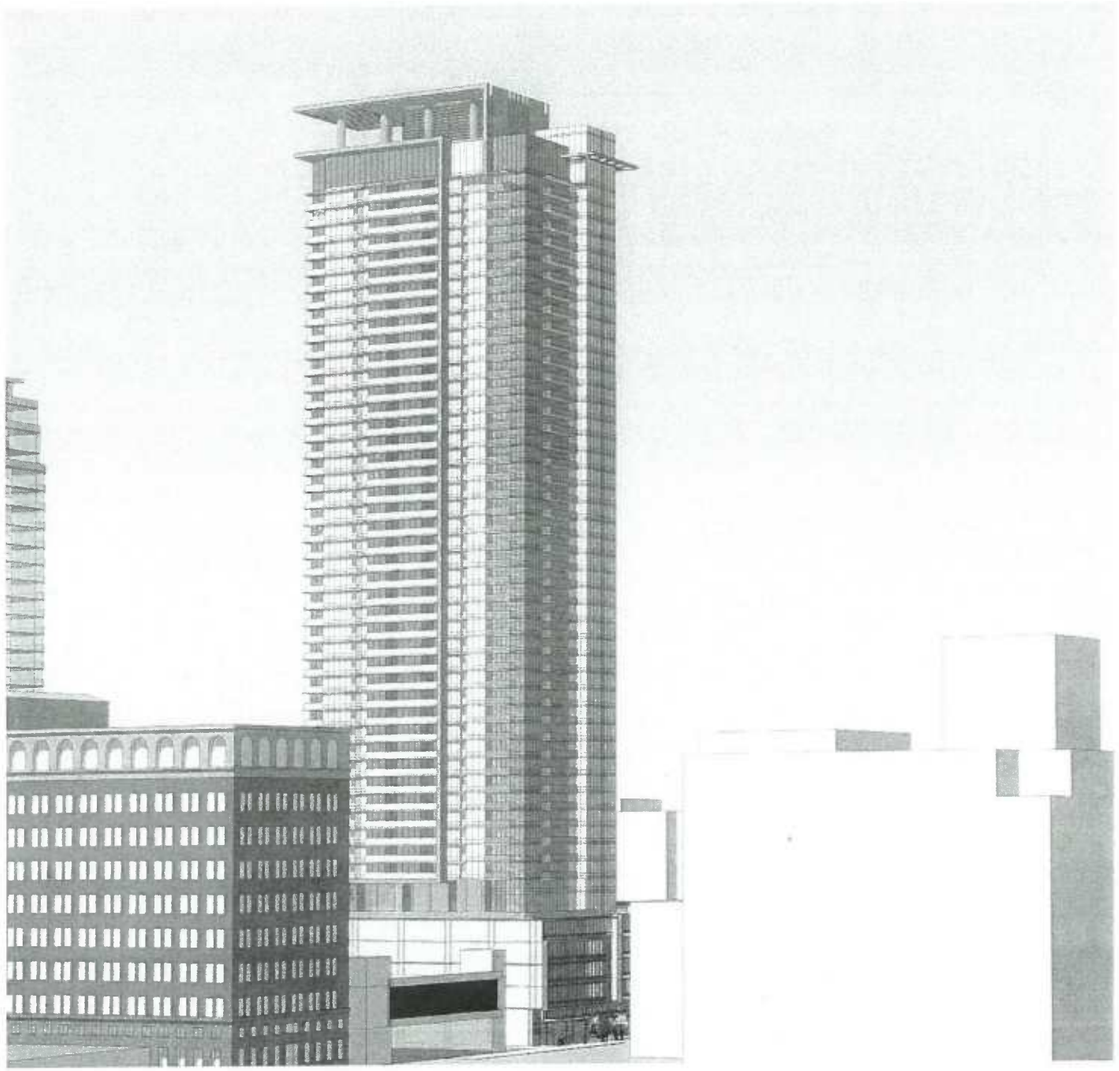
Open Space Provided As Per LAMC Open Space Calculation		Common				Private Area	Units			Total
Common Open Space										
Common Open Space Provided at Level 1		1,975.0 sq ft								1,975.0 sq ft
Level 6 Landscaped Roof Deck		18,390.0 sq ft								18,390.0 sq ft
Level 6 Floor Garden Plaza, Indoor/ Outdoor Flex Space		4,700.0 sq ft								4,700.0 sq ft
Common Space Provided at Level 6 Amenity Indoor		3,671.0 sq ft								3,671.0 sq ft
Private Open Space										
Residential units with balconies						50.0 sq ft	505			25,250.0 sq ft
Residential units with Juliet balconies						0.0 sq ft	17			
Total Open Space Provided										**53,986.00 sq.ft.**
									Open Space Shortage	9% or 5,339 sq. ft

Additional Balcony & Roof Deck Areas Not Included In LAMC Open Space Calculation						Area	Floors			Total
Level 6 Townhouse Patio's						1,399 sq ft	1			1,399 sq.ft.
Level 8 Townhouse Roof Decks						4,079 sq ft	1			4,079 sq.ft.
Residential Unit Balconies L7 to L47						1,419 sq ft	41			58,182 sq.ft.
Level 48 (Sub-Penthouse) Balconies						1,632 sq ft	1			1,632 sq.ft.
Level 49 (Penthouse) Roof Decks						3,755 sq ft	1			3,755 sq.ft.
Level 50 Roof Decks						2,005 sq ft	1			2,005 sq.ft.
Total Of All Balcony & Roof Deck Areas										71,052 sq.ft.
Less Total Balcony Area Used for LAMC Open Space Calculation Above										25,250 sq ft
Remaining Balcony & Roof Deck Area Not Counted in LAMC Open Space Calculation										**45,802 sq.ft.**
Total of All Open Space										
Open Space Provided As Per LAMC Open Space Calculation										**53,986 sq.ft.**
Remaining Balcony & Roof Deck Area Not Counted in LAMC Open Space Calculation										**45,802 sq.ft.**
Total Open Space										**99,788 sq.ft.**

Short Term Bike Parking Summary	Parking / Unit	Residential Units		Retail Area						Bike Stalls Required	Bike Stall Provided
Residential	0.1000	522								52.2	53
Retail	1 / 2000sf			4,500.00 sq ft						2.3	3
Subtotal										54.5	**56**

Long-term Bike Parking Provided	Parking / Unit	Residential Units								Bike Stalls Required	Total
Residential	1	522								522.0	
P2											40
P1											55
L1											70
L2											121
L3											64
L4											36
L5											136
											522
Retail	**Parking/ Unit**			**Retail Area**							
	1 / 2000sf			4,500.00 sq ft						2.3	3
Total										524.3	**525**

Residential Storage Provided		Total
P2		24
P1		0
L1		0
L2		0
L3		0
L4		0
L5		0
Total		**24**



Project Description:
817 – 825 Hill Street and 820 Olive Street

The proposed project is a mixed-use residential hi-rise development with associated support spaces such as parking, resident amenity facilities, bike storage, lobby circulation and service spaces. Retail spaces will be at ground level.

The site is within the Community Plan Area of Central City and within the District/Neighborhood of South Park North of Pico Boulevard. This is a mid-block site with an area of 38,958sf, it fronts Hill Street to the east and South Olive Street to the west. There is an adjacent S.R.O. at 830 Olive Street owned by the developer that will be retained with a site area of 6,584sf. The residential density available upon subtracting the existing S.R.O. area will be added to the proposed development. The project is within a Transit Area Mixed Use which permits 10,961sf of area calculated to the center line of the street to be included in the density.

The development proposes a 50-storey residential tower fronting South Hill Street, with 522 residential units. The project density is based on an FAR of 6.0 for the proposed site and an FAR of 6.0 on the S.R.O. site. With an addidtional T.FAR density of 7.0 calcualted on the 38,958 sf site to be developed plus the area to the center line of street at 13.0, the potential gross area for the project is 648,947sf. The total gross area of 529,083sf resulting in a proposed FAR of 10.6. A total of 4,500sf of ground oriented commercial area will front South Hill Street and South Olive Street. 528 residential parking stalls are provided and 5 parking stalls are provided for commercial/retail, a total of 533 parking stalls are provided on 2 levels of underground parking and 5 levels of above grade podium parking.

The site has vehicle and pedestrian access off both South Hill Street and South Olive Street. The tower fronts South Hill Street with the main residential lobby and a valet drop off area with access to the podium parking. South Olive Street has a second smaller residential lobby that services residential units in the podium, a valet drop off area is provided with direct access to the underground parking, loading and garbage areas.

The 5-storey podium provides the above grade parking, with residential units screening the parking on levels 2 to 5 facing South Olive Street and on level 5 facing South Hill Street. Level 6 will be a green rooftop amenity area over the podium with the tower extending above the podium. The green roof will also feature a pool to be shared by all residents. The 2-storey townhouses are along the northern property line that overlook the rooftop amenity area.

Exterior building materials include concrete, prefinished metal panel, perforated metal panel, stone and glass.

CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT

817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

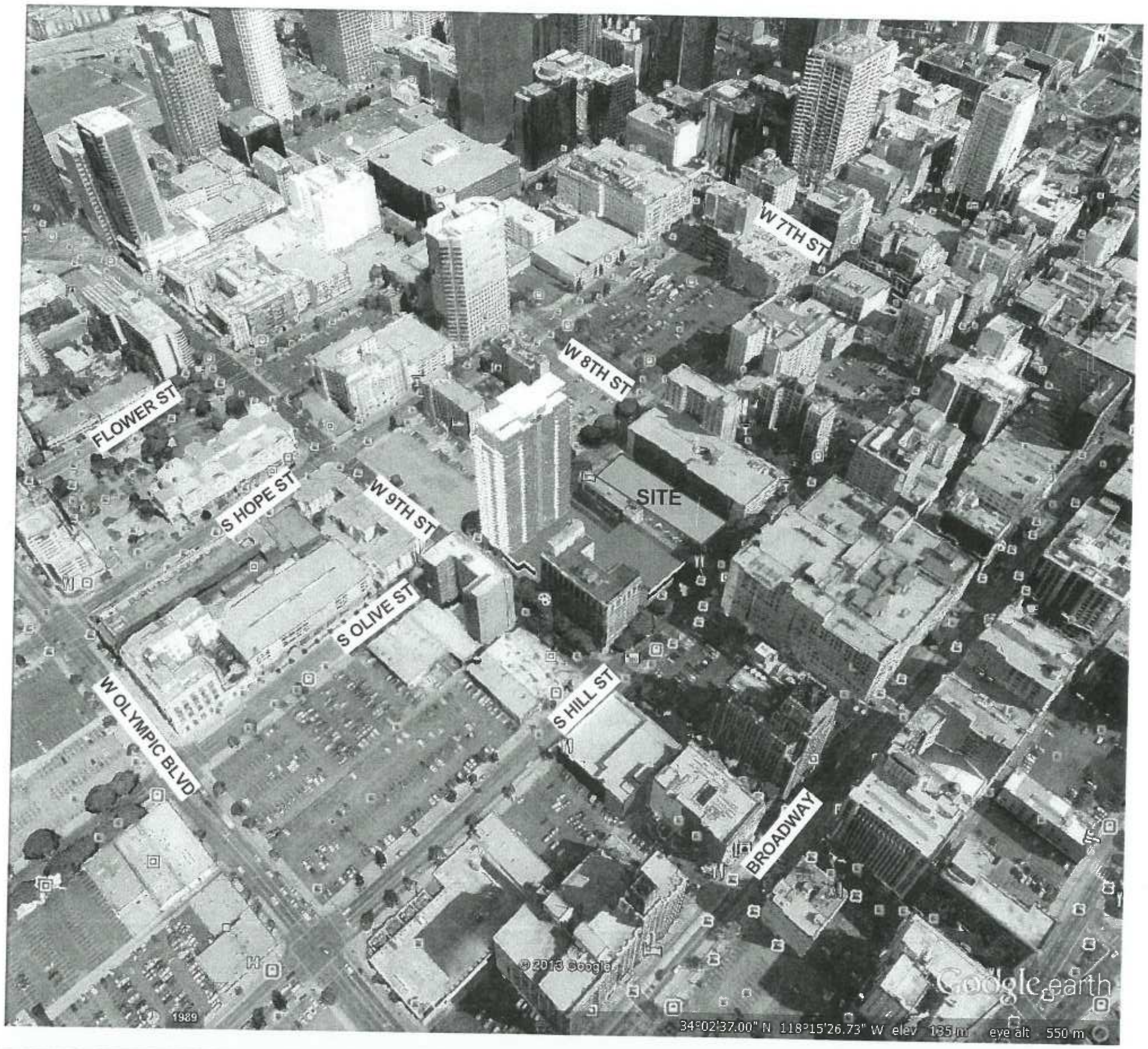
VICINITY MAP

Entitlement Submission

July 14, 2014

onni

A103



CHRIS DIKEAKOS ARCHITECTS INC.

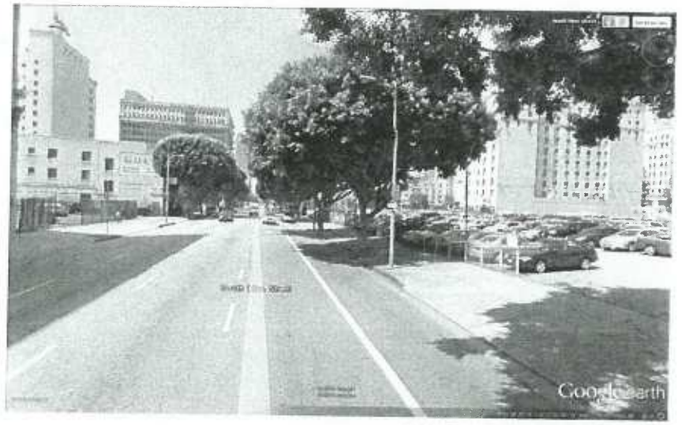
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

3D VICINITY MAP
SCALE: 12" = 1'-0"

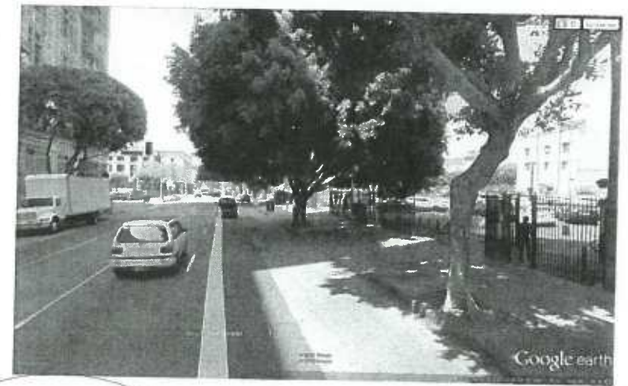
Entitlement Submission
July 14, 2014

onni

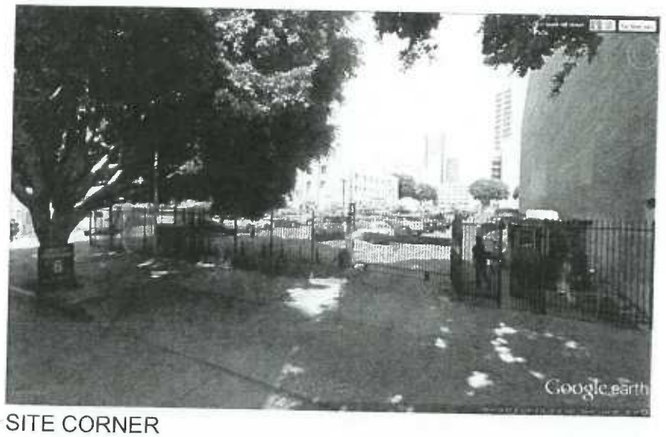
A104



OLIVE ST. LOOKING SOUTH

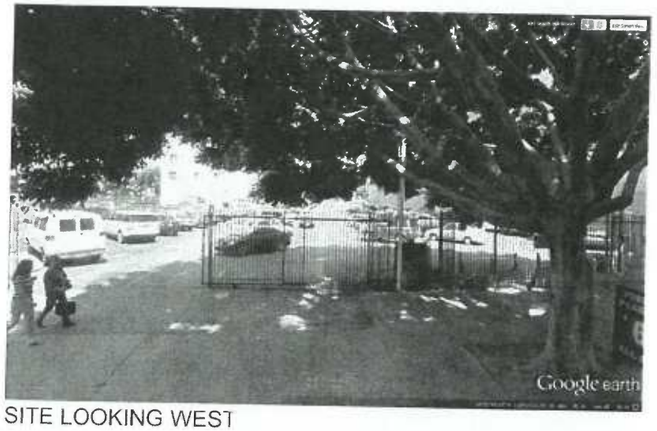


HILL ST. LOOKING SOUTH



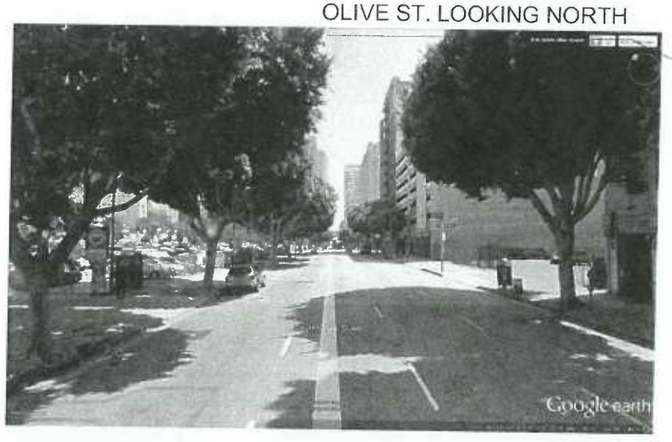
SITE CORNER

EXISTING SRO TO THE SOUTH



SITE LOOKING WEST

OLIVE ST. LOOKING NORTH



HILL ST. LOOKING NORTH

SITE CORNER

CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

CONTEXT PHOTOS

Entitlement Submission
July 14, 2014

A105

COPY OF RECORD OF SURVEY SUBMITTED TO LA
LA COUNTY AS REQUIRED BY STATE LAW

SCALE: 1"=50'

SHT 1 OF 1 SHT

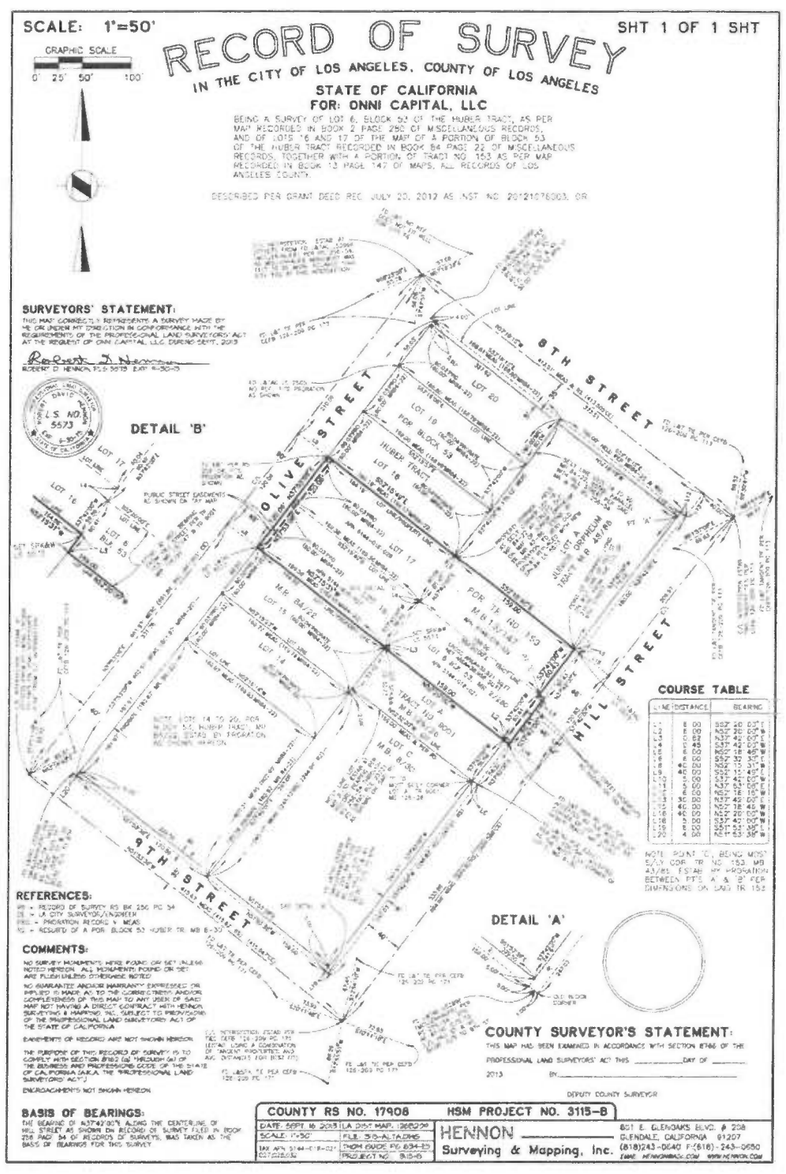
RECORD OF SURVEY

IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES
STATE OF CALIFORNIA
FOR: ONNI CAPITAL, LLC

BEING A SURVEY OF LOT 6, BLOCK 53 OF THE HUBER TRACT, AS PER MAP RECORDED IN BOOK 2, PAGE 280 OF MISCELLANEOUS RECORDS, AND OF LOTS 16 AND 17 OF THE MAP OF A PORTION OF BLOCK 53 OF THE HUBER TRACT RECORDED IN BOOK 84, PAGE 22 OF MISCELLANEOUS RECORDS, TOGETHER WITH A PORTION OF TRACT NO. 153 AS PER MAP RECORDED IN BOOK 13, PAGE 147 OF MAPS, ALL RECORDS OF LOS ANGELES COUNTY.

DESCRIBED PER GRANT DEED REC. JULY 20, 2012 AS INST. NO. 20121076903, OR

GRAPHIC SCALE
0' 25' 50' 100'



LINE	DISTANCE	BEARING
L1	6.00'	S52°26'03"E
L2	5.09'	N37°33'57"E
L3	0.82'	N37°42'00"E
L4	5.45'	S52°18'00"E
L5	6.00'	N52°18'48"W
L6	6.00'	S37°42'00"W
L7	46.00'	S52°11'31"E
L8	2.00'	N37°48'29"E
L9	2.00'	S52°11'31"E
L10	2.00'	N37°48'29"E
L11	2.00'	N52°11'31"W
L12	36.00'	N37°48'29"E
L13	40.00'	N52°18'48"W
L14	46.00'	N37°42'00"E
L15	3.00'	S37°41'00"W
L16	8.00'	S52°51'00"E
L17	4.00'	N37°53'38"E

SURVEYORS' STATEMENT:

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYORS' ACT AT THE REQUEST OF ONNI CAPITAL, LLC DURING SEPT. 2013

Robert D. Hennon
ROBERT D. HENNON, P.L.S. 5573 EXP. 9-30-15

L.S. NO. 5573

REFERENCES:

(R) = RECORD OF SURVEY RS BK 256 PG 54
(O) = L.A. CITY SURVEYOR/ENGINEER
(FIELD) = FIELD MEAS. & MEAS.
(C) = ASSUMED OF A POR. BLOCK 53 HUBER TR. MB 8-37

COMMENTS:

NO SURVEY MONUMENTS WERE FOUND OR SET UNLESS NOTED HEREON. ALL MONUMENTS FOUND ON SET ARE FLUSH UNLESS OTHERWISE NOTED

NO GUARANTEE AND/OR WARRANTY EXPRESSED OR IMPLIED IS MADE AS TO THE CORRECTNESS AND/OR COMPLETENESS OF THIS MAP TO ANY USER OF SAID MAP NOT HAVING A DIRECT CONTRACT WITH HENNON SURVEYING & MAPPING, INC. SUBJECT TO PROVISIONS OF THE PROFESSIONAL LAND SURVEYORS' ACT OF THE STATE OF CALIFORNIA

EASEMENTS OF RECORD ARE NOT SHOWN HEREON.

THE PURPOSE OF THIS RECORD OF SURVEY IS TO COMPLY WITH SECTION 8762 (a) THROUGH (e) OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA (A.K.A. THE "PROFESSIONAL LAND SURVEYORS' ACT")

ENCROACHMENTS NOT SHOWN HEREON.

BASIS OF BEARINGS:

THE BEARING OF N37°42'00"E ALONG THE CENTERLINE OF HILL STREET AS SHOWN ON RECORD OF SURVEY FILED IN BOOK 256 PAGE 54 OF RECORDS OF SURVEYS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY

COUNTY SURVEYOR'S STATEMENT:

THIS MAP HAS BEEN EXAMINED IN ACCORDANCE WITH SECTION 8766 OF THE PROFESSIONAL LAND SURVEYORS' ACT THIS _____ DAY OF _____, 2013

BY: _____
DEPUTY COUNTY SURVEYOR

COUNTY RS NO. 17908	HSM PROJECT NO. 3115-B	
DATE: SEPT. 16, 2013	LA DIST. MAP: 186B209	HENNON Surveying & Mapping, Inc.
SCALE: 1"=50'	FILE: 3115-ALTA.DWG	601 E. GLENOAKS BLVD. # 208 GLENDALE, CALIFORNIA 91207 (818)243-0640 F:(818)-243-0650 EMAIL: INFO@HENNON.COM WWW.HENNON.COM
TAX APN: 5144-018-021 5144-018-027 5144-018-028 5144-018-032	THOM GUIDE PG. 634-E5	
	PROJECT NO. 3115-B	

ALTA/ACSM LAND TITLE & ARCHITECTURAL DESIGN SURVEY OF

817-825 S. HILL STREET & 820 S. OLIVE STREET

IN THE CITY OF LOS ANGELES,
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1:

LOT 6 IN BLOCK 53 OF THE HUBER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 280 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL CRUDE OIL, PETROLEUM, GAS, BREA, ASPHALTUM AND KINDRED SUBSTANCES AND OTHER MINERALS BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF, AND WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED BY THE TIMES MIRROR COMPANY, A CORPORATION, IN DEED RECORDED NOVEMBER 2, 1966 AS INSTRUMENT NO. 507, OFFICIAL RECORDS

PARCEL 2:

LOT 16, AS PER MAP OF A PORTION IN BLOCK 53 OF THE HUBER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 84 PAGE 22 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL CRUDE OIL, PETROLEUM, GAS, BREA, ASPHALTUM AND KINDRED SUBSTANCES AND OTHER MINERALS BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF, AND WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED BY THE TIMES MIRROR COMPANY, A CORPORATION, IN DEED RECORDED NOVEMBER 2, 1966 AS INSTRUMENT NO. 507, OFFICIAL RECORDS

PARCEL 3:

LOT 17, AS PER MAP OF A PORTION IN BLOCK 53 OF THE HUBER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 84 PAGE 22 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL CRUDE OIL, PETROLEUM, GAS, BREA, ASPHALTUM AND KINDRED SUBSTANCES AND OTHER MINERALS BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF, AND WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED BY THE TIMES MIRROR COMPANY, A CORPORATION, IN DEED RECORDED NOVEMBER 2, 1966 AS INSTRUMENT NO. 507, OFFICIAL RECORDS

PARCEL 4:

THAT PORTION OF TRACT NO. 153, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 13, PAGE 147 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF HILL STREET AS SHOWN ON SAID MAP, DISTANT S37°42'W, 210 FEET FROM THE CENTERLINE OF EIGHT STREET; THENCE N52°18'W 159 FEET TO A POINT IN THE WESTERLY LINE OF SAID TRACT NO. 153, AT THE SOUTHEAST CORNER OF LOT 18, IN BLOCK 53 OF THE HUBER TRACT, RECORDED IN BOOK 84 PAGE 22, MISCELLANEOUS RECORDS OF SAID COUNTY; THENCE ALONG THE WESTERLY LINE OF SAID TRACT NO. 153, S37°42'W, 60.465 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE ALONG THE SOUTHERLY LINE OF SAID TRACT NO. 153, S52°20'E 159 FEET TO THE SAID WESTERLY LINE OF HILL STREET; THENCE ALONG HILL STREET N37°42'E 60.28 FEET TO THE POINT OF BEGINNING.

APN: 5144-018-021 (PARCEL 1); 5144-018-027 (PARCEL 2); 5144-018-028 (PARCEL 3); AND 5144-018-032 (PARCEL 4)

SURVEYOR'S NOTES:

1. BOUNDARY LINES SHOWN HEREON WERE ESTABLISHED FROM PUBLIC AND/OR PRIVATE SURVEY MONUMENTS WHOSE CHARACTER AND SOURCE ARE SO NOTED HEREON. LOT LINES WERE ESTABLISHED AS SHOWN ON RECORD OF SURVEY

PARCEL AREA:

THE SUBJECT PROPERTY AREA IS:
39,827 SQUARE FEET = 0.9145 ACRES GROSS
38,958 SQUARE FEET = 0.8944 ACRES NET
(NET AREA = GROSS AREA LESS STREET DEDICATIONS)
AREAS BASED ON FIELD MEASUREMENTS

GROSS/GROSS AREA (TO C/L OF ADJOINING STREETS)
EXISTING STREET AREA TO C/L OF HILL ST.=5,196 SQ.FT.
EXISTING STREET AREA TO C/L OF OLIVE ST.=4,832 SQ.FT.
GROSS/GROSS AREA OF SITE = 49,919 SQ.FT. = 1.146 ACRES
(GROSS/GROSS AREA IS FOR PLANNING PURPOSES ONLY)

PARKING:

142 STANDARD STALLS EXIST ON PROPERTY

ZONING:

PROPERTY IS ZONED [Q]R5-4D

FLOOD ZONE:

PER FEDERAL FLOOD INSURANCE RATE MAP (FIRM) 06037C1620F EFFECTIVE 09/26/2008 THE SUBJECT PROPERTY IS IN FLOOD ZONE 'X' (UNSHADED) WHICH IS OUTSIDE OF THE 0.2% (500 YEAR) ANNUAL CHANCE FLOOD PLAIN.

PROJECT BENCHMARK:

ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) CITY OF LOS ANGELES YEAR 2000 ADJUSTMENT, PER THE FOLLOWING CITY BENCHMARK

LA CITY BM 12-05248 ELEV.=257.356 FT. NAVD88 YEAR 2000
CITY OF LA BRASS DISC MARKER (PRIM) STAMPED "12-05248 1970" 2' FT. EAST OF EAST CURB LINE OF HILL STREET, 19.8 FT. NORTH OF BC CURB RETURN NORTH OF 8TH STREET, AT NORTH END OF CATCH BASIN.

ANY USER OF ELEVATIONS AND/OR COORDINATES SHOWN HEREON FOR THE CONTROL OF CONSTRUCTION, SHALL VERIFY AT LEAST 3 POINTS SHOWN HEREON, FOR MATHEMATICAL CONSISTENCY PRIOR TO SUCH USE

BASIS OF BEARINGS:

THE BEARING OF S37°42'00"E ALONG THE CENTERLINE OF HILL STREET AS SHOWN ON RECORD OF SURVEY FILED IN BOOK 256, PAGE 54 OF RECORDS OF SURVEYS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

TITLE REPORT MATTERS:

PER PRELIMINARY TITLE REPORT ORDER NO. NCS-503753-SD-HJ42 DATED MARCH 31, 2012 BY FIRST AMERICAN TITLE INSURANCE COMPANY, ONLY THE FOLLOWING MATTERS OF RECORD AFFECT THE SUBJECT PROPERTY.

ITEMS 1 TO 9 - TAXES

ITEM 10 - WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS

(11) ITEM 11 - AN EASEMENT FOR THE WIDENING OF HILL STREET AND INCIDENTAL PURPOSES IN DOC. RECORDED MAY 18, 1907 IN BK. 3108 OF DEEDS, PAGE 94 (PLOTTED HEREON; AFFECTS PORTION OF PARCEL 1)

(12) ITEM 12 - AN EASEMENT FOR THE WIDENING OF OLIVE STREET AND INCIDENTAL PURPOSES IN THE DOC. RECORDED AUG. 5, 1925 IN BK 3826, PAGE 210, OR (PLOTTED HEREON; AFFECTS PORTION OF PARCEL 2)

(13) ITEM 13 - AN EASEMENT FOR THE OPENING AND WIDENING OF OLIVE STREET AND INCIDENTAL PURPOSES IN THE DOC. RECORDED JAN. 11, 1928 AS INST. NO. 1279 IN BK 7374, PAGE 205 OF OFFICIAL RECORDS (PLOTTED HEREON) (AFFECTS PORTION OF PARCEL 3)

ITEM 14 - THE FACT THAT THE LAND LIES WITHIN THE BOUNDARIES OF THE CENTRAL BUSINESS DISTRICT REDEVELOPMENT PROJECT AREA, AS DISCLOSED BY THE DOCUMENT RECORDED JULY 22, 1975 AS INST. NO. 3677, AND JULY 30, 1975 AS INST. NO. 3868, BOTH OF OFFICIAL RECORDS (BLANKET)

ITEMS 15 TO 17 - NOTICE OF POWER TO SELL TAX DEFAULTED PROPERTY AND BANKRUPTCY COURT MATTERS - SEE TITLE REPORT FOR PARTICULARS (BLANKET)

ITEM 18 - RIGHTS OF PARTIES IN POSSESSION (BLANKET)

(XX) INDICATES PLOTTED TITLE REPORT MATTER

ALTA/ACSM LAND TITLE SURVEY CERTIFICATE:

TO:

* Onni Capital, LLC
* Onni South Hill, LLC
* First American Title Insurance Company
* and all of their successors and/or assigns

THIS IS TO CERTIFY (AS CERTIFY IS DEFINED AND LIMITED BY SECTION 8770.6 OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA) THAT THIS MAP OF PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a), 7(a), 7(b1), 7(c), 8, 9, 10(a), 11(a), 14, AND 21. ($2 MILLION PROFESSIONAL LIABILITY INSURANCE) OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON SEPTEMBER 14, 2013.

BY: Robert D. Hennon
ROBERT DAVID HENNON, PLS 5573 (EXPIRES 9-30-15)

L.S. NO. 5573

HENNON Surveying & Mapping, Inc.
601 E. GLENOAKS BLVD., SUITE 208
GLENDALE, CALIFORNIA 91207
(818)243-0640
FAX (818)243-0650 WEB: HENNON.COM

DATE: SEPTEMBER 16, 2013
SCALE: ONE INCH = 50 FT.
CONTOUR INTERVAL: ONE FT.
PROJECT NO: 3115-B
SHEET ONE OF TWO SHEETS

ALTA/ACSM LAND TITLE & ARCHITECTURAL DESIGN SURVEY OF
817-825 S. HILL STREET & 820 S. OLIVE STREET
IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

THOMAS GUIDE: 634-E5
LA CITY DIST MAP: 186-B-209
ASR PARCEL NO: 5144-018-021, 027, 028, 032
TRACT: 153
M.B. 13-147
LOT: 6
BLOCK: 53
HUBER TRACT
M.B. 2-280
LOT: 16
BLOCK: 53
HUBER TRACT
M.B. 84-22
LOT: 17
BLOCK: 53
HUBER TRACT
M.B. 84-22
FILE: 3115-ALTA.DWG
SURVEYED BY: HENNON

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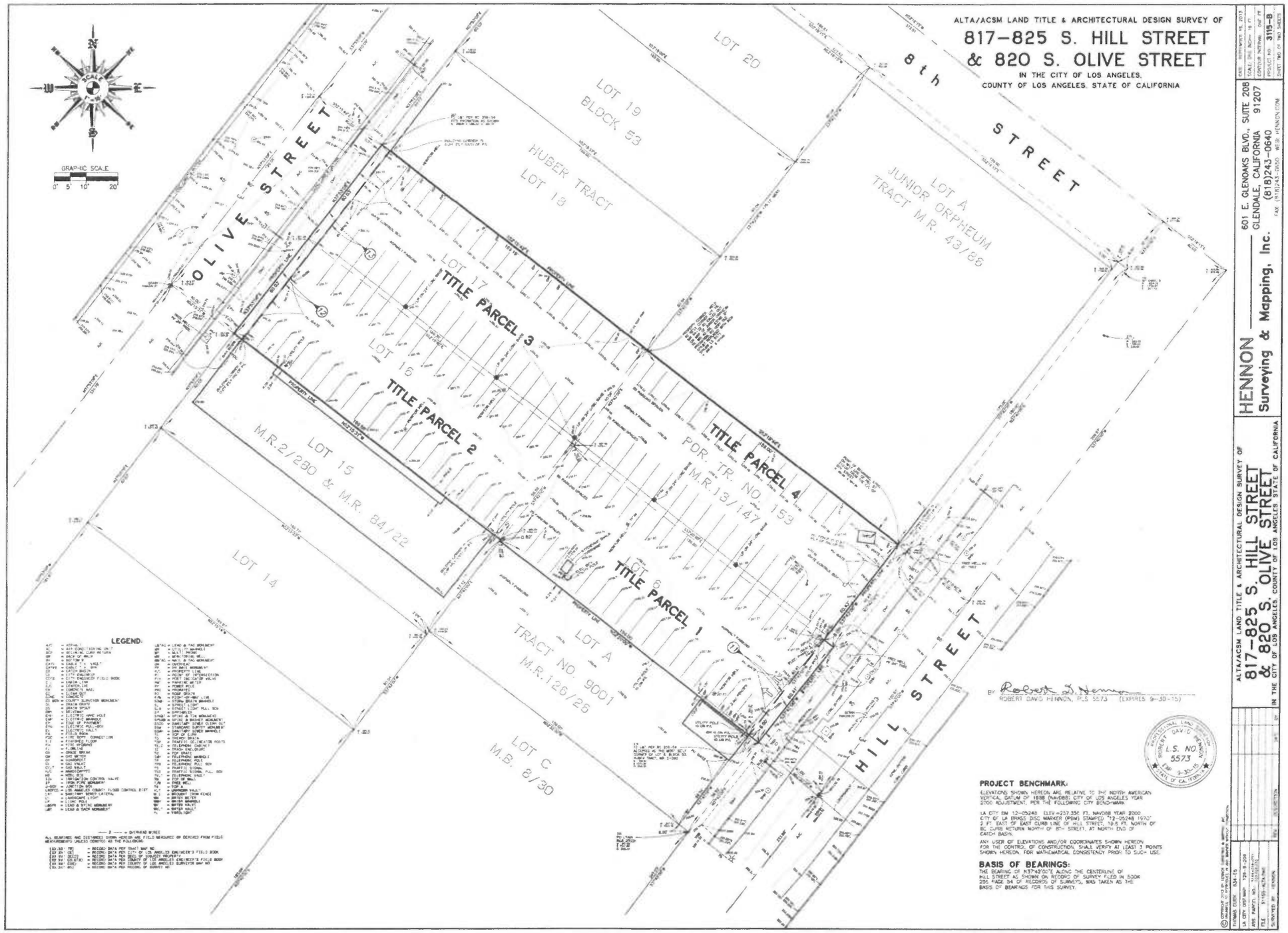


CHRIS DIKEAKOS ARCHITECTS INC.

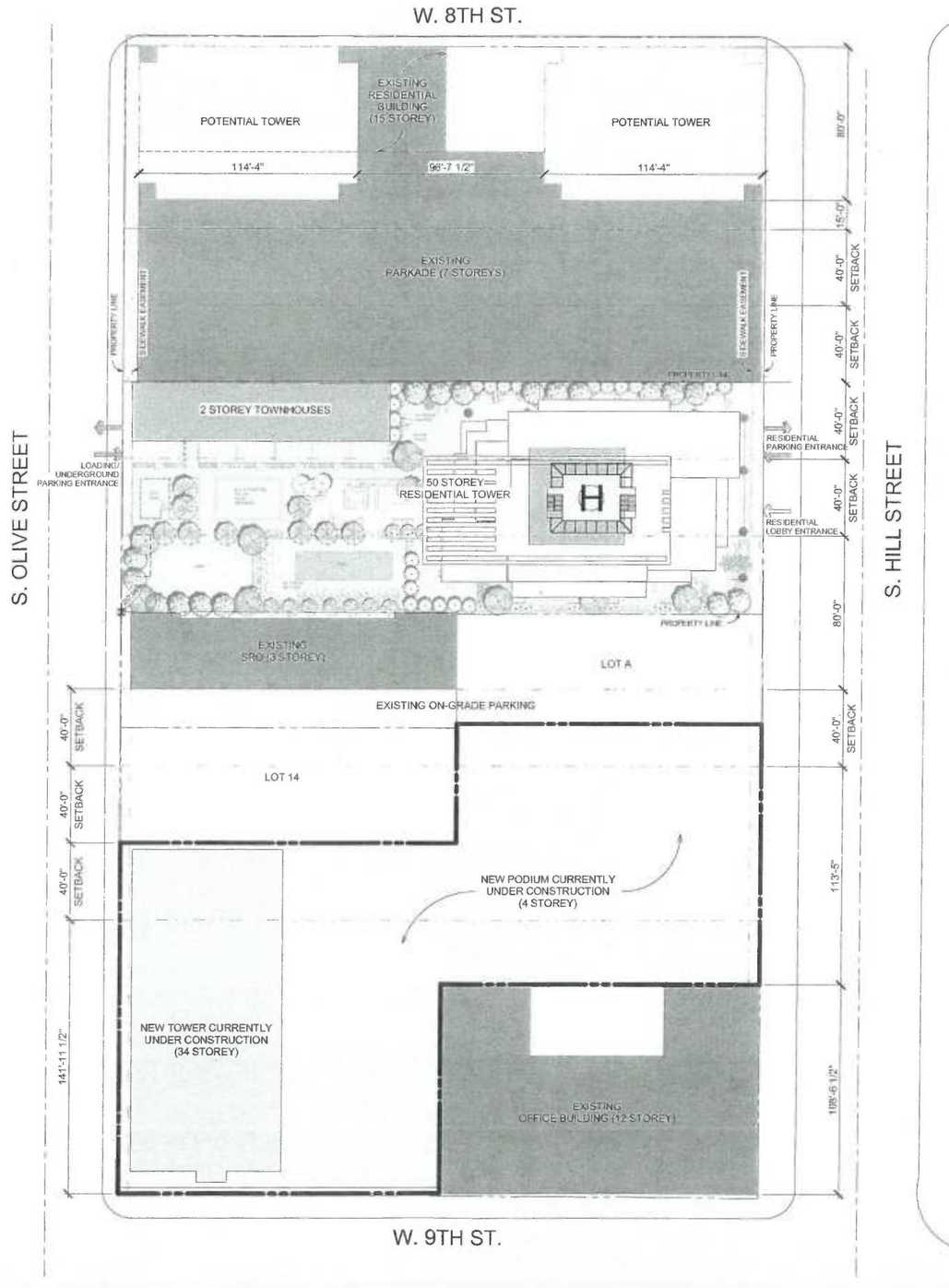
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

SURVEY PLAN

Entitlement Submission
July 14, 2014

onni group of companies

A107



0' 25' 50' 100' 200'
FEET

PROPOSED TOWER SETBACK 40' FROM PROPERTY LINE & CENTER LINE OF LANE
1 1/32" = 1'-0"

CHRIS DIKEAKOS ARCHITECTS INC.

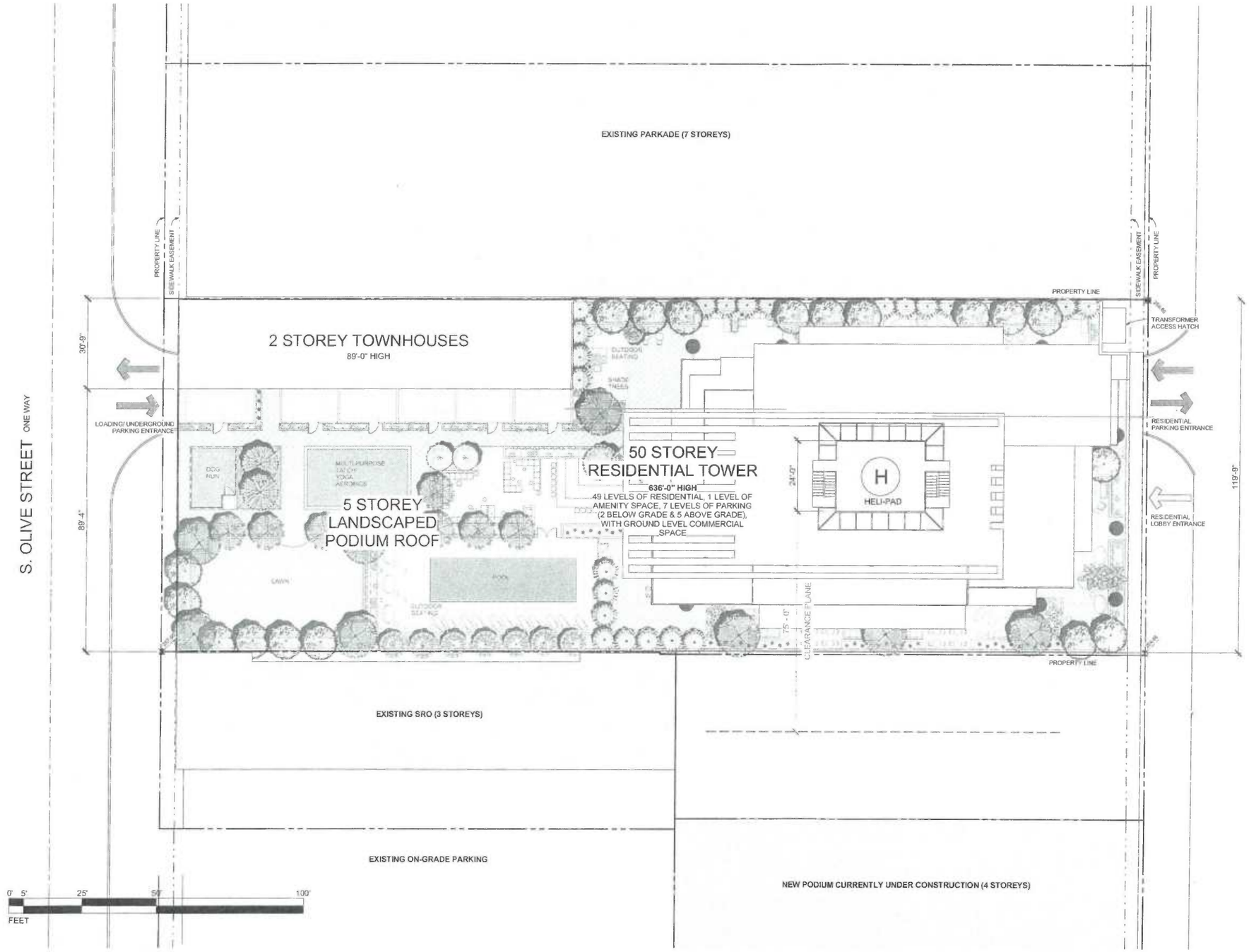
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

BLOCK PLAN
SCALE: 1/32" = 1'-0"

Entitlement Submission
July 14, 2014

onni

A200



LEGAL DESCRIPTION

REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1:

LOT 6 IN BLOCK 53 OF THE HUBER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 2, PAGE 280 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT ALL CRUDE OIL, PETROLEUM, GAS, BREA, ASPHALTUM AND KINDRED SUBSTANCES AND OTHER MINERALS BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF, AND WITHOUT THE RIGHT OF SURFACE ENTRY, AS RESERVED BY THE TIMES MIRROR COMPANY, A CORPORATION, IN DEED RECORDED NOVEMBER 2, 1966 AS INSTRUMENT NO. 507, OFFICIAL RECORDS.

PARCEL 2:

LOT 18, AS PER MAP OF A PORTION IN BLOCK 53 OF THE HUBER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 84 PAGE 22 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

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LOT 17, AS PER MAP OF A PORTION IN BLOCK 53 OF THE HUBER TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 84 PAGE 22 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

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PARCEL 4:

THAT PORTION OF TRACT NO. 153, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 13, PAGE 147 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF HILL STREET AS SHOWN ON SAID MAP, DISTANT S37°42'W, 210 FEET FROM THE CENTERLINE OF EIGHT STREET; THENCE N52° 16'W 159 FEET TO A POINT IN THE WESTERLY LINE OF SAID TRACT NO. 153, AT THE SOUTHEAST CORNER OF LOT 18, IN BLOCK 53 OF THE HUBER TRACT, RECORDED IN BOOK 84 PAGE 22, MISCELLANEOUS RECORDS OF SAID COUNTY; THENCE ALONG THE WESTERLY LINE OF SAID TRACT NO. 153, S37°42'W, 60.455 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE ALONG THE SOUTHERLY LINE OF SAID TRACT NO. 153, S52°20'E 159 FEET TO THE SAID WESTERLY LINE OF HILL STREET; THENCE ALONG HILL STREET N37°42'E 60.26 FEET TO THE POINT OF BEGINNING.

APN: 5144-018-021 (PARCEL 1); 5144-018-027 (PARCEL 2); 5144-018-028 (PARCEL 3); AND 5144-018-032 (PARCEL 4)

CHRIS DIKEAKOS ARCHITECTS INC.

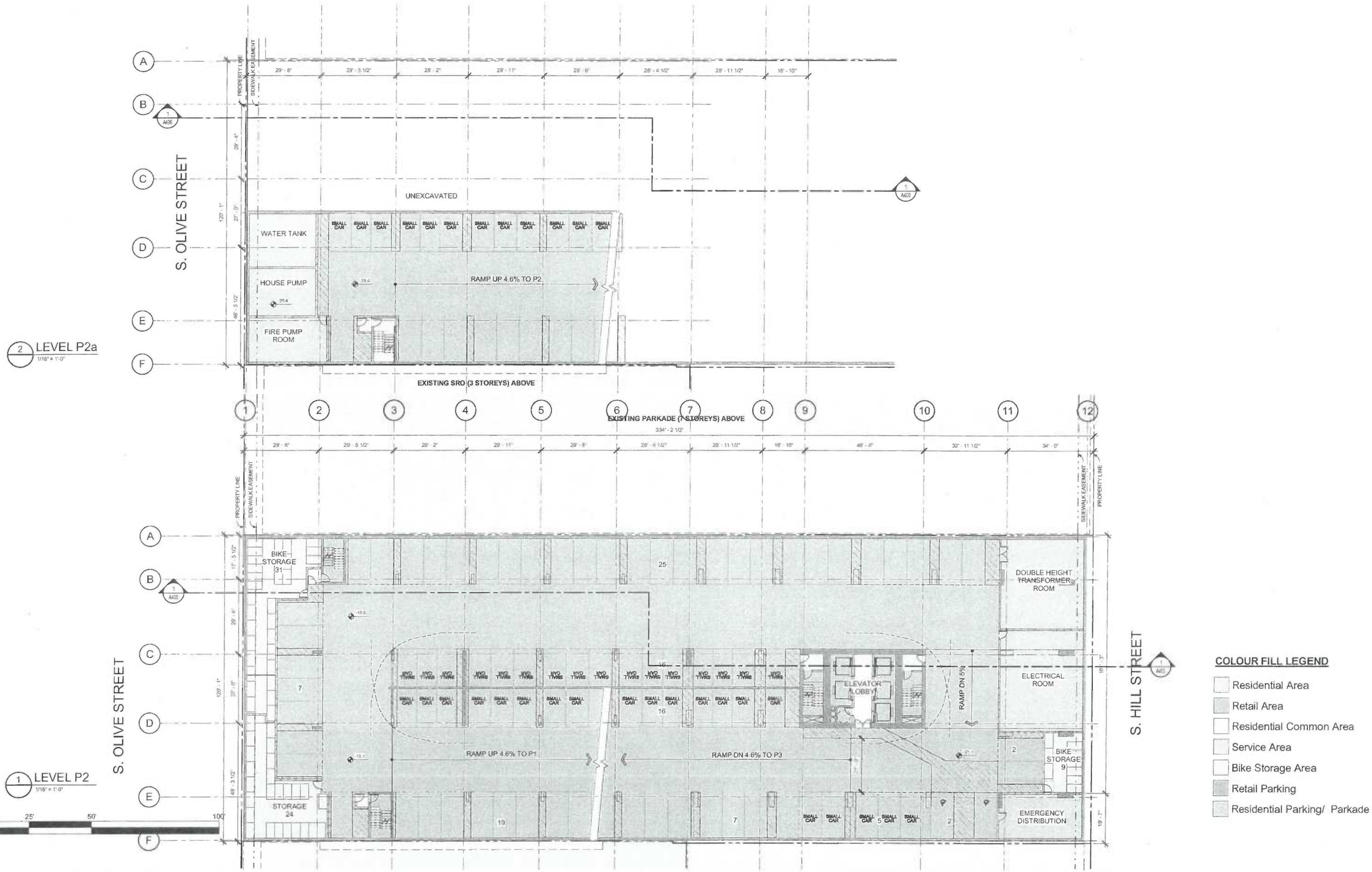
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

SITE PLAN
SCALE: 1/16" = 1'-0"

Entitlement Submission
July 14, 2014

onni group of companies

A201



COLOUR FILL LEGEND

- Residential Area
- Retail Area
- Residential Common Area
- Service Area
- Bike Storage Area
- Retail Parking
- Residential Parking/ Parkade

CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT

817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

PARKING LEVEL P2

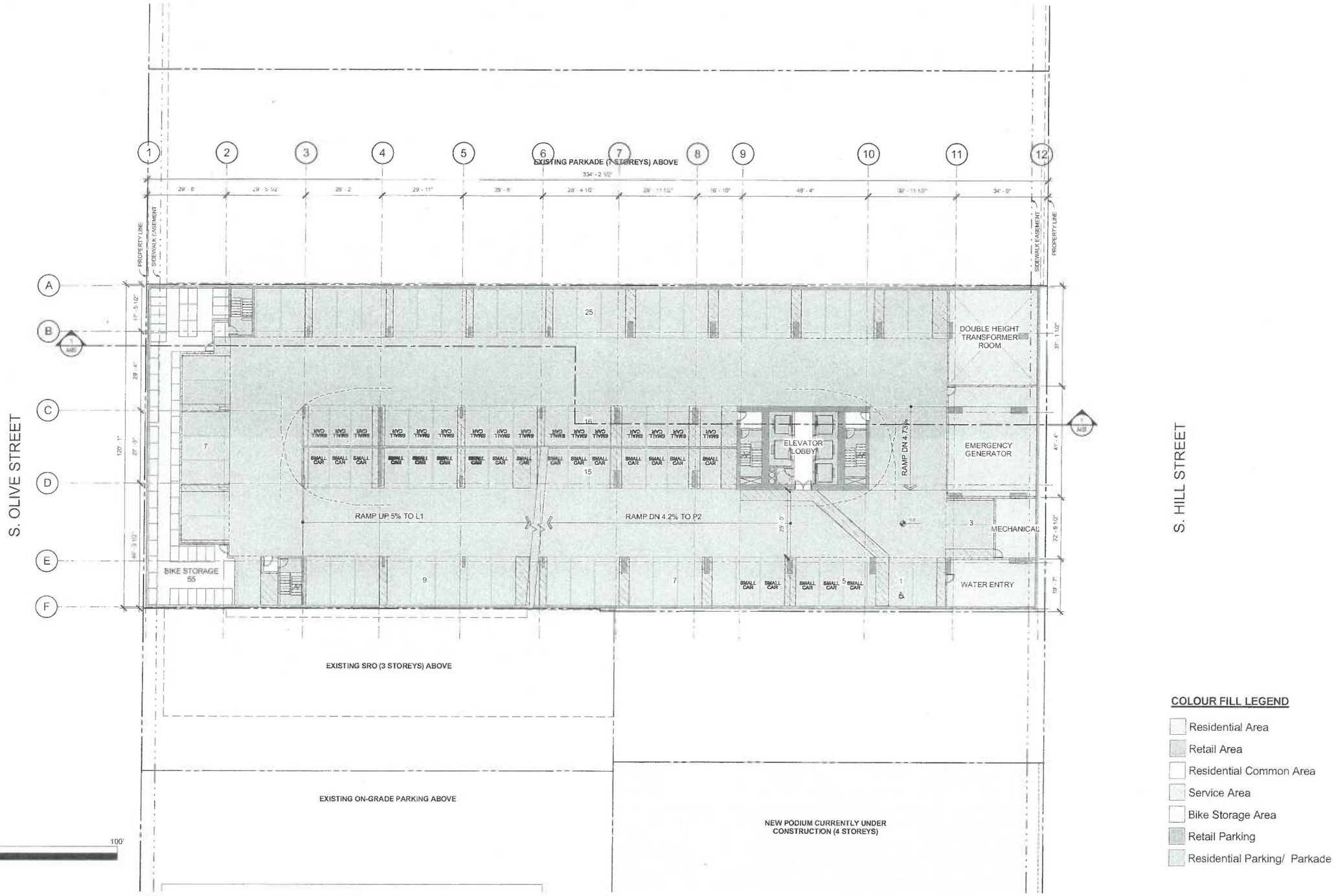
SCALE: 1/16" = 1'-0"

Entitlement Submission

July 14, 2014

onni group of companies

A202



COLOUR FILL LEGEND

- Residential Area
- Retail Area
- Residential Common Area
- Service Area
- Bike Storage Area
- Retail Parking
- Residential Parking/ Parkade

CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT

817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

PARKING LEVEL P1

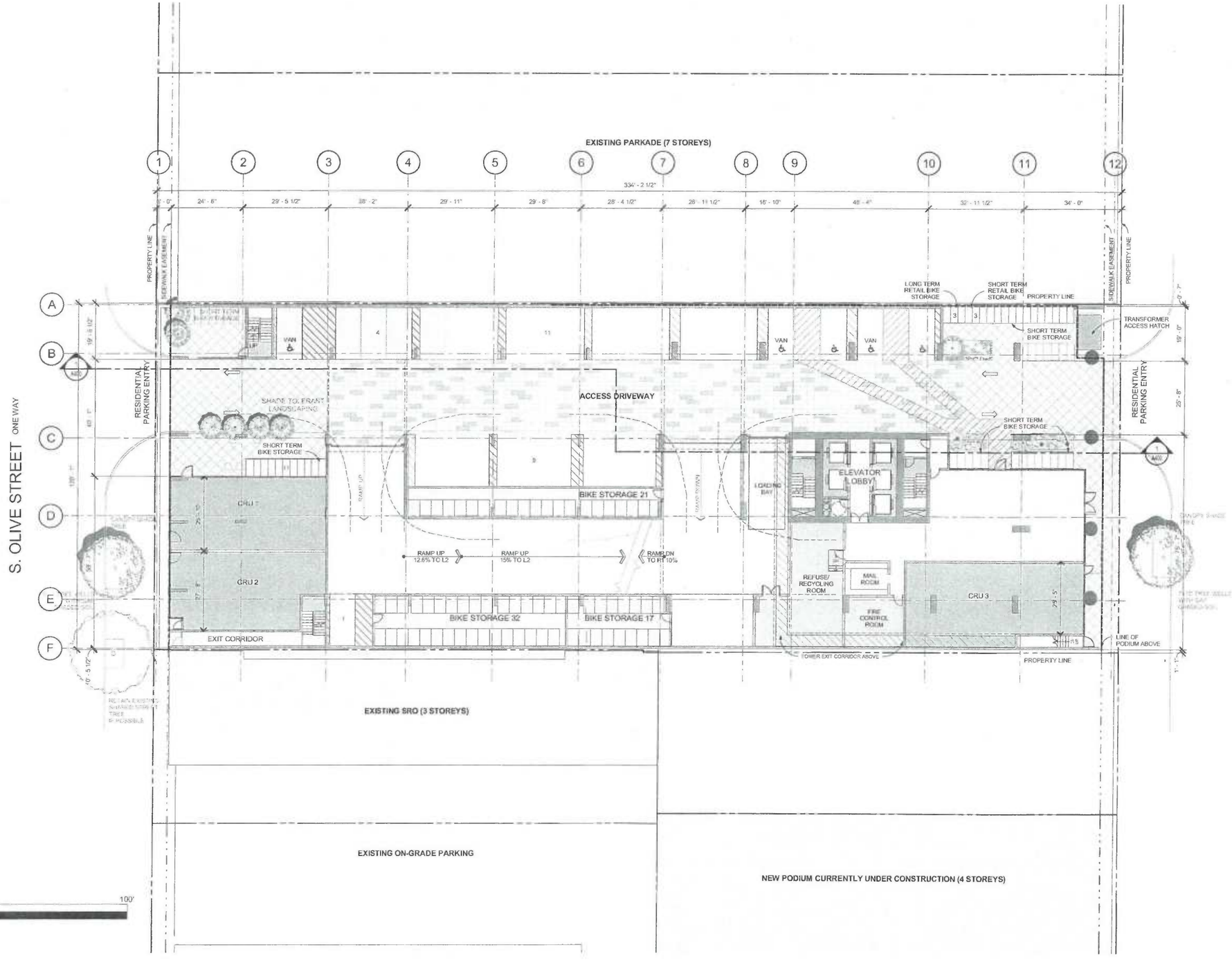
SCALE: 1/16" = 1'-0"

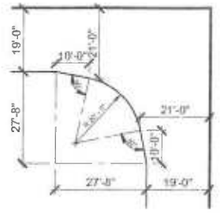
Entitlement Submission

July 14, 2014

onni group of companies

A203





② TURNING RADIUS
1" = 20'-0"

① LEVEL 1
1/16" = 1'-0"

0' 5' 25' 50' 100'
FEET

COLOUR FILL LEGEND

- Residential Area
- Retail Area
- Residential Common Area
- Service Area
- Bike Storage Area
- Retail Parking
- Residential Parking/ Parkade

CHRIS DIKEAKOS ARCHITECTS INC.

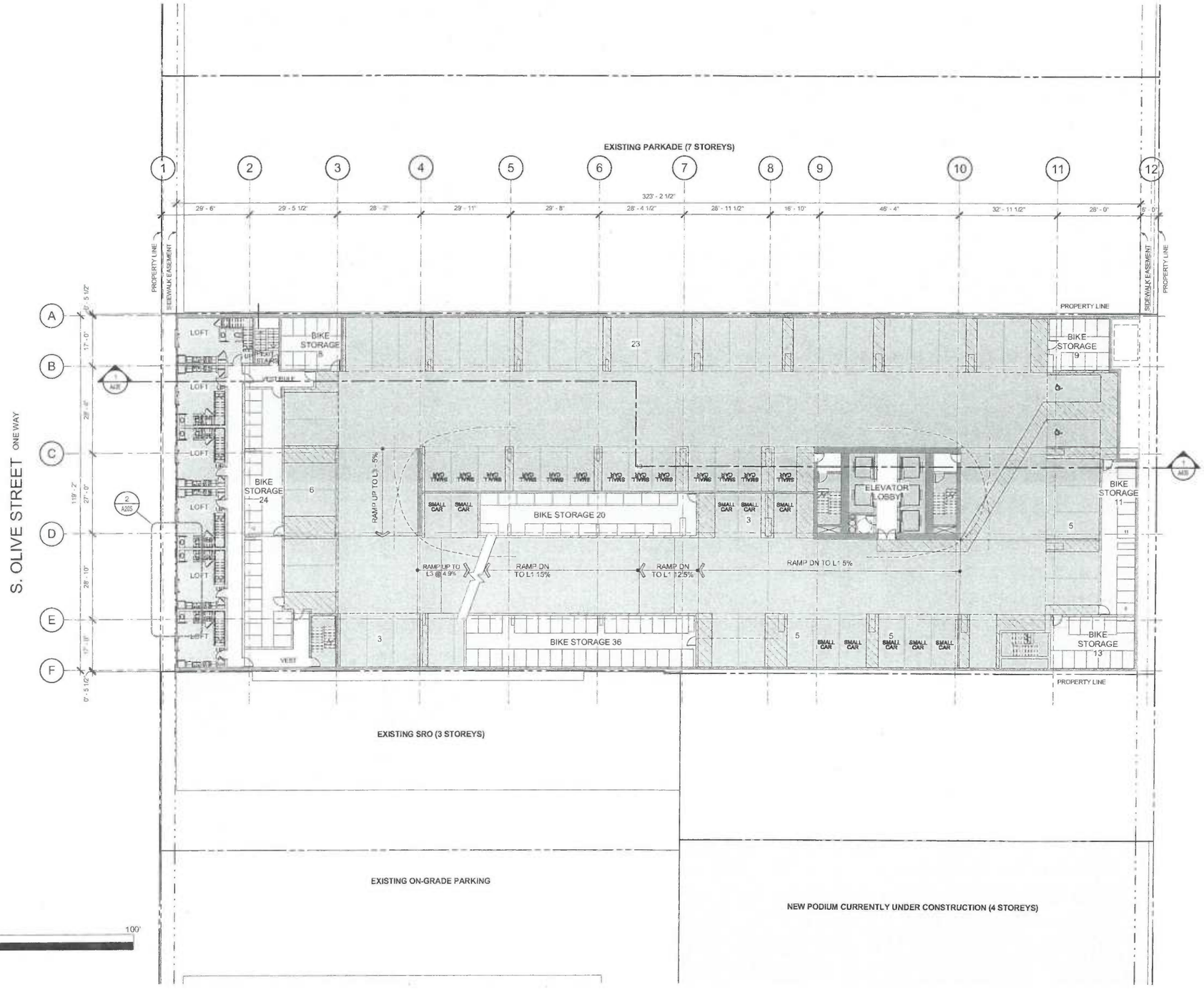
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

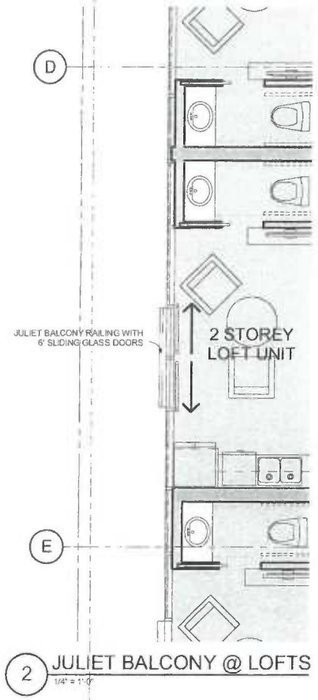
LEVEL 1
SCALE: As indicated

Entitlement Submission
July 14, 2014

onni group of companies

A204





2 JULIET BALCONY @ LOFTS
1/4" = 1'-0"

COLOUR FILL LEGEND

- Residential Area
- Retail Area
- Residential Common Area
- Service Area
- Bike Storage Area
- Retail Parking
- Residential Parking/ Parkade

CHRIS DIKEAKOS ARCHITECTS INC.

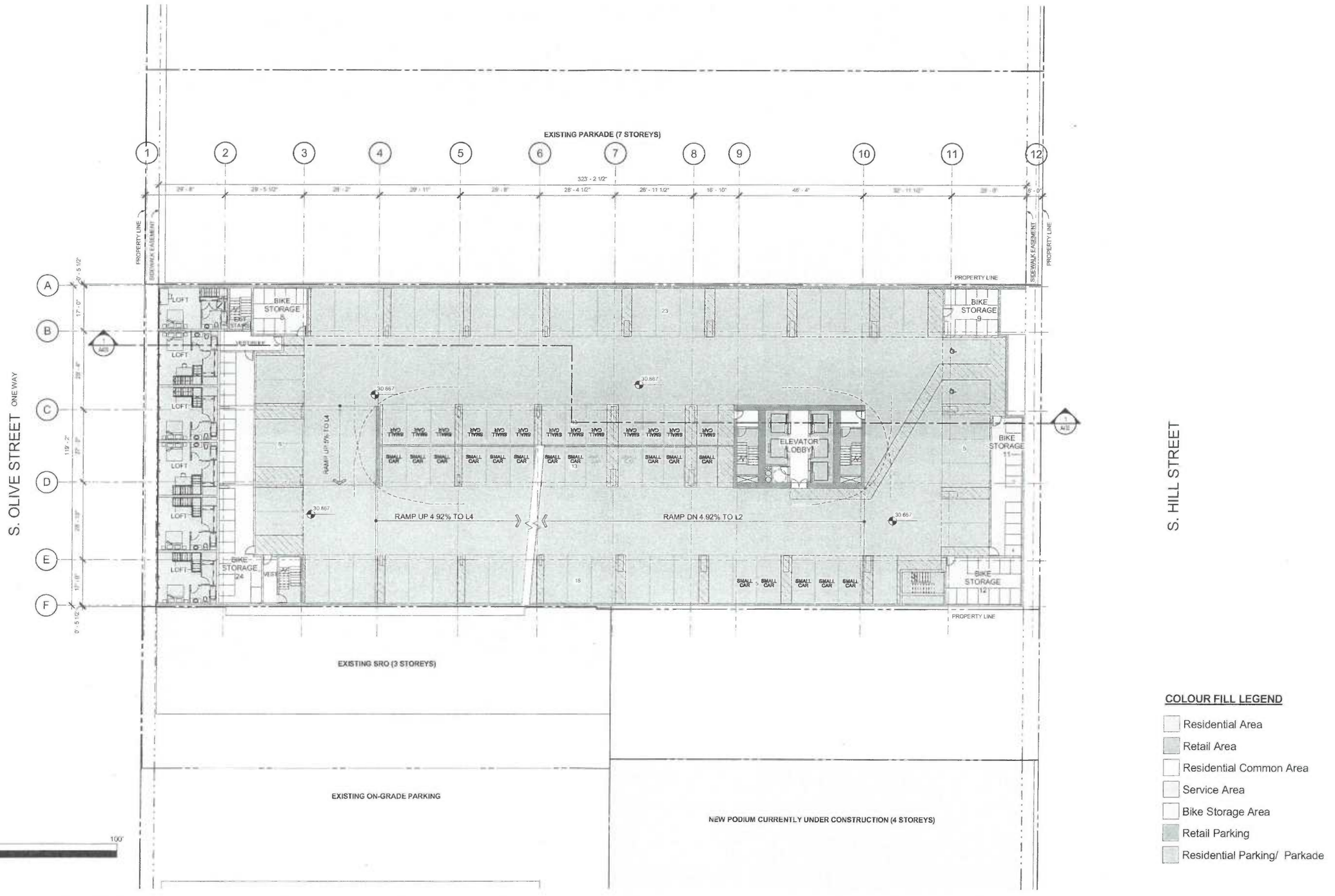
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

LEVEL 2
SCALE: As indicated

Entitlement Submission
July 14, 2014

onni

A205



COLOUR FILL LEGEND

- Residential Area
- Retail Area
- Residential Common Area
- Service Area
- Bike Storage Area
- Retail Parking
- Residential Parking/ Parkade

CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT

817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

LEVEL 3

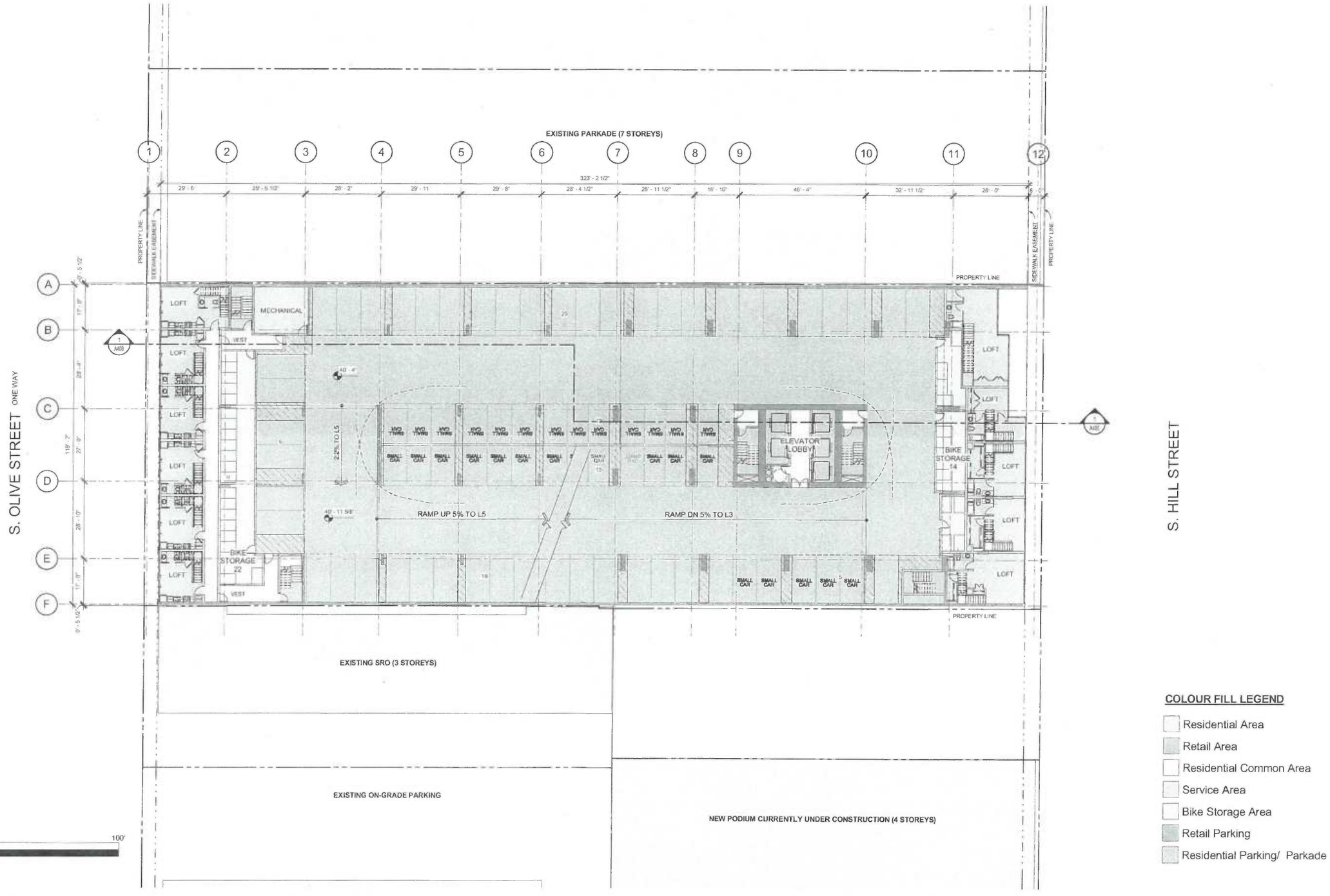
SCALE: 1/16" = 1'-0"

Entitlement Submission

July 14, 2014

onni group of companies

A206



COLOUR FILL LEGEND

- Residential Area
- Retail Area
- Residential Common Area
- Service Area
- Bike Storage Area
- Retail Parking
- Residential Parking/ Parkade

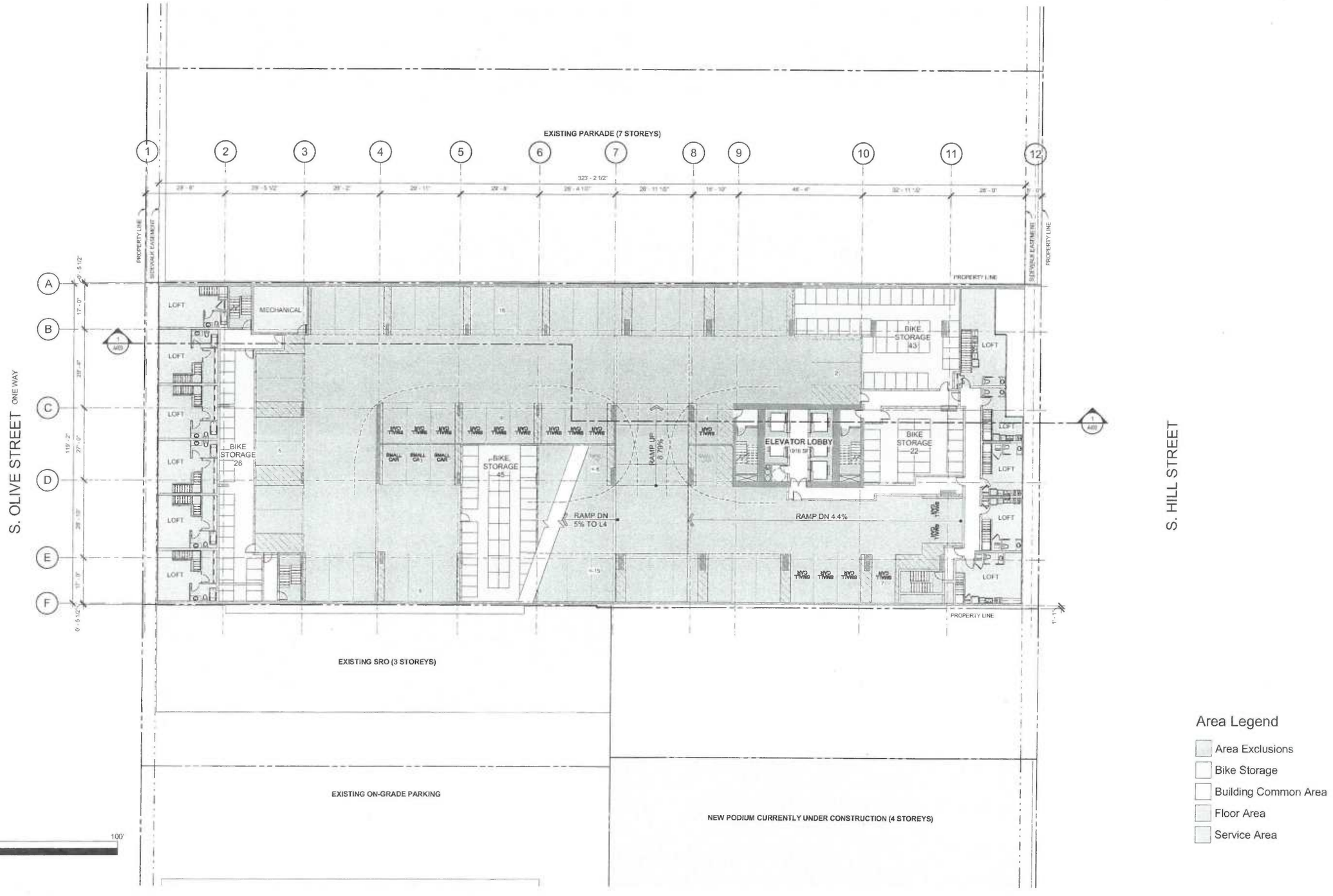
CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

LEVEL 4
SCALE: 1/16" = 1'-0"

Entitlement Submission
July 14, 2014

A207



Area Legend

- Area Exclusions
- Bike Storage
- Building Common Area
- Floor Area
- Service Area

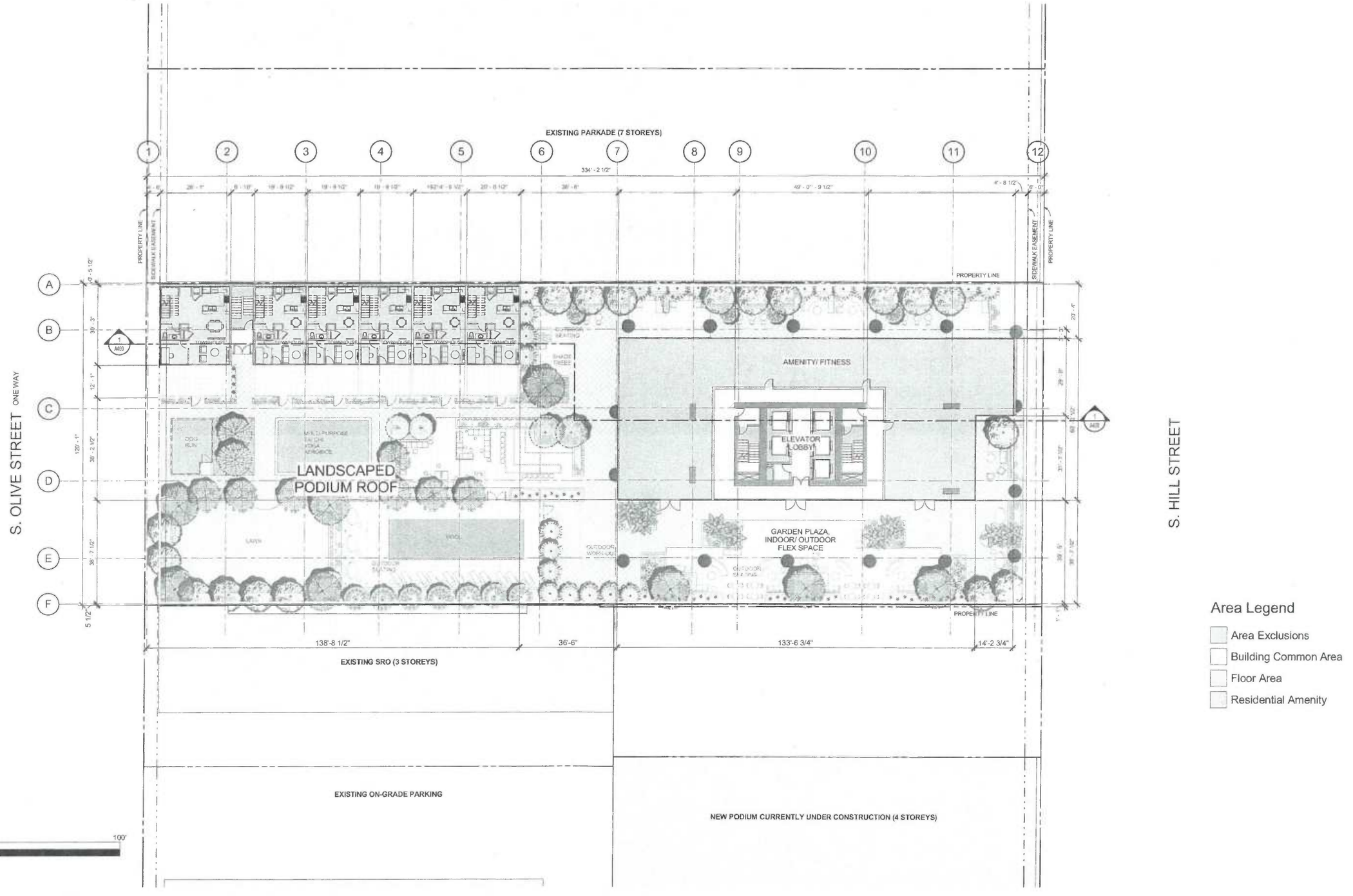
CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

LEVEL 5
SCALE: 1/16" = 1'-0"

Entitlement Submission
July 14, 2014

A208



Area Legend

- Area Exclusions
- Building Common Area
- Floor Area
- Residential Amenity

CHRIS DIKEAKOS ARCHITECTS INC.

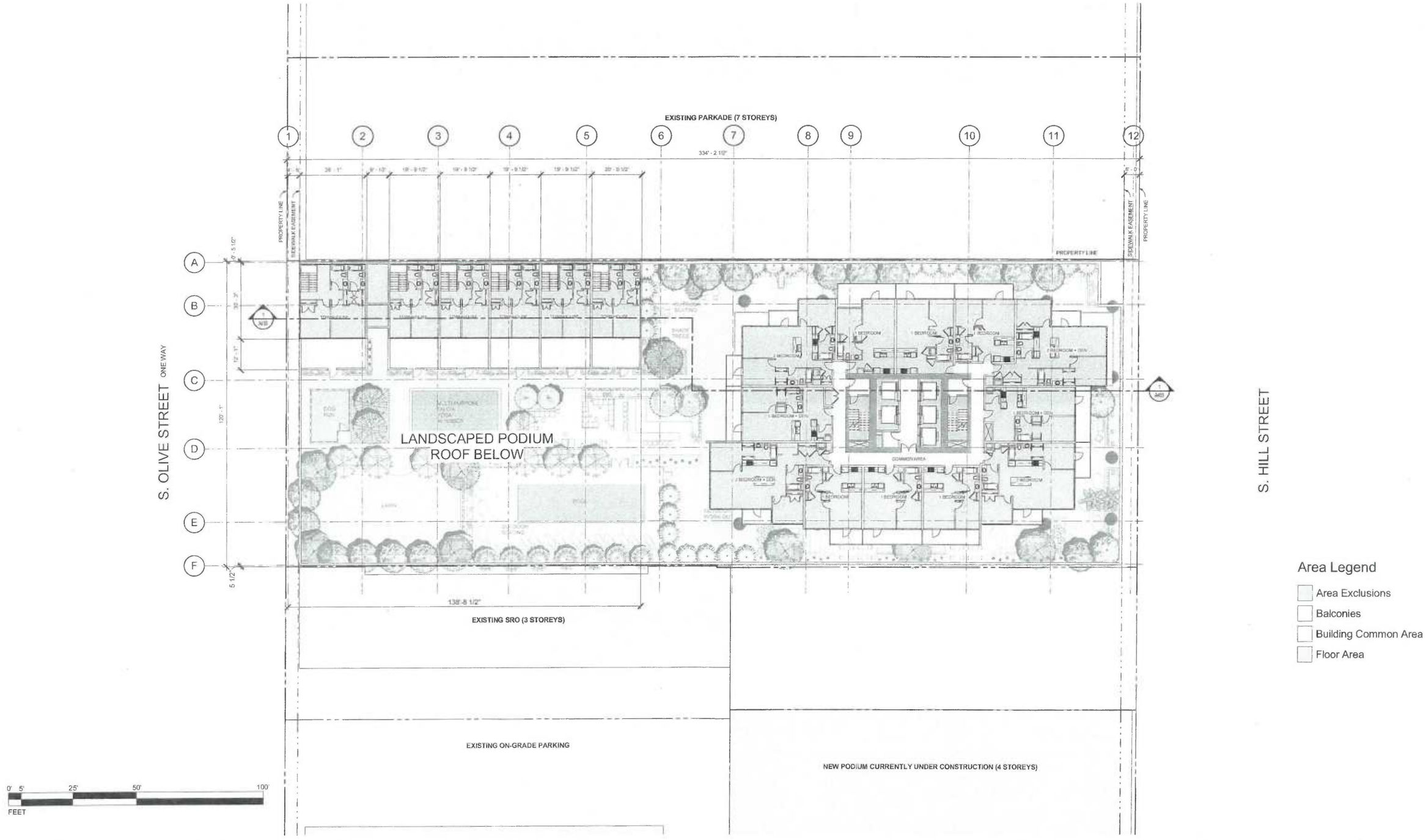
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

LEVEL 6
SCALE: 1/16" = 1'-0"

Entitlement Submission
July 14, 2014

omni

A209



Area Legend

- Area Exclusions
- Balconies
- Building Common Area
- Floor Area

CHRIS DIKEAKOS ARCHITECTS INC.

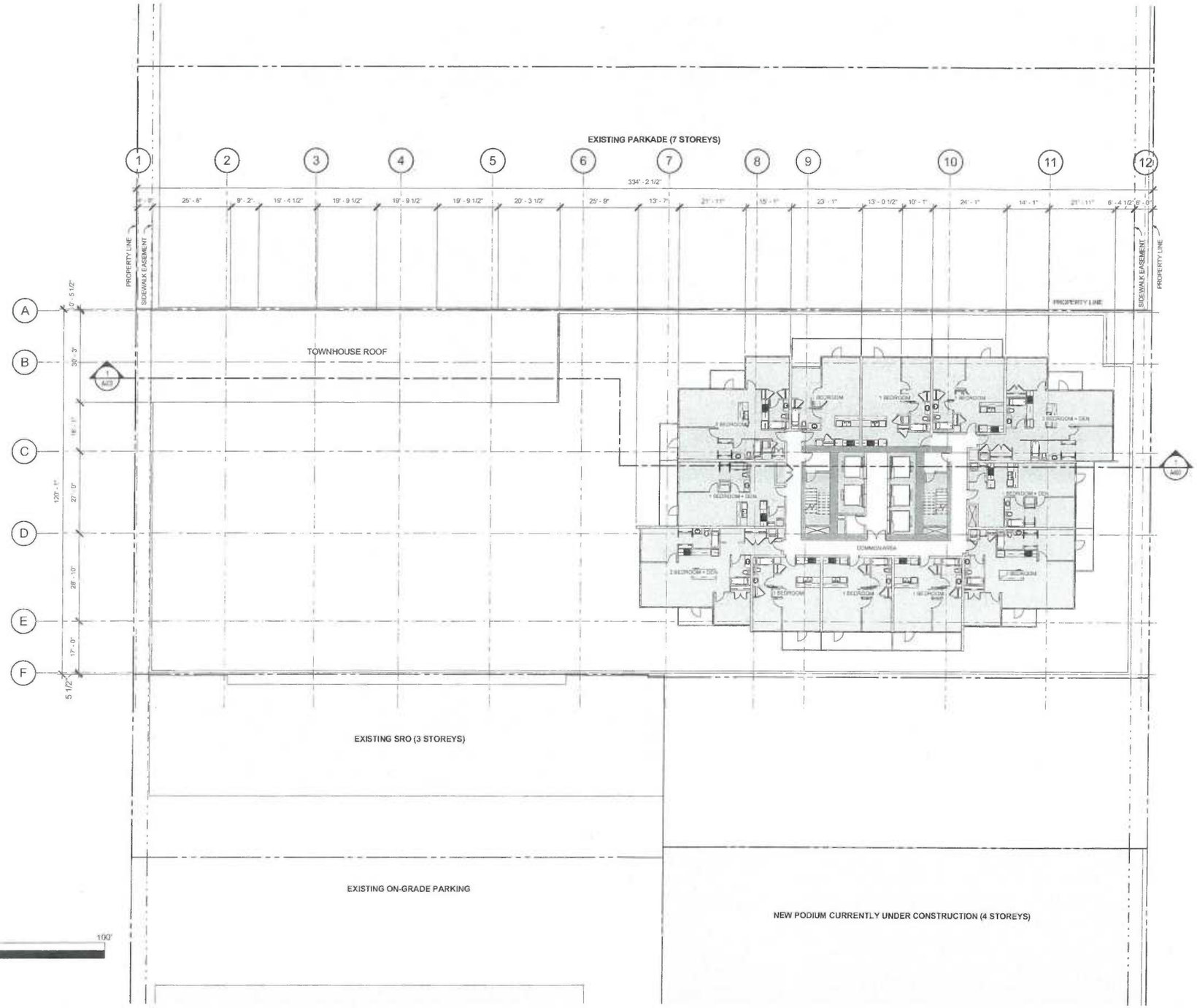
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

LEVEL 7
SCALE: 1/16" = 1'-0"

Entitlement Submission
July 14, 2014

onni group of companies

A210



CHRIS DIKEAKOS ARCHITECTS INC.

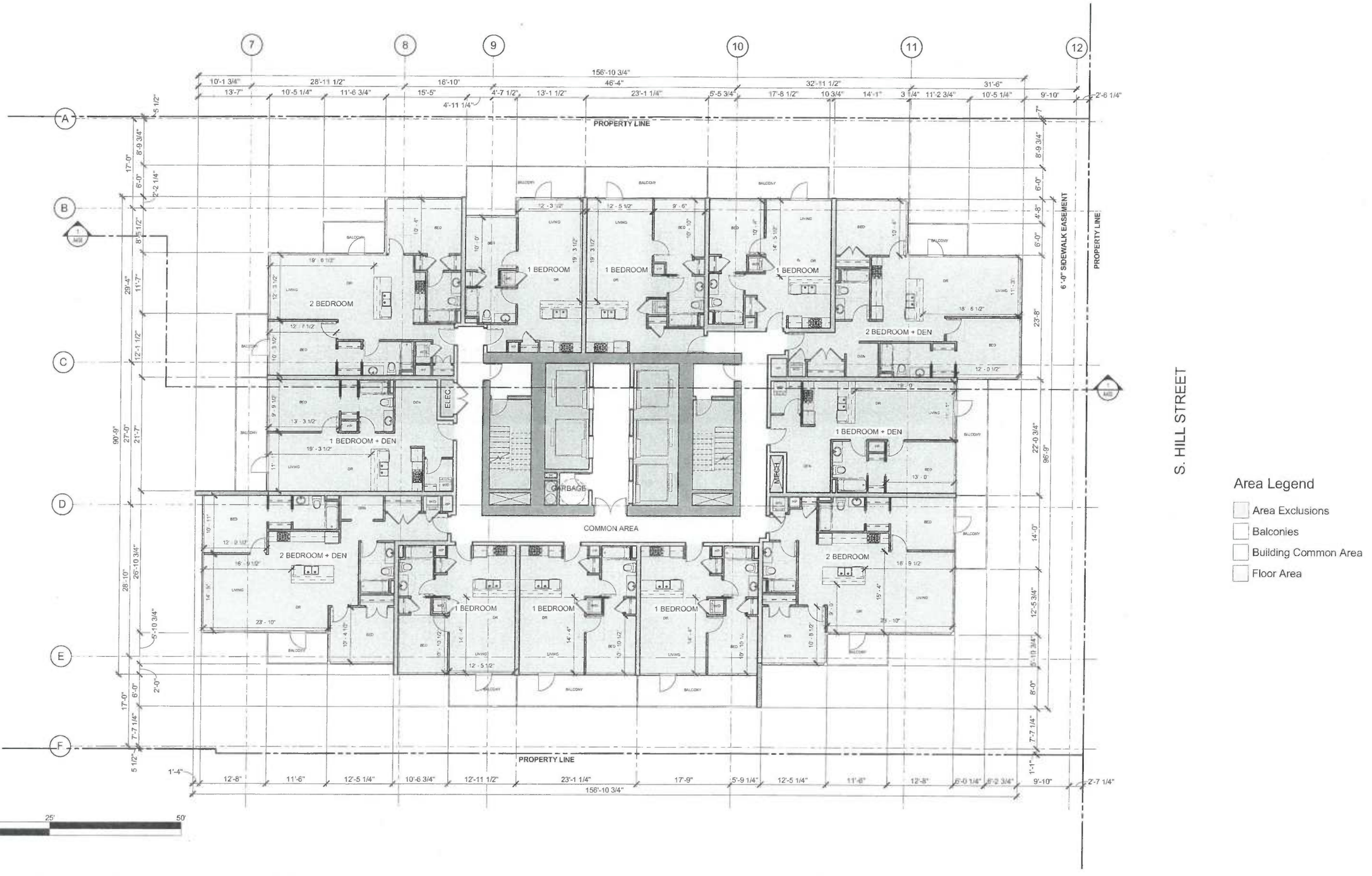
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

LEVEL 8
SCALE: 1/16" = 1'-0"

Entitlement Submission
July 14, 2014

onni group of companies

A211



Area Legend

- Area Exclusions
- Balconies
- Building Common Area
- Floor Area

CHRIS DIKEAKOS ARCHITECTS INC.

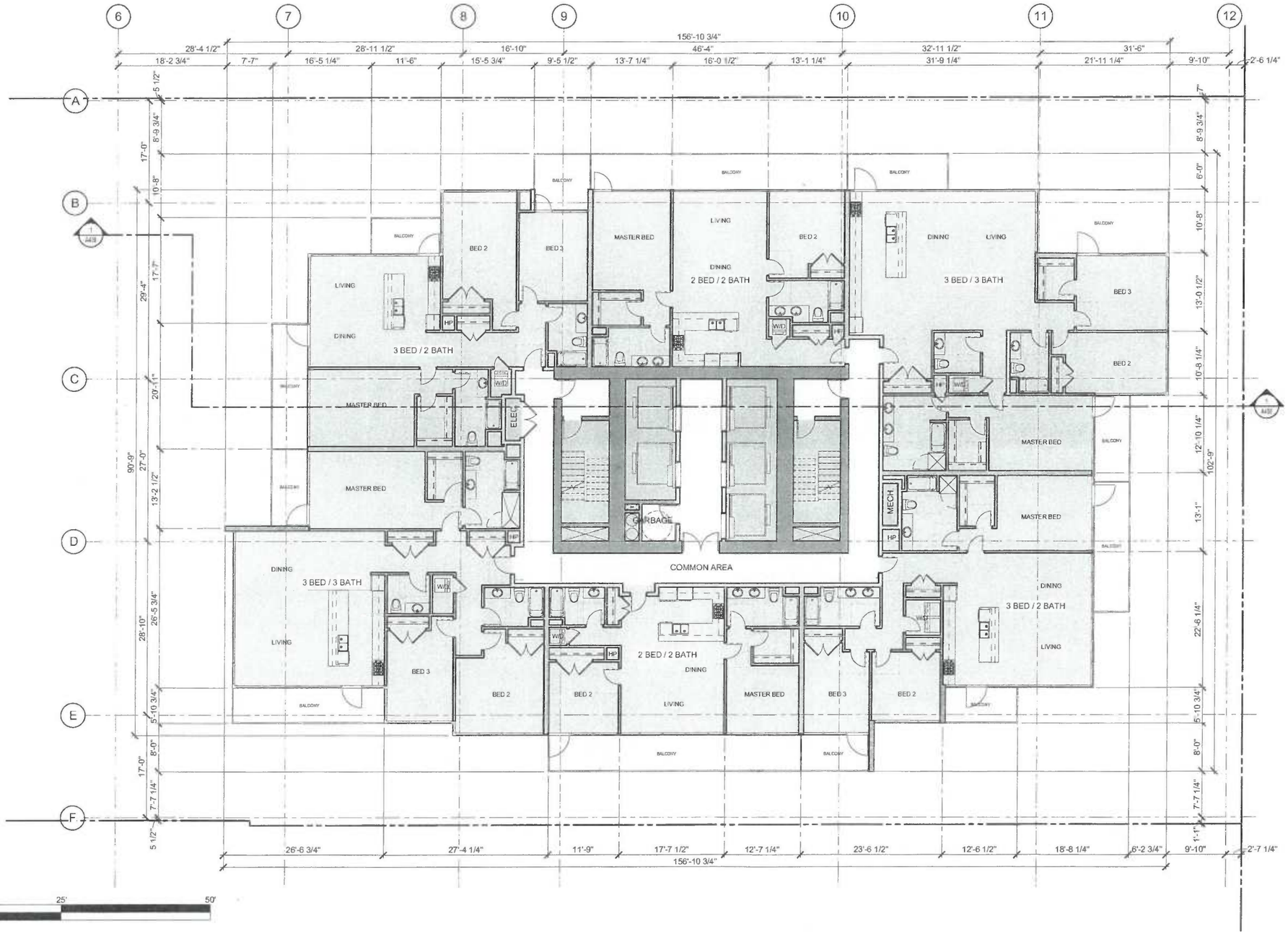
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

LEVEL 7-47 (TYPICAL) FLOOR PLAN
SCALE: 1/8" = 1'-0"

Entitlement Submission
July 14, 2014

onni group of companies

A212



S. HILL STREET

Area Legend

- Area Exclusions
- Balconies
- Building Common Area
- Floor Area

CHRIS DIKEAKOS ARCHITECTS INC.

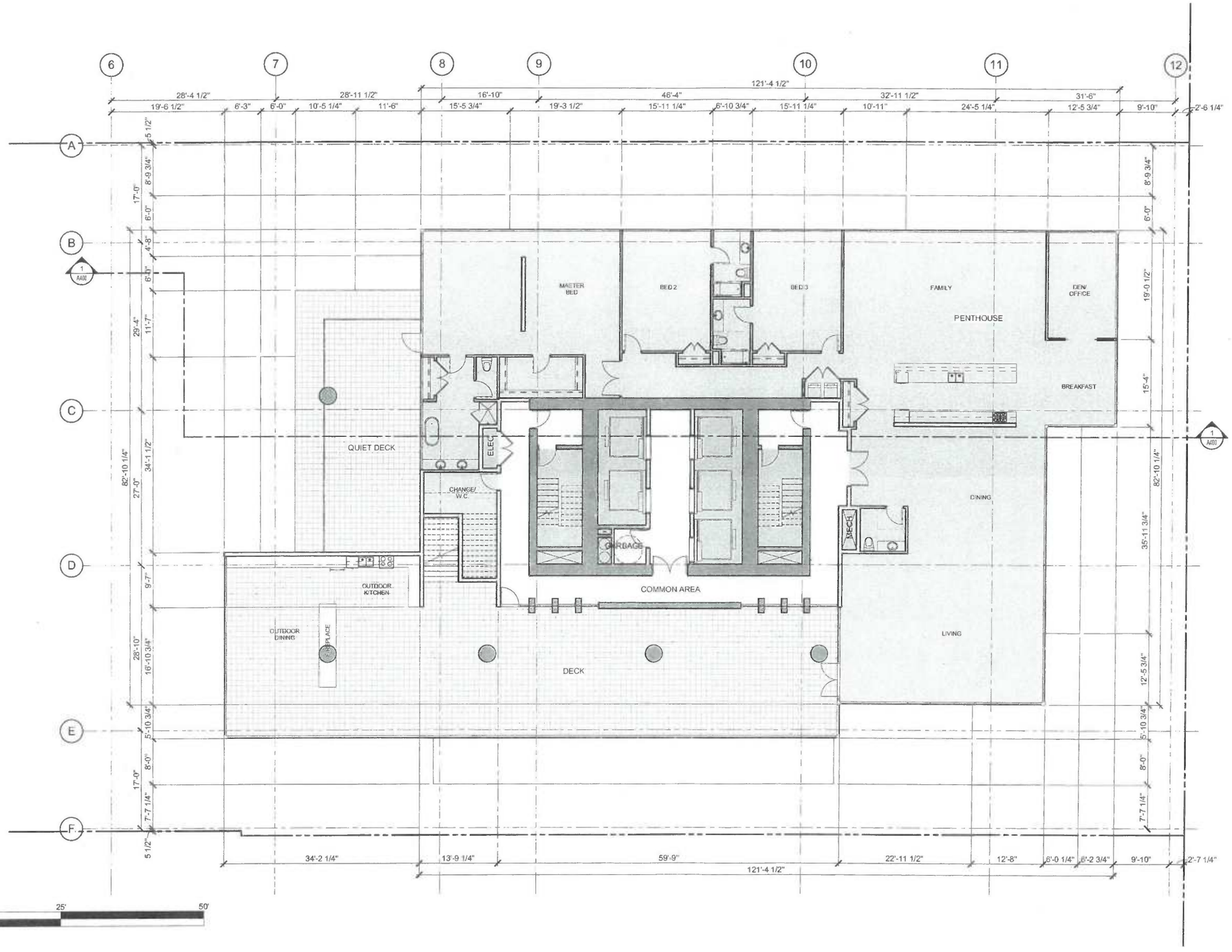
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

LEVEL 48 (SUB-PENTHOUSE) PLAN
SCALE: 1/8" = 1'-0"

Entitlement Submission
July 14, 2014

onni group of companies

A213



0' 2' 5' 10' 25' 50'
FEET

S. HILL STREET

Area Legend

- Area Exclusions
- Balconies
- Building Common Area
- Floor Area

CHRIS DIKEAKOS ARCHITECTS INC.

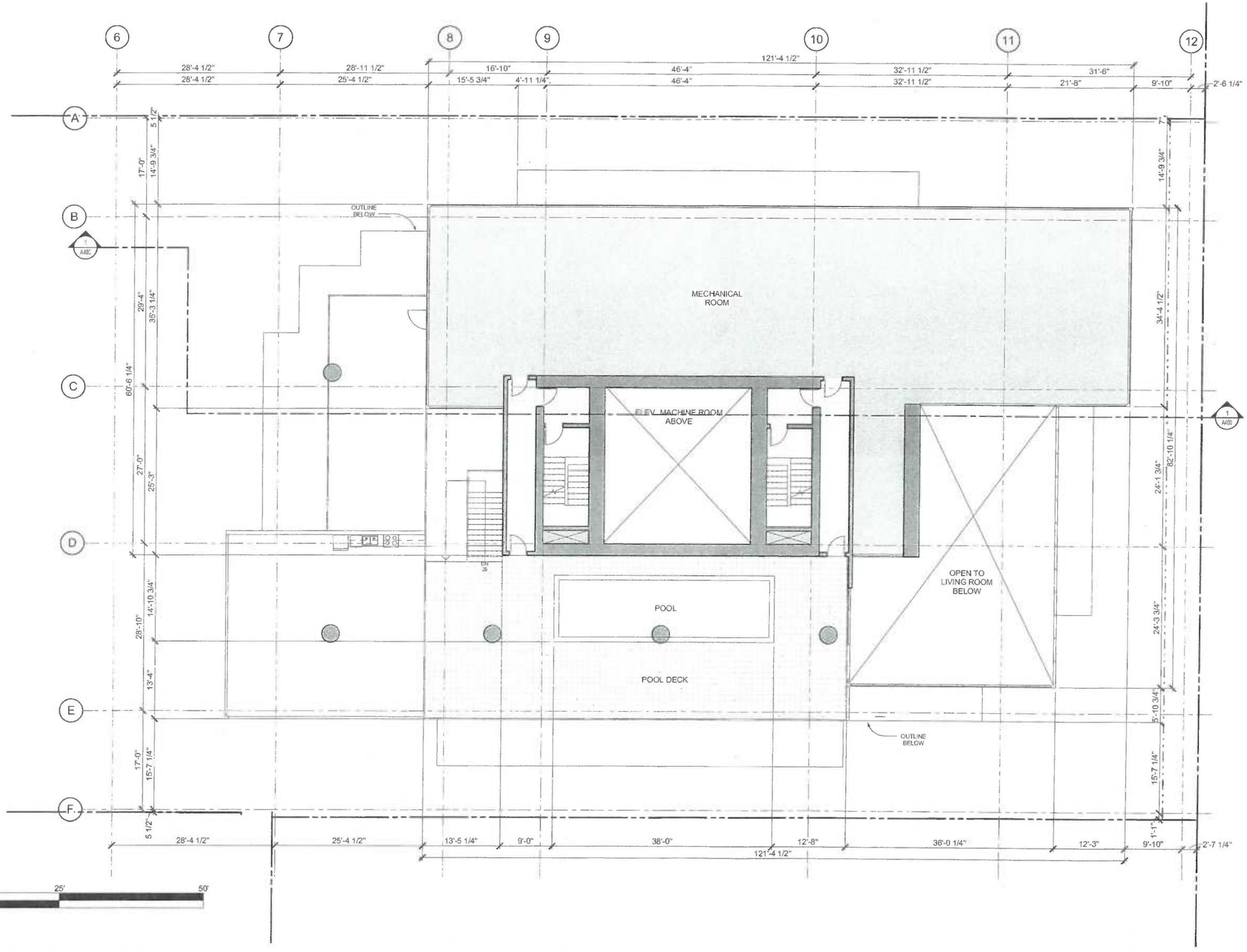
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

LEVEL 49 (PENTHOUSE) FLOOR PLAN
SCALE: 1/8" = 1'-0"

Entitlement Submission
July 14, 2014

onni

A214



S. HILL STREET

Area Legend

- Area Exclusions
- Building Common Area
- Service Area

CHRIS DIKEAKOS ARCHITECTS INC.

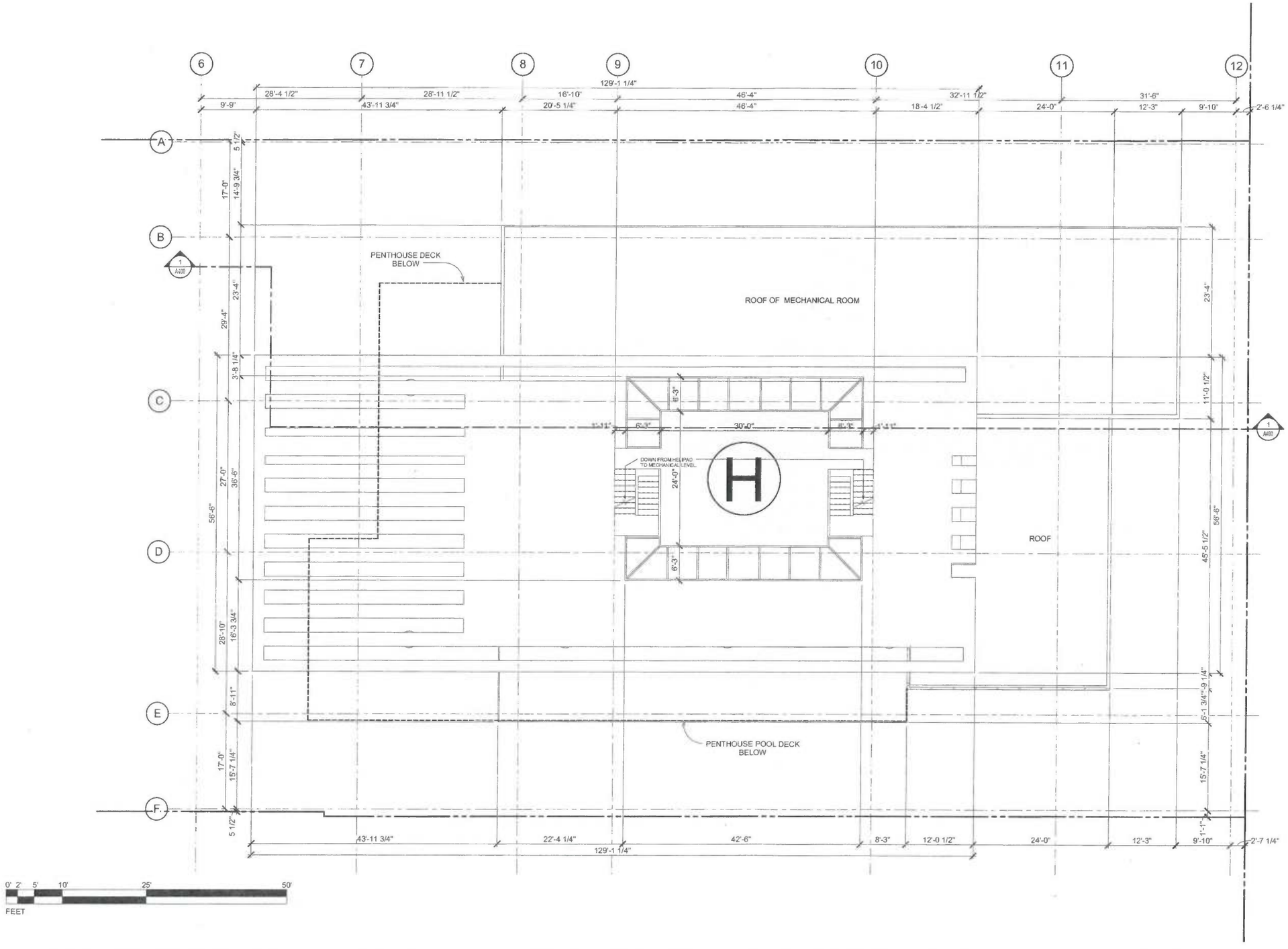
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

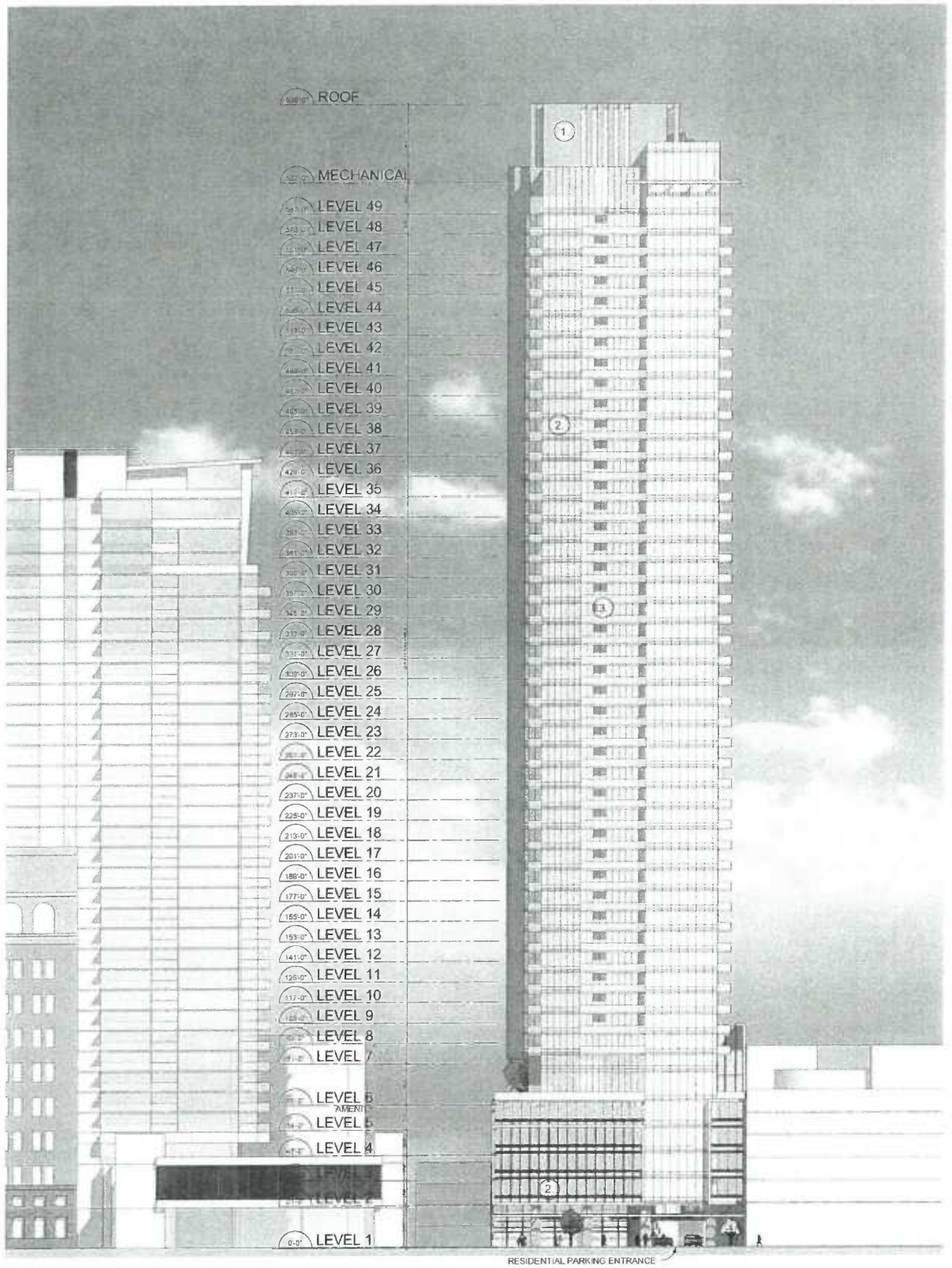
L50 MECHANICAL FLOOR PLAN
SCALE: 1/8" = 1'-0"

Entitlement Submission
July 14, 2014

onni

A215


6
7
8
9
10
11
12
A
B
C
D
E
F
PENTHOUSE DECK BELOW
ROOF OF MECHANICAL ROOM
DOWN FROM HELIPAD TO MECHANICAL LEVEL
H
ROOF
PENTHOUSE POOL DECK BELOW
1 A400
0' 2' 5' 10' 25' 50'
FEET



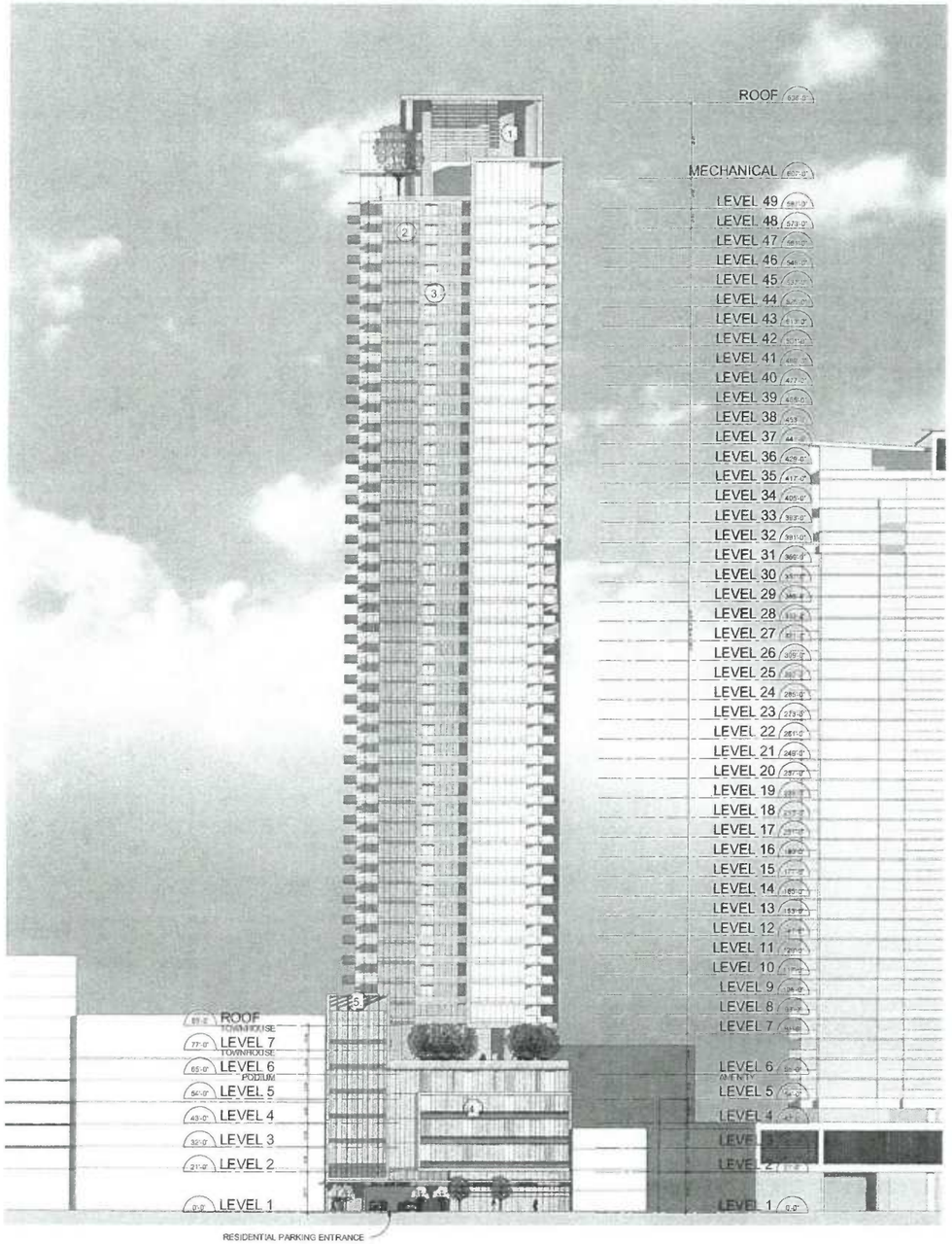
0' 25' 50' 100' 200'

FEET

1 EAST (S. HILL ST.) ELEVATION
1/32" = 1'-0"

MATERIALS

1. PAINTED CONCRETE
2. GLASS
3. SPANDREL GLASS
4. PATTERNED SPANDREL GLASS
5. METAL SUN LOUVRES
6. METAL LOUVRES



2 WEST (S. OLIVE ST.) ELEVATION
1/32" = 1'-0"

CHRIS DIKEAKOS ARCHITECTS INC.

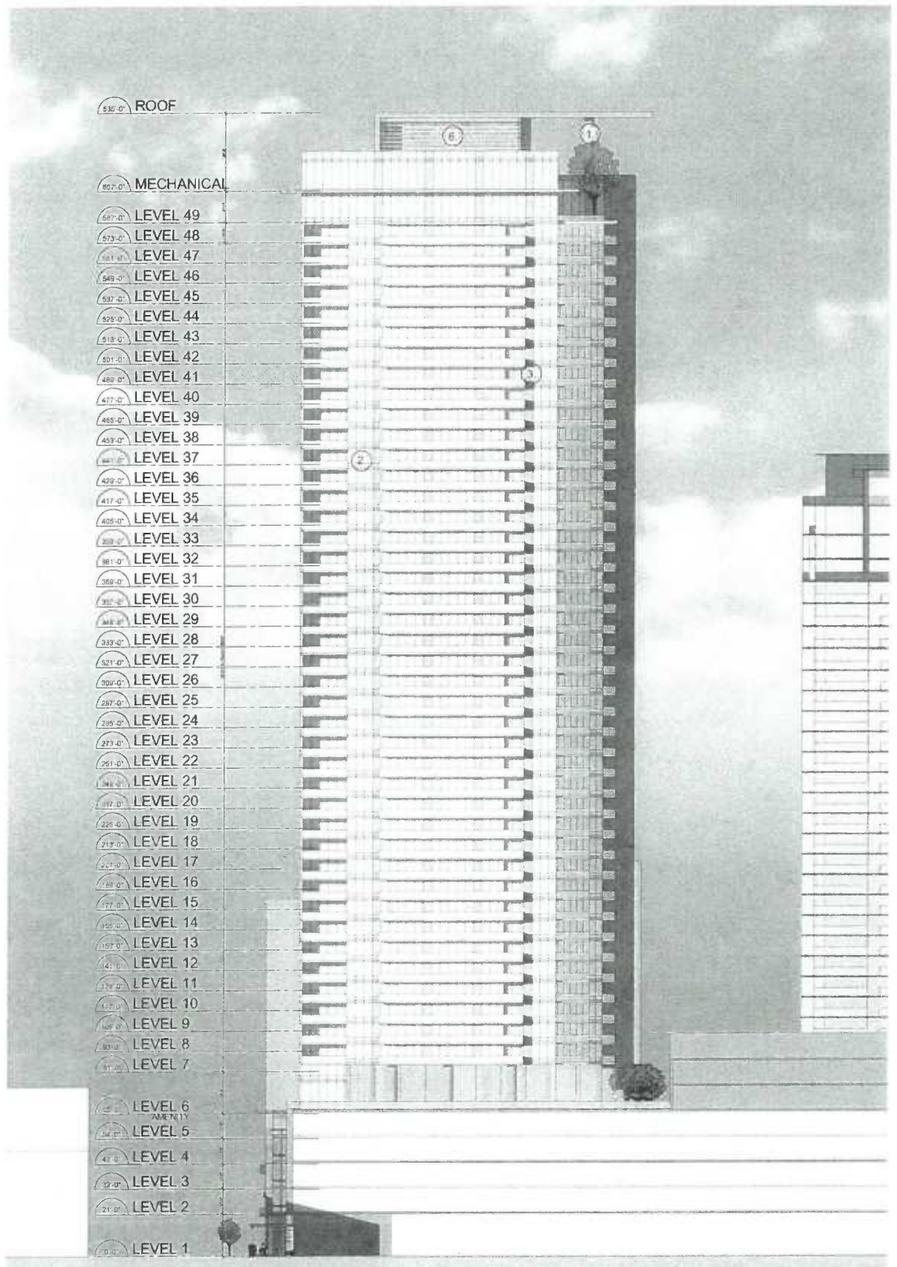
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

EAST & WEST ELEVATIONS
SCALE: 1/32" = 1'-0"

Entitlement Submission
July 14, 2014

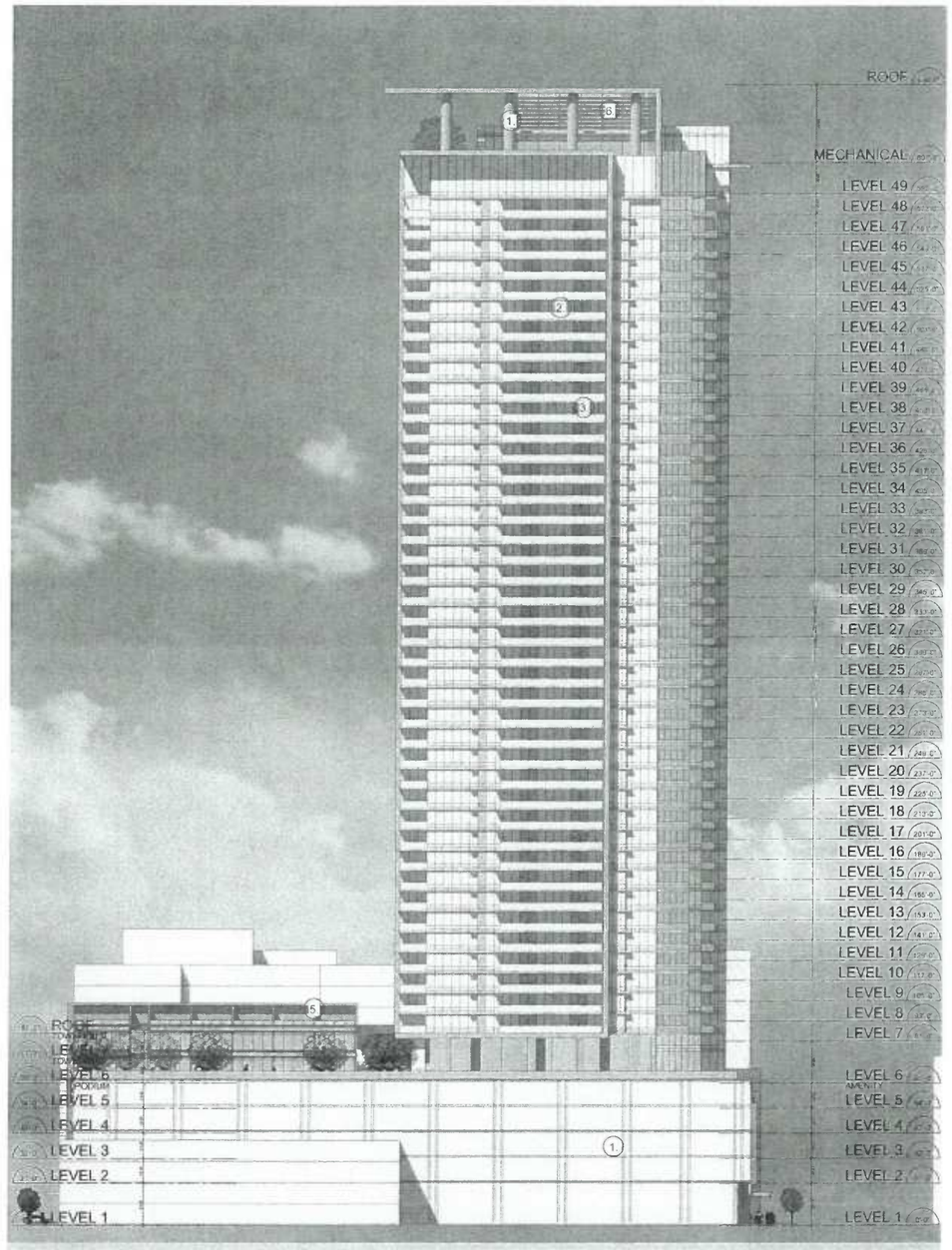
onni group of companies

A300



MATERIALS

1. PAINTED CONCRETE
2. GLASS
3. SPANDREL GLASS
4. PATTERNED SPANDREL GLASS
5. METAL SUN LOURES
6. METAL LOUVRES



0' 25' 50' 100' 200'
FEET

1 NORTH ELEVATION
1/32" = 1'-0"

2 SOUTH ELEVATION
1/32" = 1'-0"

CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

NORTH & SOUTH ELEVATIONS
SCALE: 1/32" = 1'-0"

Entitlement Submission
July 14, 2014

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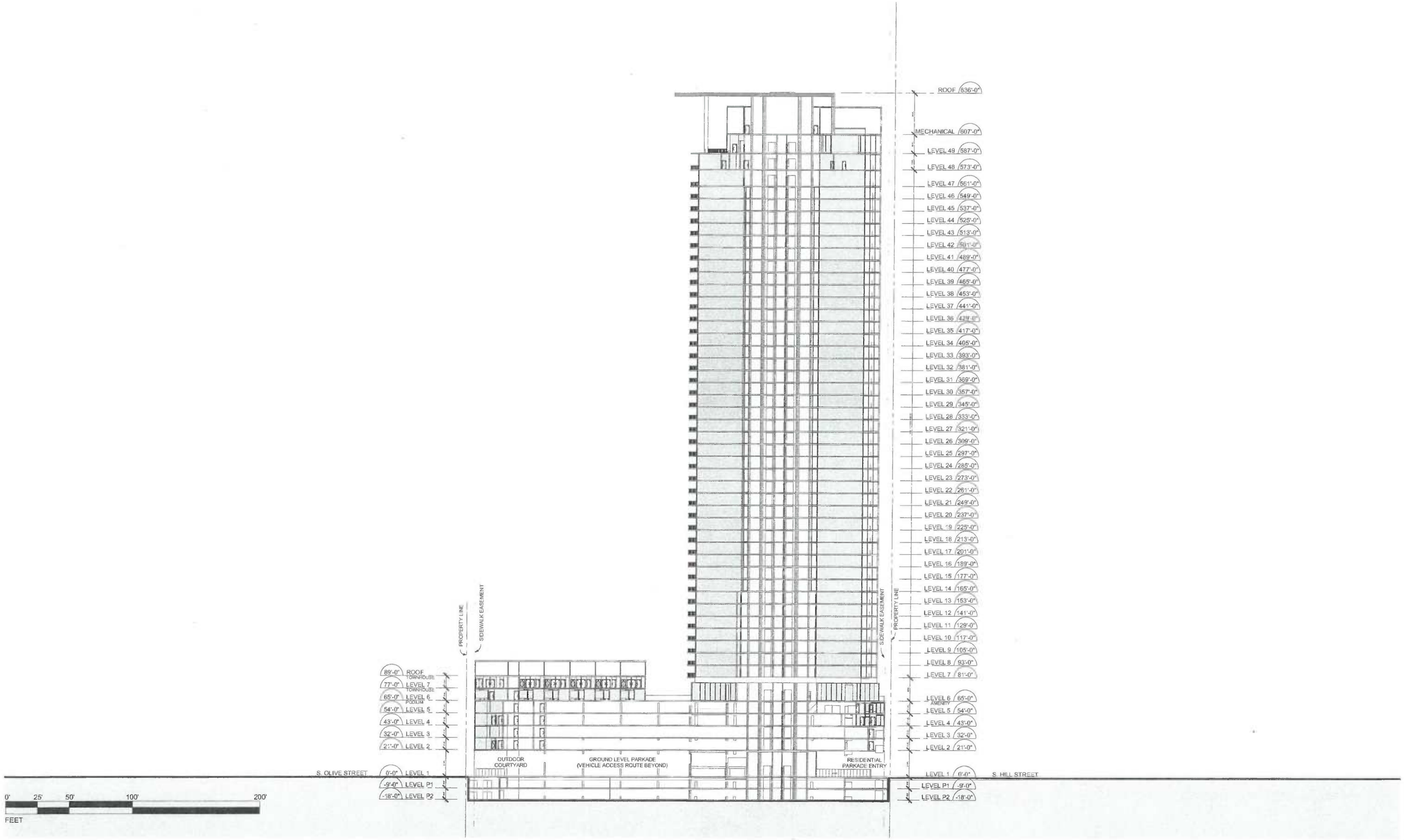
A301



CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT

817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

BUILDING SECTION

SCALE: 1/32" = 1'-0"

Entitlement Submission

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A400

CHRIS DIKEAKOS ARCHITECTS INC.

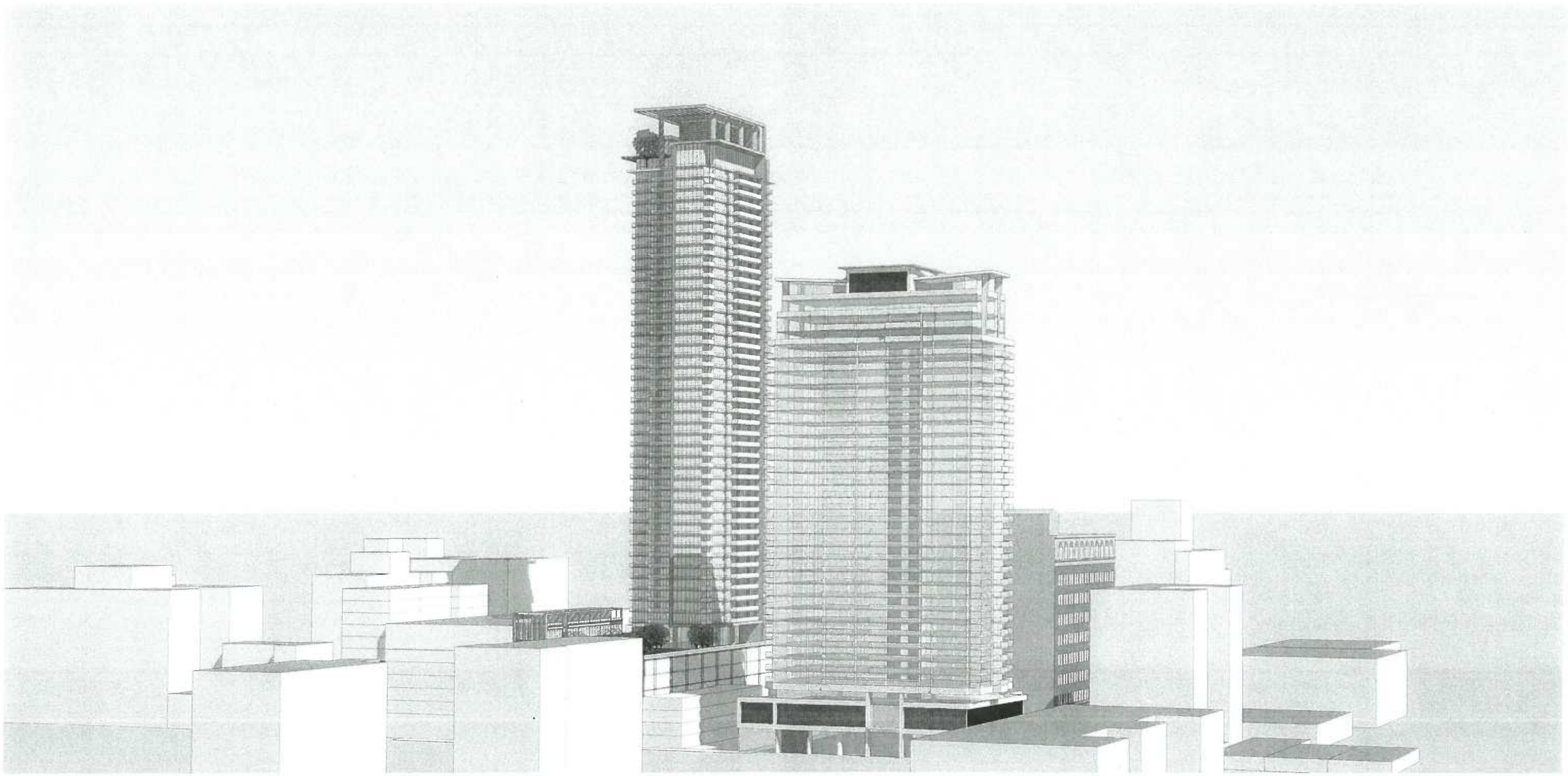
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

RENDERING

Entitlement Submission
July 14, 2014

onni

A500

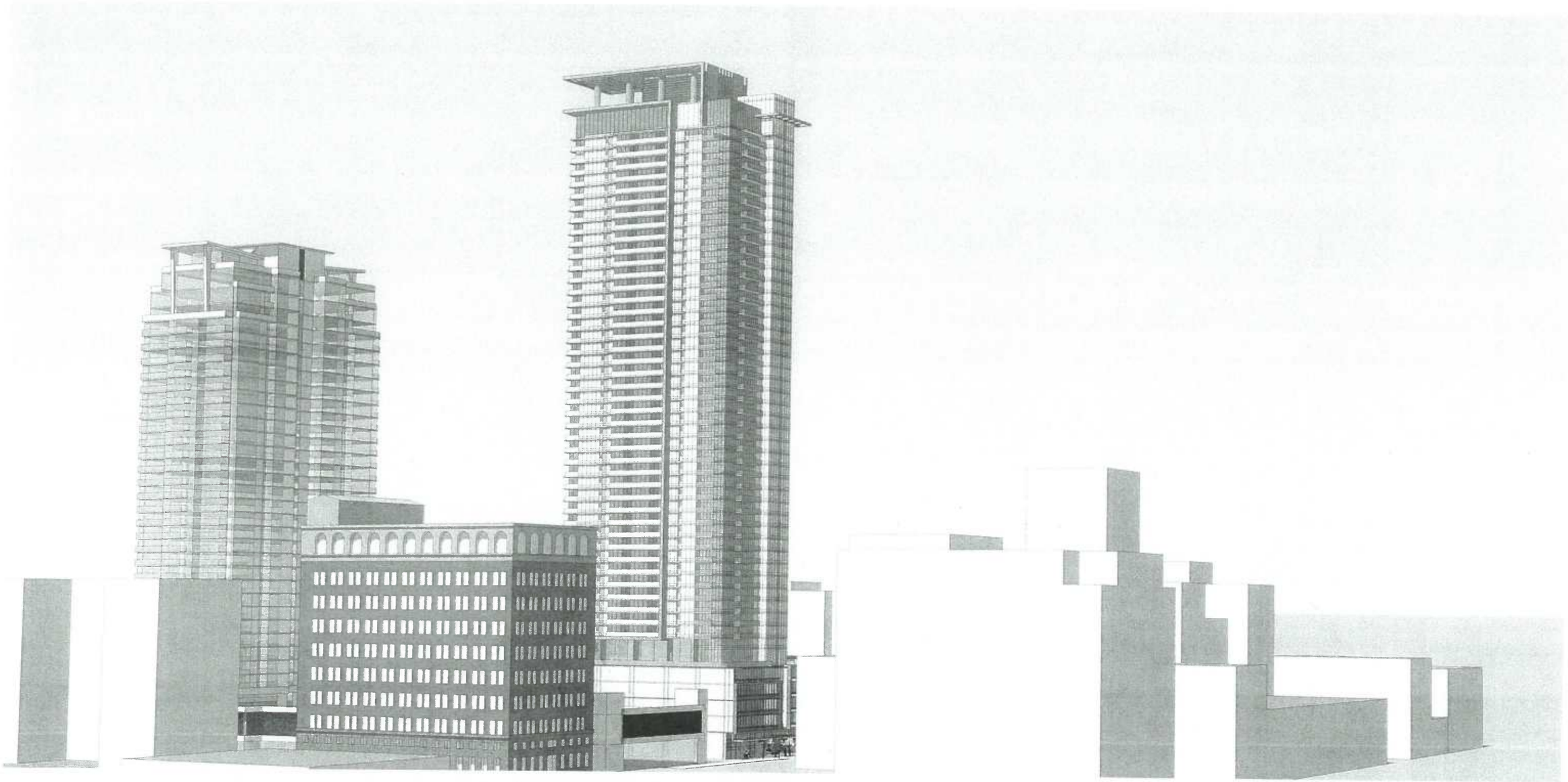


CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

3D - W. 8TH AND S. OLIVE ST.

Entitlement Submission
July 14, 2014



CHRIS DIKEAKOS
ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

3D - W. 9TH ST.

Entitlement Submission
July 14, 2014

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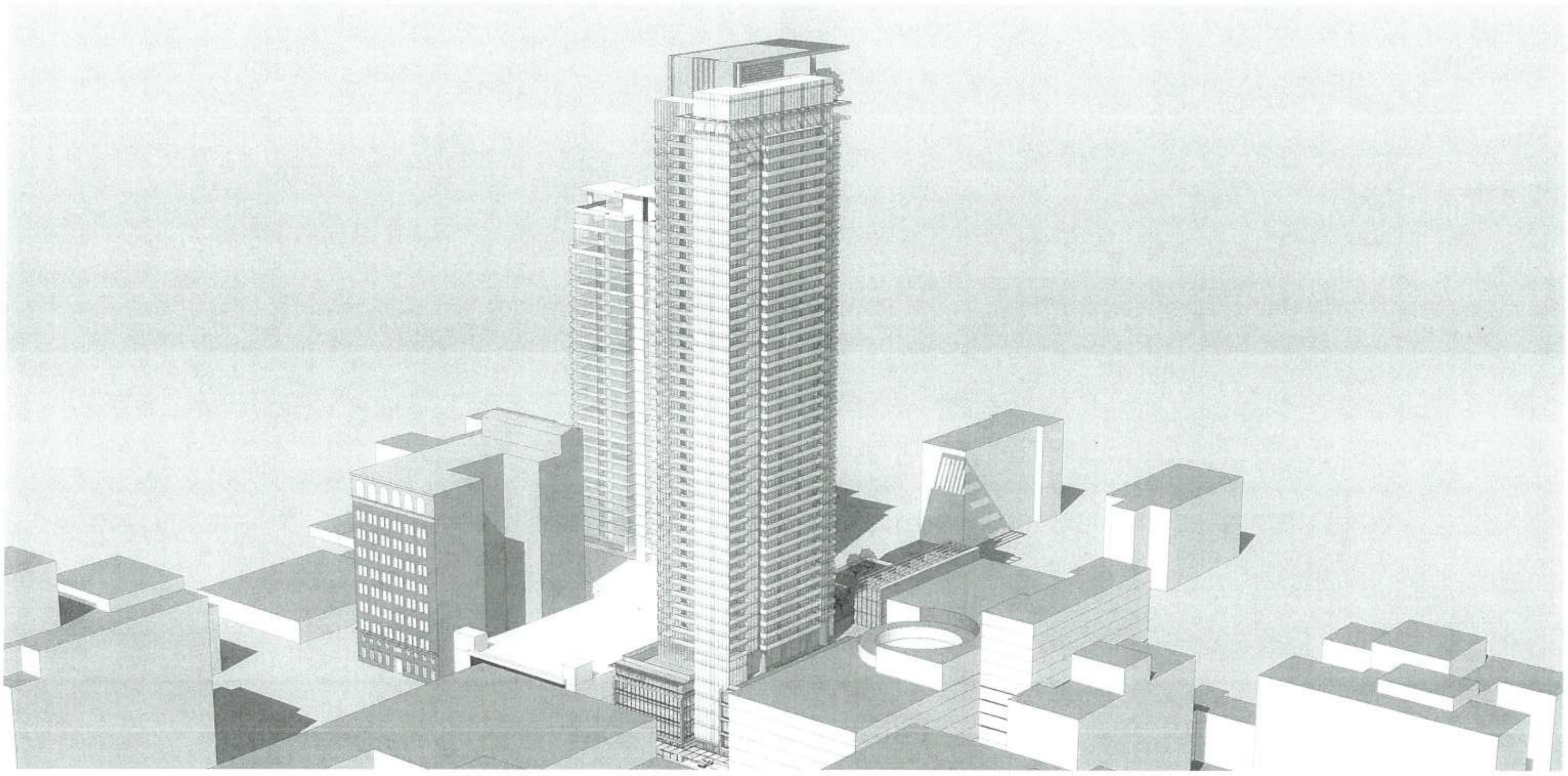
A502



CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

3D - AERIAL VIEW

Entitlement Submission
July 14, 2014

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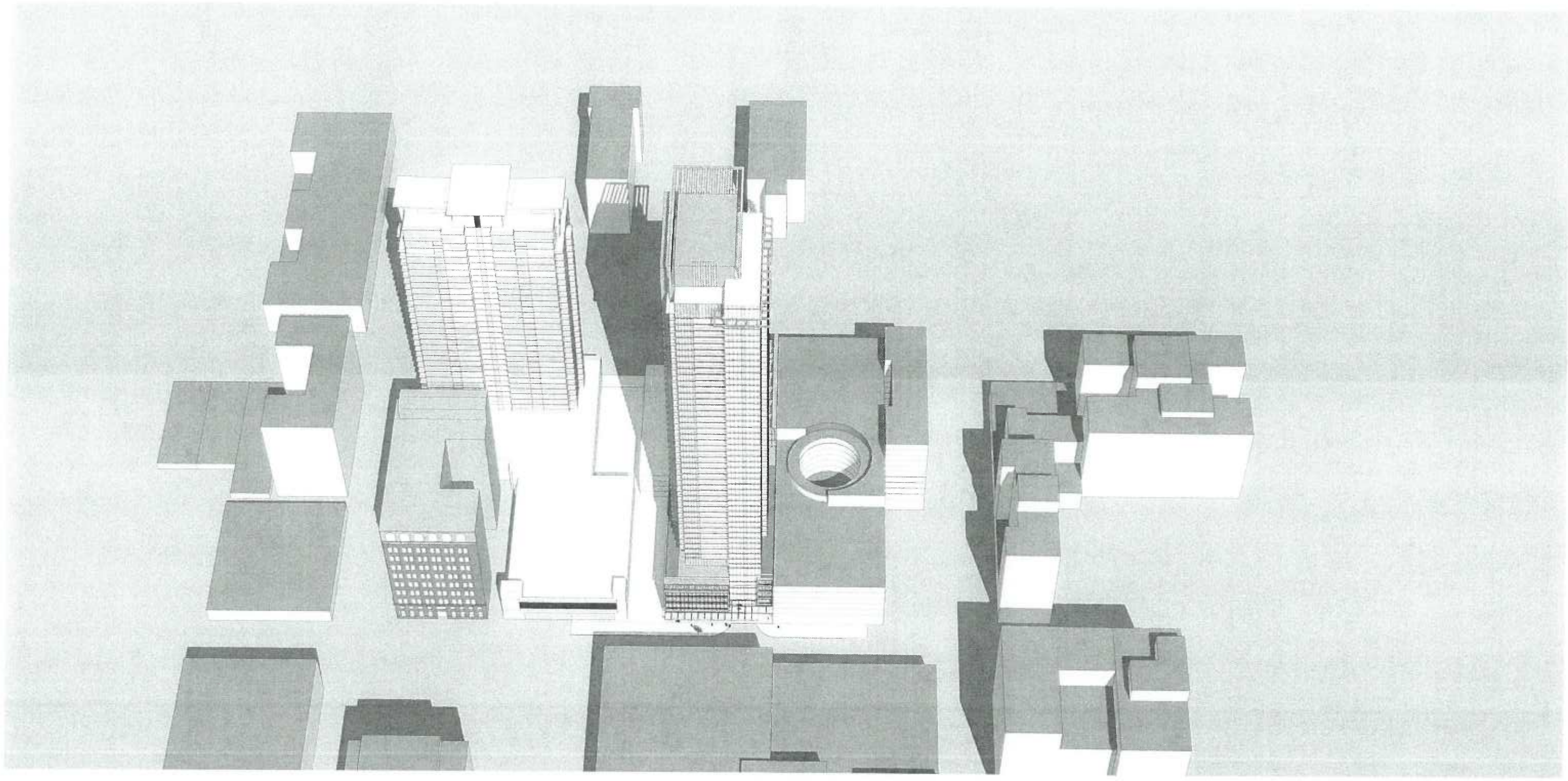
A503



CHRIS DIKEAKOS ARCHITECTS INC.

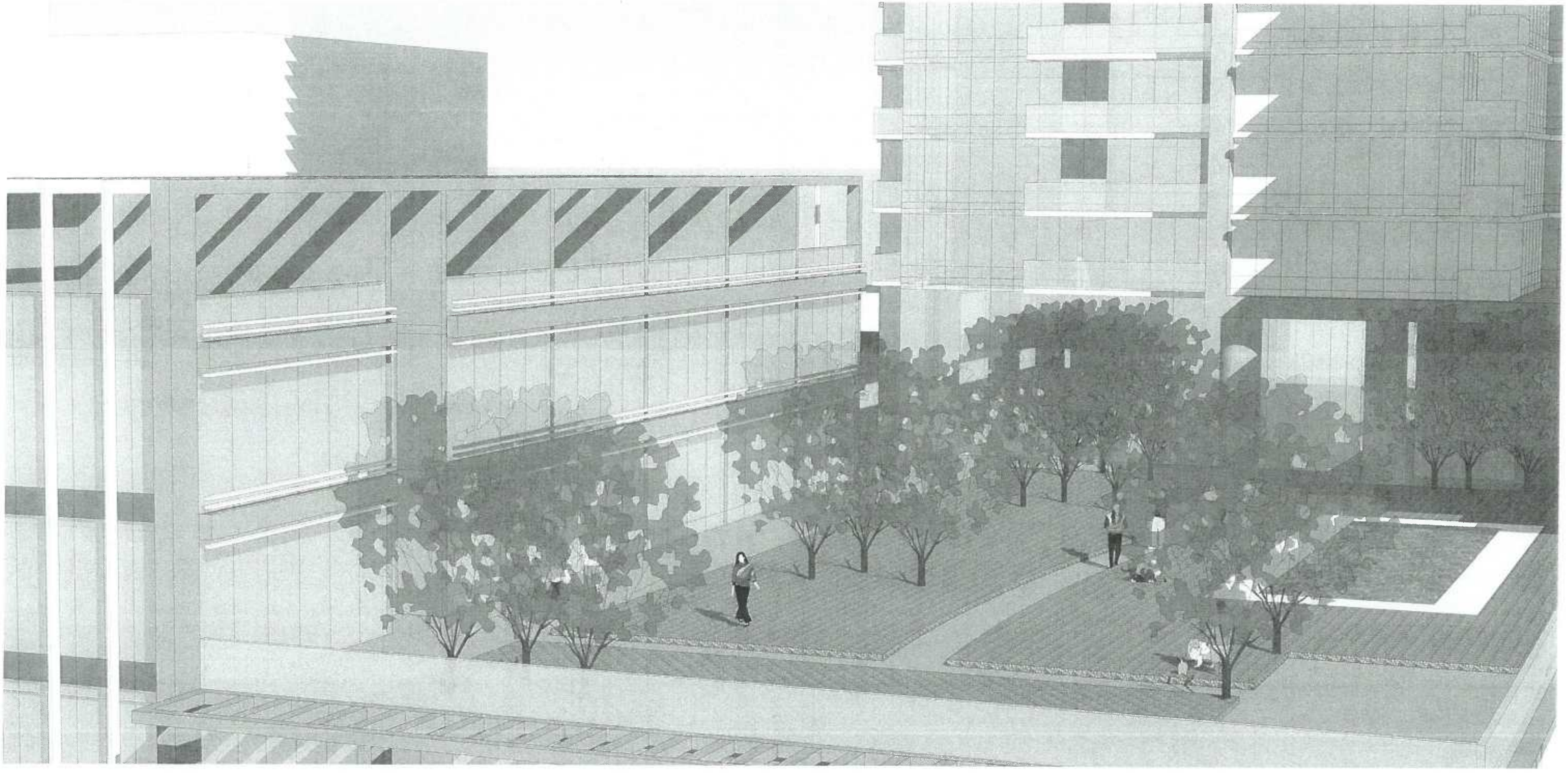
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

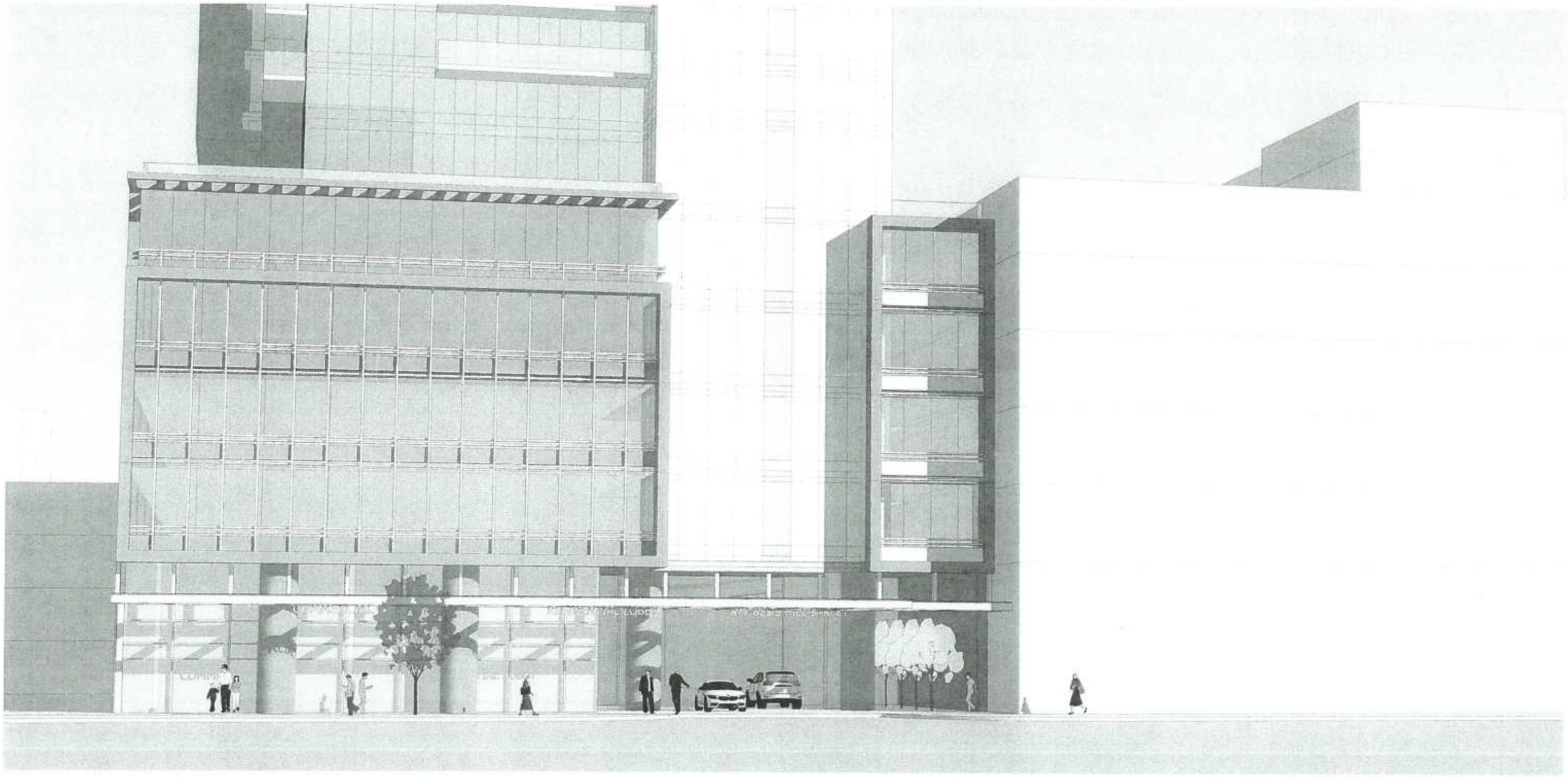
3D - AERIAL VIEW
SCALE:

Entitlement Submission
July 14, 2014

onni

A504





CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

VIGNETTES - S. HILL. ST. PODIUM 1
SCALE:

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July 14, 2014

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CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

VIGNETTES - S. HILL. ST. PODIUM 2
SCALE:

Entitlement Submission
July 14, 2014

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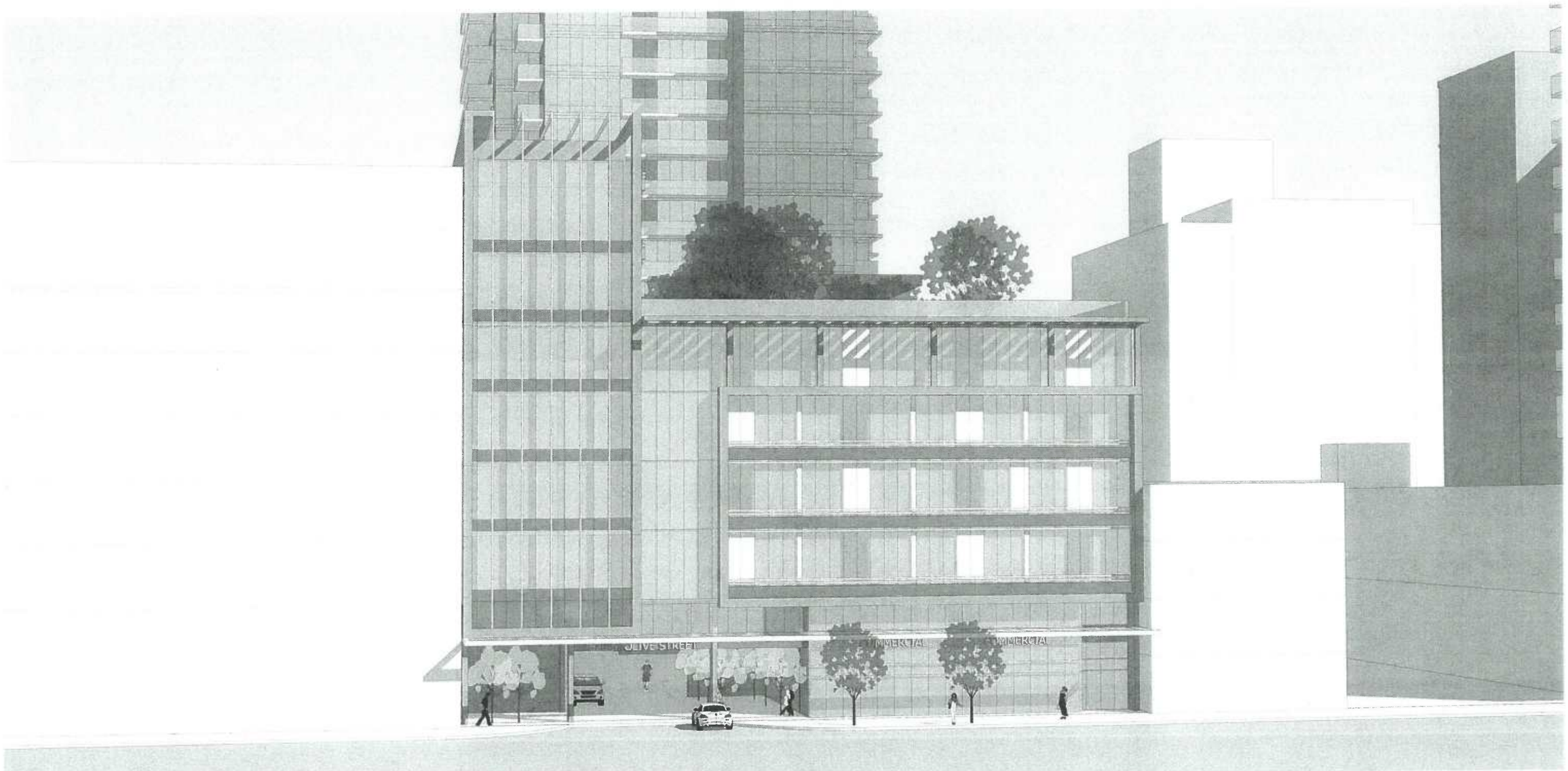
A507



CHRIS DIKEAKOS ARCHITECTS INC.

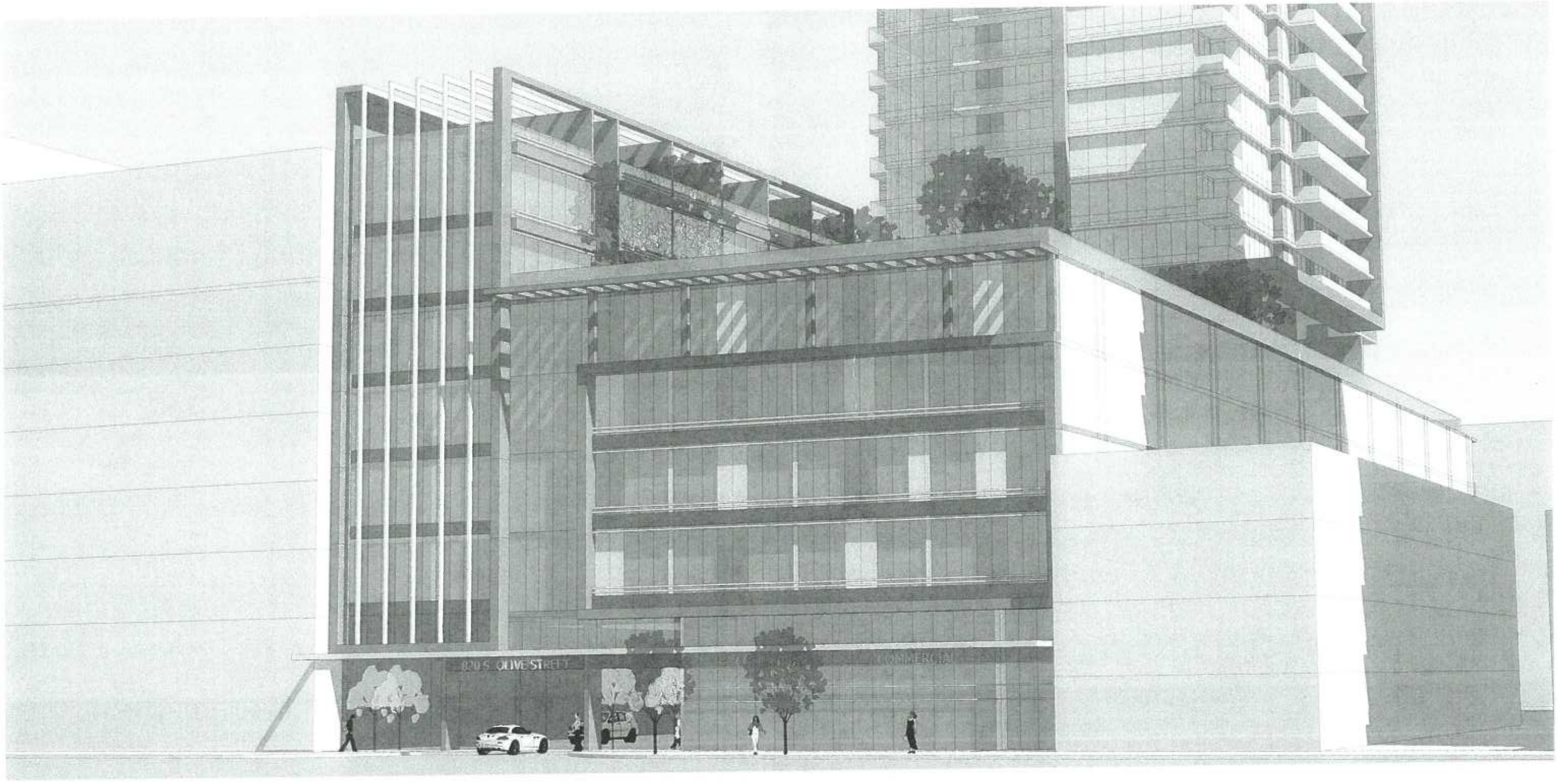
OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

VIGNETTES - S. OLIVE ST. PODIUM 1
SCALE:

Entitlement Submission
July 14, 2014

onni

A508



CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

VIGNETTES - S. OLIVE ST. PODIUM 2
SCALE:

Entitlement Submission
July 14, 2014

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A509

OPEN SPACE ANALYSIS

OPEN SPACE REQUIRED

263 UNITS WITH LESS THAN 3 HABITABLE ROOMS @ 100 S.F./UNIT =	26,300 S.F.
246 UNITS WITH 3 HABITABLE ROOMS @ 125 S.F./UNIT =	30,750 S.F.
13 UNITS WITH MORE THAN 3 HABITABLE ROOMS @ 175 S.F./UNIT =	2,275 S.F.
TOTAL OPEN SPACE REQUIRED	59,325 S.F.

OPEN SPACE PROVIDED

OUTDOOR COMMON	
6TH FLOOR GARDEN PLAZA, 15' MINIMUM DIMENSION, OPEN TO SKY	18,390 S.F.
6TH FLOOR GARDEN PLAZA, INDOOR/OUTDOOR FLEX SPACE	4,700 S.F.
INDOOR COMMON	
FITNESS CENTER AND COMMON ROOMS – 6TH FLOOR	3,671 S.F.
COMMON ROOM – 1ST FLOOR	1,975 S.F.
PRIVATE	
UNIT BALCONIES, 505 @ 50 S.F.	25,250 S.F.
TOTAL OPEN SPACE PROVIDED	53,986 S.F.
OPEN SPACE SHORTFALL	<5,339 S.F.> 9%

LANDSCAPING REQUIRED

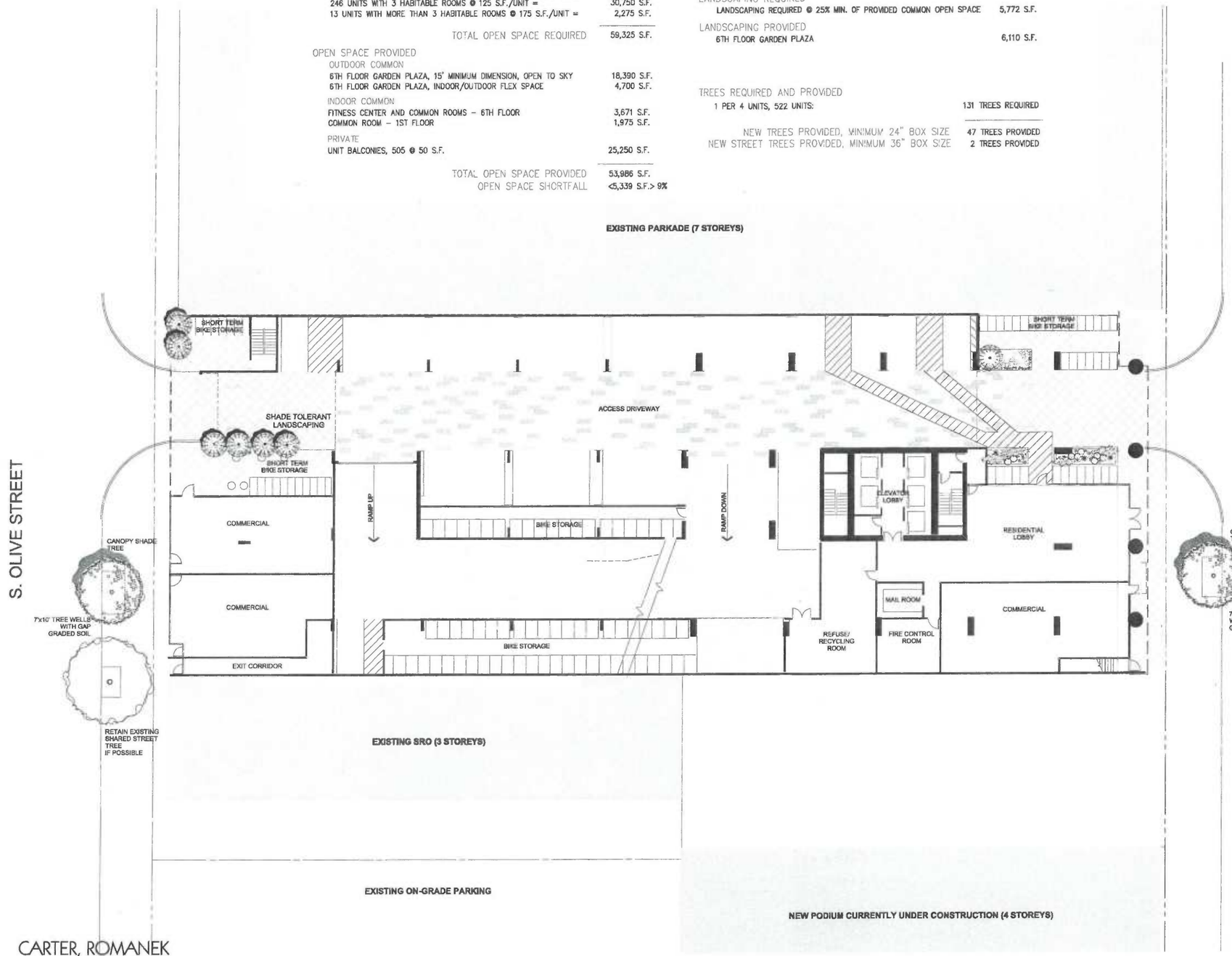
LANDSCAPING REQUIRED @ 25% MIN. OF PROVIDED COMMON OPEN SPACE	5,772 S.F.

LANDSCAPING PROVIDED

6TH FLOOR GARDEN PLAZA	6,110 S.F.

TREES REQUIRED AND PROVIDED

1 PER 4 UNITS, 522 UNITS:	131 TREES REQUIRED
NEW TREES PROVIDED, MINIMUM 24" BOX SIZE	47 TREES PROVIDED
NEW STREET TREES PROVIDED, MINIMUM 36" BOX SIZE	2 TREES PROVIDED



STREET TREE LEGEND

NEW STREET TREE
FICUS MICROCARPA TO MATCH EXISTING, OR AS DETERMINED BY THE STREET TREE DIVISION

EXISTING STREET TREE
VARIETY AND SIZE NOTED

ON-SITE PLANTING LEGEND

RHAPIS EXCELSA
LADY PALM
HYDROZONE PLANT FACTOR 5

PHORMIUM TENAX HYBRID
NEW ZEALAND FLAX
HYDROZONE PLANT FACTOR 3

EUPHORBIA "STICKS ON FIRE"
STICKS ON FIRE PENCIL PLANT
HYDROZONE PLANT FACTOR 3

SANSEVIERIA ZEYLANICA
MOTHER-IN-LAW'S TONGUE
HYDROZONE PLANT FACTOR 3

PHLOMIS FRUTICOSA
JERUSALEM SAGE
HYDROZONE PLANT FACTOR 3

COLEONEMA PULCHRUM "SUNSET GOLD"
GOLDEN BREATH OF HEAVEN
HYDROZONE PLANT FACTOR 4

CORDYLINE Hy. "ELECTRIC PINK"
NO COMMON NAME
HYDROZONE PLANT FACTOR 3

MIXED SUCCULENTS
ECHEVERIA 'AFTER GLOW'
AEONIUM 'ZWARTKOP'
AEONIUM 'KIWI'
SEDUM 'CAMP FIRE'
SENECIO SERPENS

CARTER, ROMANEK
Landscape Architects Inc.

CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

LEVEL 1 LANDSCAPE PLAN
SCALE: 1/16" = 1'-0"

Entitlement Submission
July 14th, 2014

onni group of companies

L101

OPEN SPACE ANALYSIS

OPEN SPACE REQUIRED

263 UNITS WITH LESS THAN 3 HABITABLE ROOMS @ 100 S.F./UNIT =	26,300 S.F.
246 UNITS WITH 3 HABITABLE ROOMS @ 125 S.F./UNIT =	30,750 S.F.
13 UNITS WITH MORE THAN 3 HABITABLE ROOMS @ 175 S.F./UNIT =	2,275 S.F.
TOTAL OPEN SPACE REQUIRED	59,325 S.F.

OPEN SPACE PROVIDED

OUTDOOR COMMON	
6TH FLOOR GARDEN PLAZA, 15' MINIMUM DIMENSION, OPEN TO SKY	18,390 S.F.
6TH FLOOR GARDEN PLAZA, INDOOR/OUTDOOR FLEX SPACE	4,700 S.F.
INDOOR COMMON	
FITNESS CENTER AND COMMON ROOMS – 6TH FLOOR	3,671 S.F.
COMMON ROOM – 1ST FLOOR	1,975 S.F.
PRIVATE	
UNIT BALCONIES, 505 @ 50 S.F.	25,250 S.F.
TOTAL OPEN SPACE PROVIDED	53,986 S.F.
OPEN SPACE SHORTFALL	<5,339 S.F.> 9%

LANDSCAPING REQUIRED

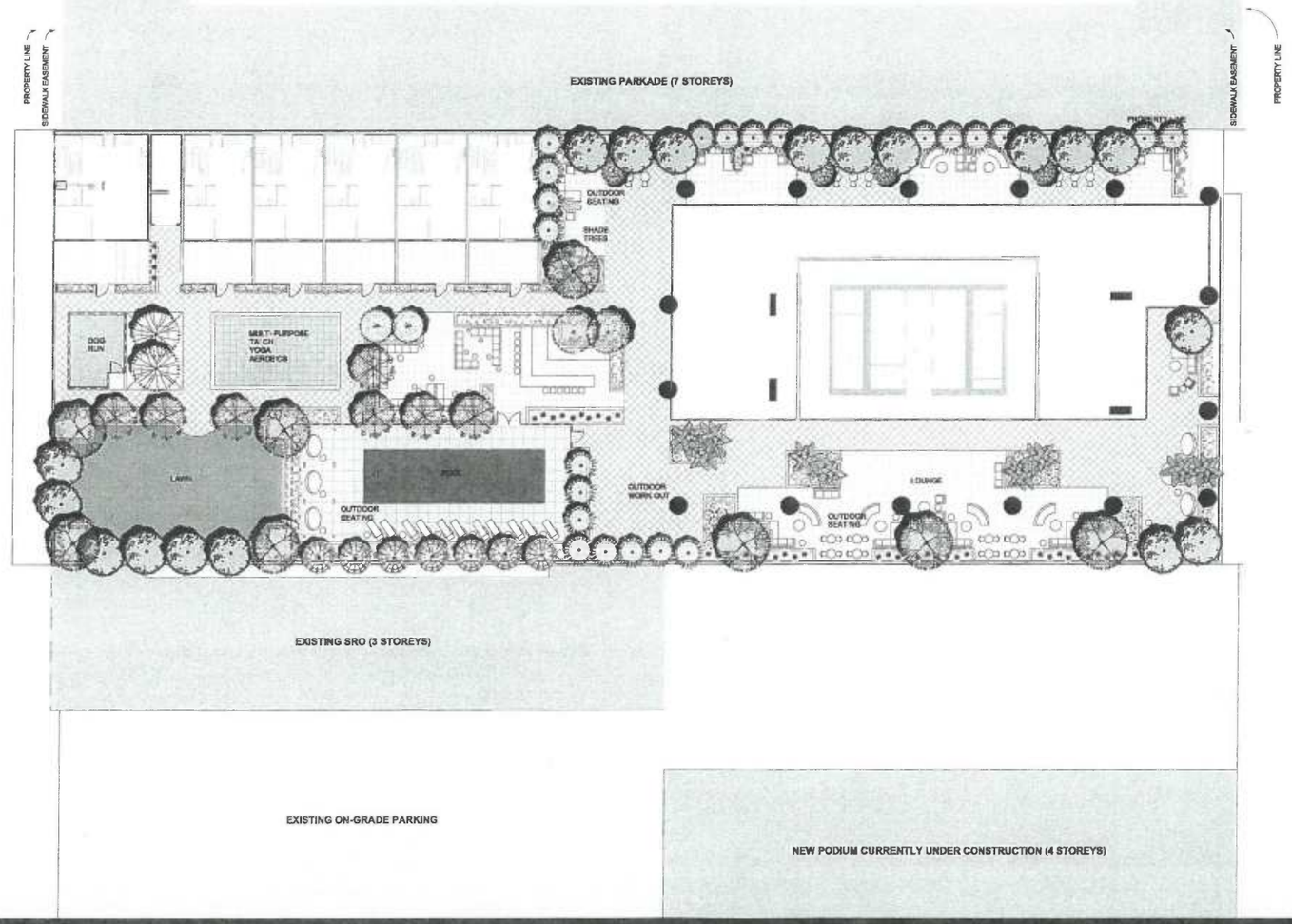
LANDSCAPING REQUIRED @ 25% MIN. OF PROVIDED COMMON OPEN SPACE	5,772 S.F.

LANDSCAPING PROVIDED

6TH FLOOR GARDEN PLAZA	6,110 S.F.

TREES REQUIRED AND PROVIDED

1 PER 4 UNITS, 522 UNITS:	131 TREES REQUIRED
NEW TREES PROVIDED, MINIMUM 24" BOX SIZE	47 TREES PROVIDED
NEW STREET TREES PROVIDED, MINIMUM 36" BOX SIZE	2 TREES PROVIDED



LEVEL 6 PLANTING LEGEND

TREES

- RHUS LANCIA — AFRICAN SUMAC — HYDROZONE PLANT FACTOR 3
- CERCIDIUM 'DESERT MUSEUM' — HYBRID PALO VERDE — HYDROZONE PLANT FACTOR 3
- OLEA EUROPAEA 'SWA HILL' — FRUITLESS OLIVE TREE — HYDROZONE PLANT FACTOR 3
- ROBINIA 'PURPLE ROBE' — PURPLE ROBE LOCUST TREE — HYDROZONE PLANT FACTOR 3
- ACACIA SUBPOROSA — SUBPOROSA ACACIA — HYDROZONE PLANT FACTOR 3
- CUPRESSUS ARIZONICA — ARIZONA CYPRESS — HYDROZONE PLANT FACTOR 3

SHRUBS

- STRELITZIA NICOLAI — GIANT BIRD OF PARADISE — HYDROZONE PLANT FACTOR 5
- HAKEA LAURINA — SEA URCHIN TREE — HYDROZONE PLANT FACTOR 3
- LAVANDULA STOECHAS — SPANISH LAVANDER — HYDROZONE PLANT FACTOR 3
- ROSEMARIUN O. "TUSCAN BLUE" — ROSEMARY — HYDROZONE PLANT FACTOR 3
- LEYMUS CONDENSATUS "CANYON PRINCE" — WILD RYE — HYDROZONE PLANT FACTOR 3
- SALVIA LEUCANTHA "MIDNIGHT" — VELVET SAGE — HYDROZONE PLANT FACTOR 3
- COLEONEMA PULCHRUM "SUNSET GOLD" — GOLDEN BREATH OF HEAVEN — HYDROZONE PLANT FACTOR 4
- WESTRINGIA ZRUTICOSA 'MORNING LIGHT' — COAST ROSEMARD — HYDROZONE PLANT FACTOR 3
- EUPHORBIA 'STICKS ON FIRE' — STICKS ON FIRE PENCIL PLANT — HYDROZONE PLANT FACTOR 3
- ANIGOZANTHOS Hy. 'HARMONY' — HYBRID KANGAROO PAWS — HYDROZONE PLANT FACTOR 3
- CORDYLINE Hy. 'ELECTRIC PINK' — NO COMMON NAME — HYDROZONE PLANT FACTOR 3
- NASSELLA TENUISSIMA — MEXICAN FEATHER GRASS — HYDROZONE PLANT FACTOR 1
- GRASS LAWN — HYBRID FESCUE SOD — HYDROZONE PLANT FACTOR 8
- ANIGOZANTHOS Hy. 'HARMONY' — HYBRID KANGAROO PAWS — HYDROZONE PLANT FACTOR 3
- MIXED SUCCULENTS — ECHEVERIA 'AFTER GLOW' / AEONIUM 'ZWARTKOP' / AEONIUM 'KIWI' / SEDUM 'CAMP FIRE' / SENECIO SERPENS

S. HILL STREET

CARTER, ROMANEK
Landscape Architects Inc.

CHRIS DIKEAKOS ARCHITECTS INC.

OLIVE ST. MIXED-USE DEVELOPMENT
817 - 825 Hill St. & 820 S. Olive St., Los Angeles, CA

LEVEL 6 LANDSCAPE PLAN
SCALE: 1/16" = 1'-0"

Entitlement Submission
July 14th, 2014

onni

L102

EXHIBIT B
CPC-2013-4134-TDR-MCUP-ZV-SPR

City of Los Angeles

Department of City Planning

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

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
CENTRAL CITY COMMUNITY PLAN AREA

820 Olive Street

Case No. ENV-2013-4135-MND

Council District No. 14

THIS DOCUMENT COMPRISES THE INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION ANALYSIS AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Addresses:
820, 826 South Olive Street and 817, 819, 825 South Hill Street, Los Angeles, CA 90014

Project Description:
The Project Site has a total lot area of 38,958 square feet and is zoned [Q]R5-4D. The Project Site currently contains a surface parking lot, which would be removed in order to accommodate the Project. The Project proposes a mixed-use development consisting of a 50-story, high-rise residential apartment tower with associated support spaces such as parking, resident amenity facilities, storage rooms, bike storage, lobby circulation, and service spaces. The Project would include 589 residential units and 4,500 square feet of commercial/retail space located at the ground level. A total of 586 parking spaces will be provided in 3 subterranean and five podium levels. The proposed Project consists of a total of 529,083 square feet of floor area. The Project would export approximately 65,000 cubic yards of dirt.

Pursuant to LAMC Section 17.01, the Applicant requests approval of Vesting Tentative Tract Map (Tract No. VTT-72566), to merge four (4) lots and re-subdivide the land into one ground lot, creating a mixed-use development consisting of approximately 589 residential condominium units and six (6) commercial condominium units containing approximately 4,500 square feet of neighborhood serving retail. The Applicant is requesting permission to deviate from the number of parking spaces defined in the Advisory Agency policy memo AA-2000-1. This memo requires 2.25 parking spaces per condominium unit. The Applicant requests permission to provide one (1) parking space per residential dwelling unit, inclusive of guest parking, in consideration of its proximity to jobs and public transit. Pursuant to LAMC Section 12.27, the Applicant requests the following Zone Variances: a Zone Variance from LAMC Section 12.21-G.2(A)(3) to allow 55 trees in lieu of the 147 trees required for 589 residential units; or one (1) tree per 13 units; a Zone Variance from LAMC Section 12.21-G to allow a 9% reduction (6,080 square feet) from the required 66,150 square feet of open space; and a Zone Variance from LAMC Section 12.21-A.16(a)(6)(e)(2)(iii) to deviate from the location and access standards for long-term bicycle parking in order to locate the long-term bicycle parking in the subterranean and above-grade parking levels. Pursuant to LAMC Section 12.24-W.1, the Applicant requests approval of Master Conditional Use Permit (MCUP) for the sale of a full-line of alcoholic beverages for on-site consumption only within up to three premises. Pursuant to LAMC Section 14.5.6, the Applicant requests a Transfer of Floor Area Rights (TFAR) from two Donor Sites to the Project Site (Receiver Site). The first Donor Site, located at 830 S. Olive Street, will transfer 22,629 square feet of floor area to the Receiver Site through a private transfer, while

the second Donor Site, the Los Angeles Convention Center, will transfer 272,706 square feet to the Receiver Site. Pursuant to LAMC Section 16.05, the Applicant requests that Site Plan Review Findings be made as part of this discretionary approval.

APPLICANT:
Onni South Hill Limited Partnership

PREPARED BY:
CAJA Environmental Services, LLC

ON BEHALF OF:
The City of Los Angeles
Department of City Planning

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY:	**COUNCIL DISTRICT:**
City of Los Angeles	14
PROJECT TITLE:	**RELATED CASE NOS.**
ENV-2013-4135-MND	CPC-2013-4134-TDR-MCUP-ZV-SPR

PROJECT LOCATION: 820 S Olive Street Street

PROJECT DESCRIPTION:
The Project proposes a mixed-use development consisting of a 50-story, high-rise residential apartment tower with associated support spaces such as parking, resident amenity facilities, storage rooms, bike storage, lobby circulation, and service spaces. The Project would include 589 residential units and 4,500 square feet of commercial/retail space located at the ground level. A total of 586 parking spaces will be provided in 3 subterranean and five podium levels. The proposed Project consists of a total of 529,083 square feet of floor area. The Project would export approximately 65,000 cubic yards of dirt.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Onni South Hill Limited Partnership
315 W. 9th Street
Los Angeles, CA 90015

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance
(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
Jennifer Karmels	City Planning Associate	213-978-1165
ADDRESS	**SIGNATURE (Official)**	**DATE**
200 North Spring Street Los Angeles, California 90012	Dennis Scott	JULY 23, 2014

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Title	Phone
	City Planning Associate	213-978-1165

Evaluation of Environmental Impacts:

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

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is

City of Los Angeles

Department of City Planning

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

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

CENTRAL CITY COMMUNITY PLAN AREA

820 Olive Street

Case No. ENV-2013-4135-MND

Council District No. 14

THIS DOCUMENT COMPRISES THE INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION ANALYSIS AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Addresses:
820, 826 South Olive Street and 817, 819, 825 South Hill Street, Los Angeles, CA 90014

Project Description:
The Project Site has a total lot area of 38,958 square feet and is zoned [Q]R5-4D. The Project Site currently contains a surface parking lot, which would be removed in order to accommodate the Project. The Project proposes a mixed-use development consisting of a 50-story, high-rise residential apartment tower with associated support spaces such as parking, resident amenity facilities, storage rooms, bike storage, lobby circulation, and service spaces. The Project would include 589 residential units and 4,500 square feet of commercial/retail space located at the ground level. A total of 586 parking spaces will be provided in 3 subterranean and five podium levels. The proposed Project consists of a total of 529,083 square feet of floor area. The Project would export approximately 65,000 cubic yards of dirt.

Pursuant to LAMC Section 17.01, the Applicant requests approval of Vesting Tentative Tract Map (Tract No. VTT-72566), to merge four (4) lots and re-subdivide the land into one ground lot, creating a mixed-use development consisting of approximately 589 residential condominium units and six (6) commercial condominium units containing approximately 4,500 square feet of neighborhood serving retail. The Applicant is requesting permission to deviate from the number of parking spaces defined in the Advisory Agency policy memo AA-2000-1. This memo requires 2.25 parking spaces per condominium unit. The Applicant requests permission to provide one (1) parking space per residential dwelling unit, inclusive of guest parking, in consideration of its proximity to jobs and public transit. Pursuant to LAMC Section 12.27, the Applicant requests the following Zone Variances: a Zone Variance from LAMC Section 12.21-G.2(A)(3) to allow 55 trees in lieu of the 147 trees required for 589 residential units; or one (1) tree per 13 units; a Zone Variance from LAMC Section 12.21-G to allow a 9% reduction (6,080 square feet) from the required 66,150 square feet of open space; and a Zone Variance from LAMC Section 12.21-A.16(a)(6)(e)(2)(iii) to deviate from the location and access standards for long-term bicycle parking in order to locate the long-term bicycle parking in the subterranean and above-grade parking levels. Pursuant to LAMC Section 12.24-W.1, the Applicant requests approval of Master Conditional Use Permit (MCUP) for the sale of a full-line of alcoholic beverages for on-site consumption only within up to three premises. Pursuant to LAMC Section 14.5.6, the Applicant requests a Transfer of Floor Area Rights (TFAR) from two Donor Sites to the Project Site (Receiver Site). The first Donor Site, located at 830 S. Olive Street, will transfer 22,629 square feet of floor area to the Receiver Site through a private transfer, while

the second Donor Site, the Los Angeles Convention Center, will transfer 272,706 square feet to the Receiver Site. Pursuant to LAMC Section 16.05, the Applicant requests that Site Plan Review Findings be made as part of this discretionary approval.

APPLICANT:
Onni South Hill Limited Partnership

PREPARED BY:
CAJA Environmental Services, LLC

ON BEHALF OF:
The City of Los Angeles
Department of City Planning

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** 14
PROJECT TITLE: ENV-2013-4135-MND	**RELATED CASE NOS.** CPC-2013-4134-TDR-MCUP-ZV-SPR

PROJECT LOCATION: 820 S Olive Street Street

PROJECT DESCRIPTION:
The Project proposes a mixed-use development consisting of a 50-story, high-rise residential apartment tower with associated support spaces such as parking, resident amenity facilities, storage rooms, bike storage, lobby circulation, and service spaces. The Project would include 589 residential units and 4,500 square feet of commercial/retail space located at the ground level. A total of 586 parking spaces will be provided in 3 subterranean and five podium levels. The proposed Project consists of a total of 529,083 square feet of floor area. The Project would export approximately 65,000 cubic yards of dirt.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Onni South Hill Limited Partnership
315 W. 9th Street
Los Angeles, CA 90015

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance
(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM Jennifer Karmels	**TITLE** City Planning Associate	**TELEPHONE NUMBER** 213-978-1165
ADDRESS 200 North Spring Street Los Angeles, California 90012	**SIGNATURE (Official)** Daniel Scott	**DATE** JULY 23, 2014

Table 1-1
Summary of Mitigation Measures

No.	Mitigation Measure
Aesthetics	
1-1	**Aesthetics (Light)** Outdoor lighting shall be designed and installed with shielding, such that the light sources cannot be seen from adjacent residential properties.
1-2	**Aesthetics (Glare)** The exterior of the proposed structures 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.
Air Quality	
3-1	**Air Pollution (Demolition, Grading, and Construction Activities)** • All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent. • The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. • All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of dust. • All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust. • All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust. • General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. • Trucks having no current hauling activity shall not idle but be turned off.
Biology	
4-1	**Tree Removal (Public Right-of-Way)** • Removal of trees in the public right-of-way requires approval by the Board of Public Works. • The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077). • The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway, and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as

	measured 54 inches above the ground) trees in the public right-of-way. • All trees in the public right-of-way shall be provided per the current Urban Forestry Division Standards.
Cultural Resources	
5-1	**Cultural Resources (Archaeology)** • If any archaeological materials are encountered during the course of project development, all further development activity shall halt in the areas of archaeological sensitivity (excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent archaeological resources), and: a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Register of Professional Archaeologists (ROPA) or a ROPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. c. The Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report. • Project development activities may resume once copies of the archaeological survey, study, or report are submitted to: SCCIC Department of Anthropology McCarthy Hall 477 CSU Fullerton 800 North State College Boulevard Fullerton, CA 92843 • A covenant and agreement binding the Applicant to this condition shall be recorded prior to issuance of a grading permit.
5-2	**Cultural Resources (Paleontology)** • If any paleontological materials are encountered during the course of Project development, all further development activities shall halt in the areas of paleontological sensitivity (excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent paleontological resources), and: a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. b. The paleontologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. c. The Applicant shall comply with the recommendations of the evaluating

	paleontologist, as contained in the survey, study, or report. d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum. e. Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution for the benefit of current and future generations. • A covenant and agreement binding the Applicant to this condition shall be recorded prior to issuance of a grading permit.
5-3	**Cultural Resources (Human Remains)** • In the event that human remains are discovered during excavation activities, the following procedure shall be observed: a. Stop immediately and contact the County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays) b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission. c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American. d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance. f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
Geology and Soils	
6-1	**Erosion/Grading/Short-Term Construction Impacts** • The Applicant shall provide a staked signage at the Site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor. • Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures: a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff

	around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity. b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.
6-2	**Geotechnical Report** • Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. • The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
Hazards and Hazardous Materials	
8-1	**Explosion/Release (Methane Gas)** All commercial, industrial, insttutional, and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which would prevent or retard potential methane gas seepage into the building. The owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval. All multiple residential buildings shall have adequate ventilaton as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.
Hydrology and Water Quality	
9-1	**Stormwater Pollution (Demolition, Grading, and Construction Activities)** • Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life. • Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. • All vehicle/equipment maintenance, repair, and washing shall be conducted

	away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills. • Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible. • Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
Noise	
12-1	**Construction Noise (Staging)** Construction staging areas shall be as far from sensitive receptors as possible.
12-2	**Construction Noise (Sound Barriers)** Temporary sound barriers, capable of achieving a sound attenuation of at least 12 dBA (e.g., construction sound wall or sound blankets) and blocking the line-of-sight between the adjacent sensitive receptors shall be installed on the southern boundary of the project site between the proposed project and the SouthPark Hotel during subterranean grading of the parking garage. The barrier shall be erected on the property line and at least 15 feet high from the current grade, or tall enough to block the line of site from the top of the windows on the third floor of the SouthPark Hotel to any excavation activities within 60 feet of the property line facing the SouthPark Hotel. The barrier shall have a Sound Transmission Class of 35 or more and include exterior grade acoustical blankets that provide sound absorption and further reduce the reflection of sound waves
12-3	**Construction Noise (Mufflers)** All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices.
12-4	**Increased Noise Levels (Parking Structure Ramps)** Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures: • Concrete, not metal, shall be used for construction of parking ramps. • The interior ramps shall be textured to prevent tire squeal at turning areas.
12-5	**Groundborne Vibration (Construction)** Construction equipment shall utilize rubber tired equipment in place of steel-track equipment whenever feasible.
12-6	**Groundborne Vibration (Construction)** The construction contractor shall stage and warm-up construction equipment as far from nearby sensitive receptors as possible.
12-7	**Groundborne Vibration (Construction)** The construction contractor shall avoid utilizing high vibration construction equipment (e.g. large bulldozers) near surrounding sensitive receptors, to the maximum extent feasible.
12-8	**Groundborne Vibration (Construction)** The construction contractor shall avoid using vibratory rollers and packers near sensitive areas.
12-9	**Groundborne Vibration (Construction)** The construction contractor shall avoid impact pile-driving where possible. The construction contractor shall use drilled piles or the use of a sonic or vibratory pile

	driver where geological conditions permit their use.
Public Services	
14-1	**Public Services (Fire)** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
14-2	**Public Services (Police – Demolition/Construction Sites)** Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.
14-3	**Public Services (Police)** The plans shall incorporate a design that enhances the security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
Transportation and Traffic	
16-1	**Emergency Access** The Applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.
Utilities and Service Systems	
17-1	**Utilities (Wastewater – Construction)** As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and operation phases. If the public sewer has insufficient capacity, then the Project Applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity.
17-2	**Utilities (Wastewater)** The Project Applicant shall implement any upgrade to the wastewater system serving the Project Site that is needed to meet municipal requirements.
17-3	**Utilities (Water – Construction)** As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phases.
17-4	**Utilities (Water)**

	The Project Applicant shall implement any upgrade to the water infrastructure serving the Project Site that is needed to meet municipal requirements. In addition to the requirements of the Low Impact Development Ordinance, the applicant shall implement the following conservation measures: • High-efficiency toilets with flush volume of 1.0 gallons of water per flush • Kitchen faucets with flow rate of 1.5 gallons per minute or less • High-efficiency clothes washers (residential) – water factor of 4.0 or less • Showerheads with flow rate of 1.5 gallons per minute or less • Drought Tolerant Plants – 70 percent of total landscaping • Cooling Tower Conductivity Controllers or Cooling Tower pH Conductivity Controllers • Leak detection system for swimming pools and Jacuzzi • Drip/subsurface irrigation (Micro-irrigation) • Proper Hydro-zoning (groups plants with similar water requirements together) • Zoned irrigation
17-9	**Utilities (Solid Waste Recycling – Construction/Demolition)** • Prior to the issuance of any construction permit, the Project Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the City of Los Angeles Department of Building and Safety. The construction contractor(s) shall only contract for waste disposal services with a company that recycles construction-related waste.
17-10	**Utilities (Solid Waste Recycling – Construction/Demolition)** • To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.
17-11	**Utilities (Solid Waste Disposal)** All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
17-12	**Utilities (Solid Waste Recycling – Operational)** • Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the project's regular solid waste disposal program.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST
(CEQA Guidelines Section 15063)

<table>
<tr><td colspan="2">LEAD CITY AGENCY:
City of Los Angeles</td><td>COUNCIL DISTRICT:
14</td><td>DATE:</td></tr>
<tr><td colspan="4">RESPONSIBLE AGENCIES: Department of City Planning</td></tr>
<tr><td colspan="2">ENVIRONMENTAL CASE:
ENV-2013-4135-MND</td><td colspan="2">RELATED CASES:
CPC-2013-4134-TDR-MCUP-ZV-SPR</td></tr>
<tr><td colspan="2">PREVIOUS ACTIONS CASE NO.:
N/A</td><td colspan="2">☐ Does have significant changes from previous actions.
☒ Does NOT have significant changes from previous actions.</td></tr>
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See Section 2 (Project Description), of this IS/MND</td></tr>
<tr><td colspan="4">ENV PROJECT DESCRIPTION:
See Section 2 (Project Description), of this IS/MND</td></tr>
<tr><td colspan="4">ENVIRONMENTAL SETTINGS:
See Section 2 (Project Description), of this IS/MND</td></tr>
<tr><td colspan="4">PROJECT LOCATION: 820 Olive Street, Los Angeles, CA 90014</td></tr>
<tr><td colspan="2">COMMUNITY PLAN AREA: Central City
STATUS:
☐ Preliminary ☒ Does Conform to Plan
☐ Proposed ☐ Does NOT Conform to Plan
☒ ADOPTED</td><td>AREA PLANNING COMMISSION:
Central</td><td>CERTIFIED NEIGHBORHOOD COUNCIL:
Downtown Los Angeles</td></tr>
<tr><td colspan="2">EXISTING ZONING:
[Q]R5-4D</td><td>MAX DENSITY ZONING:
6:1 FAR</td><td></td></tr>
<tr><td colspan="2">GENERAL PLAN LAND USE:
High Density Residential</td><td>MAX DENSITY PLAN:
6:1 FAR</td><td></td></tr>
<tr><td colspan="2"></td><td colspan="2">PROPOSED PROJECT DENSITY:
10.60:1 FAR</td></tr>
</table>

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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Signature	Title	Phone
	City Planning Associate	213-978-1165

Evaluation of Environmental Impacts:

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

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made, an EIR is required.

4. "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 16063 (c)(3)(D). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.

   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9. The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; and

   b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

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

All "Potentially Significant Impact" would be reduced to less than significant levels with the mitigation measures.

☒ **Aesthetics**	☐ Greenhouse Gases	☐ Population and Housing
☐ Agriculture and Forestry Resources	☒ **Hazards and Hazardous Materials**	☒ **Public Services**
☒ **Air Quality**	☒ **Hydrology and Water Quality**	☒ **Recreation**
☒ **Biological Resources**	☐ Land Use and Planning	☒ **Transportation and Traffic**
☒ **Cultural Resources**	☐ Mineral Resources	☒ **Utilities and Service Systems**
☒ **Geology and Soils**	☒ **Noise**	☐ Mandatory Findings of Significance

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
Onni South Hill Limited Partnership

PHONE NUMBER:
(213) 629-2041

APPLICANT ADDRESS:
315 W. 9th Street, Suite 801, Los Angeles, CA 90015

AGENCY REQUIRING CHECKLIST:
City of Los Angeles Department of City Planning

DATE SUBMITTED:
12/23/2013

PROPOSAL NAME (if Applicable):
820 Olive Street

Please note that each and every response in the City of Los Angeles Initial Study and Checklist is summarized from and based upon the environmental analysis contained in Section 4 (Environmental Impact Analysis), explanation of checklist determinations. Please refer to the applicable response in Section 4 (Environmental Impact Analysis) for a detailed discussion of checklist determinations.

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

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	**AESTHETICS.** Would the project:				
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a scenic highway?	☐	☐	☐	☒
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐
2.	**AGRICULTURE AND FORESTRY RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project, and the Forest Legacy Assessment project, and forest carbon measurement mythology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
3.	**AIR QUALITY.** The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM_{10}) under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
4.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b.	Have a substantial adverse effect on any riparian habitat or	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	□해당 □부 □휴
	other sensitive natural community identified in the local or regional plans, policies, regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance(e.g., oak trees or California walnut woodlands)?	☐	☒	☐	☐
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
5.	**CULTURAL RESOURCES:** Would the project:				
a.	Cause a substantial adverse change in significance of a historical resource as defined in *State CEQA Guidelines* §15064.5?	☐	☐	☒	☐
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to *State CEQA Guidelines* §15064.5?	☐	☒	☐	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
6.	**GEOLOGY AND SOILS.** Would the project:				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Mines and Geology Special Publication 42.				
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
7. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
9.	**HYDROLOGY AND WATER QUALITY.** Would the proposal result in:				
a.	Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	☐	☐	☒	☐
e.	Create or contribute runoff water which would exceed the	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g.	Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i.	Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j.	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
10.	**LAND USE AND PLANNING**. Would the project:				
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
11.	**MINERAL RESOURCES**. Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
12.	**NOISE.** Would the project:				
a.	Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of	☐	☒	☐	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	other agencies?				
b.	Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
13.	**POPULATION AND HOUSING**. Would the project:				
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
14.	**PUBLIC SERVICES.**				
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i.	Fire protection?	☐	☒	☐	☐
ii.	Police protection?	☐	☒	☐	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iii.	Schools?	☐	☐	☒	☐
iv.	Parks?	☐	☐	☒	☐
v.	Other public facilities?	☐	☐	☒	☐
15.	**RECREATION.**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☒	☐	☐
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
16.	**TRANSPORTATION AND TRAFFIC.** Would the project:				
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b.	Conflict with an applicable congestion management program, including but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e.	Result in inadequate emergency access?	☐	☒	☐	☐
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				
17.	**UTILITIES AND SERVICE SYSTEMS.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☒	☐	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☒	☐	☐
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
18.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
projects, and the effects of probable future projects).				
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets of necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology – Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles' Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2013-4135-MND** and the associated case(s), **N/A**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at http://www.lacity.org; City Planning – and

Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps – http://gmw.consrv.ca.gov/shmp/Engineering/Infrastructure/Topographic Maps/Parcel Information – http://boemaps.eng.ci.la.ca.us/index01.htm or City's main website under the heading "Navigate LA."

PREPARED BY:	**TITLE:**	**TELEPHONE NO.:**	**DATE:**
Jennifer Karmels	City Planning Associate	213-978-1165	6/12/2014

2. PROJECT DESCRIPTION

PROJECT APPLICANT

The Project Applicant is Onni South Hill Limited Partnership, located at 315 W. 9th Street, Suite 801, Los Angeles, CA 90015.

ENVIRONMENTAL SETTING

Project Location

The Project Site (or Site) is located at 817-825 South Hill Street and 820-826 South Olive Street (Assessor Parcel Numbers 5144-018-021, 5144-018-027, 5144-018-028, and 5144-018-032) and is bounded by South Olive Street, West 8th Street, South Hill Street, and West 9th Street, in the District/Neighborhood of South Park North of Pico Boulevard.

See Figure 2-1, Regional and Local Vicinity Map, for the location within the context of the City.

See Figure 2-2, Aerial Map, for a view of the Project Site and surrounding areas.

Regional Setting

The Site is located in the Central City Community Plan Area in the City of Los Angles (City), in the southwest corner of Downtown Los Angeles. The Community Plan area is located south of Sunset Boulevard/Cesar Chavez Avenue, north of the Santa Monica Freeway (Interstate 10), east of the Harbor Freeway (Interstate 110) and west of Alameda Street. It is bordered by the communities of Central City North, Silver Lake-Echo Park, Westlake, Southeast and South Central Los Angeles.

The Community Plan area is composed of nine districts: Civic Center, Bunker Hill, Financial Core, Convention Center/Arena, South Park, Center City/Historic Core, Little Tokyo, Central City East and South Markets. The Project Site is in the South Park district. The South Park area (generally bounded by Eighth Street, Main Street, the Santa Monica Freeway, and the Harbor Freeway) houses a mix of residential, medical, commercial, and retail uses. Warehouse space in one- story unreinforced masonry buildings is scattered throughout the district. South Park is recognized to be a mixed-use community with a significant concentration of housing. This thriving residential community includes the proximate siting of auxiliary support services such as retail and commercial developments that provide employment opportunities for area residents.[1] The area is also noted for its proximity to the Convention Center, Staples Center, and LA Live.

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[1] *Central City Community Plan: http://cityplanning.lacity.org/complan/pdf/CCYCPTXT.PDF.*

Access

Regional access to the Project Site is provided by the Santa Monica (I-10) and Harbor (I-110) freeways, which are located approximately one mile and one-half mile from the Project Site, respectively.

Local access is provided by South Olive and Hill Streets.

Public Transit

The Project would be considered a transit-oriented development based on the Site's proximity to Los Angeles County Metropolitan Transportation Authority (Metro) bus lines and the 7th Street/Metro Center Station.

Metro Bus Transit

Metro operates more than 30 local and limited stop routes within reasonable walking distance (one-quarter mile) of the Project Site. Operating adjacent or proximate to the Site are Lines 14, 37, 70, 71, 76, 78, 79, 96, 378, and 770 along Grand Avenue traveling southbound, and Olive Street traveling northbound; Lines 2, 4, 28, 81, 83, 90, 91, 94, 728, and 794 along Hill Street; Lines 2, 4, 30, 40, 45, 84, 330, and 745 along Broadway; Lines 28, 33, 38, 55, 83, 355, 733, and 728 along Spring Street; Lines 51, 52, and 352 along 7th Street; Lines 66 and 81 along 8th Street, traveling westbound, and 9th Street, traveling eastbound; and Lines 28 and 728 along Olympic Boulevard.

Metro Rail Lines

Metro also operates a rail system, which travels between downtown Los Angeles and surrounding communities and cities. The 7th Street/Metro Center Station, located approximately one-quarter mile from the Project Site at the corner of West 7th Street and South Flower Street, is served by the Blue Line, Expo Line, Purple Line, Red Line, and Silver Line (bus rapid transit).

The Blue Line runs north-south between downtown Los Angeles and downtown Long Beach, seven days a week, from approximately 4:00 AM to midnight. The Expo Line operates between downtown Los Angeles and the City of Culver City (with an extension to the City of Santa Monica currently under construction). The Expo line runs seven days a week, from approximately 5:30 AM to midnight. The Purple Line runs from the Koreatown neighborhood to downtown Los Angeles. Overlapping the Purple Line from downtown to the Wilshire/Vermont Station, the Red Line then splits off and travels through the Hollywood community and northward to the North Hollywood community.

The 7th Street/Metro Center Station is also served by numerous Metro bus lines, several Commuter Express lines, DASH routes, and other municipal transit lines.

Existing Site Characteristics

The Project Site has a total lot area of 38,958 square feet and is zoned [Q]R5-4D. The current allowable Floor-Area-Ratio (FAR) is 6.0:1, which would allow for approximately 233,748 square feet of development. The Site is located within the Central City Community Plan Area (CPA), a Los Angeles State Enterprise Zone, and is designated for High Density Residential land uses within the General Plan. The Project Site is also subject to the requirements of the Downtown Design Guide (prepared by the Urban Design Studio).

The Site currently contains a paved surface parking lot, which would be removed in order to accommodate the Project. The Project Site information is listed in Table 2-1, Project Site Information.

Views of the Project Site and surroundings are shown in Figures 2-3 through 2-14.

Table 2-1

Project Site Information

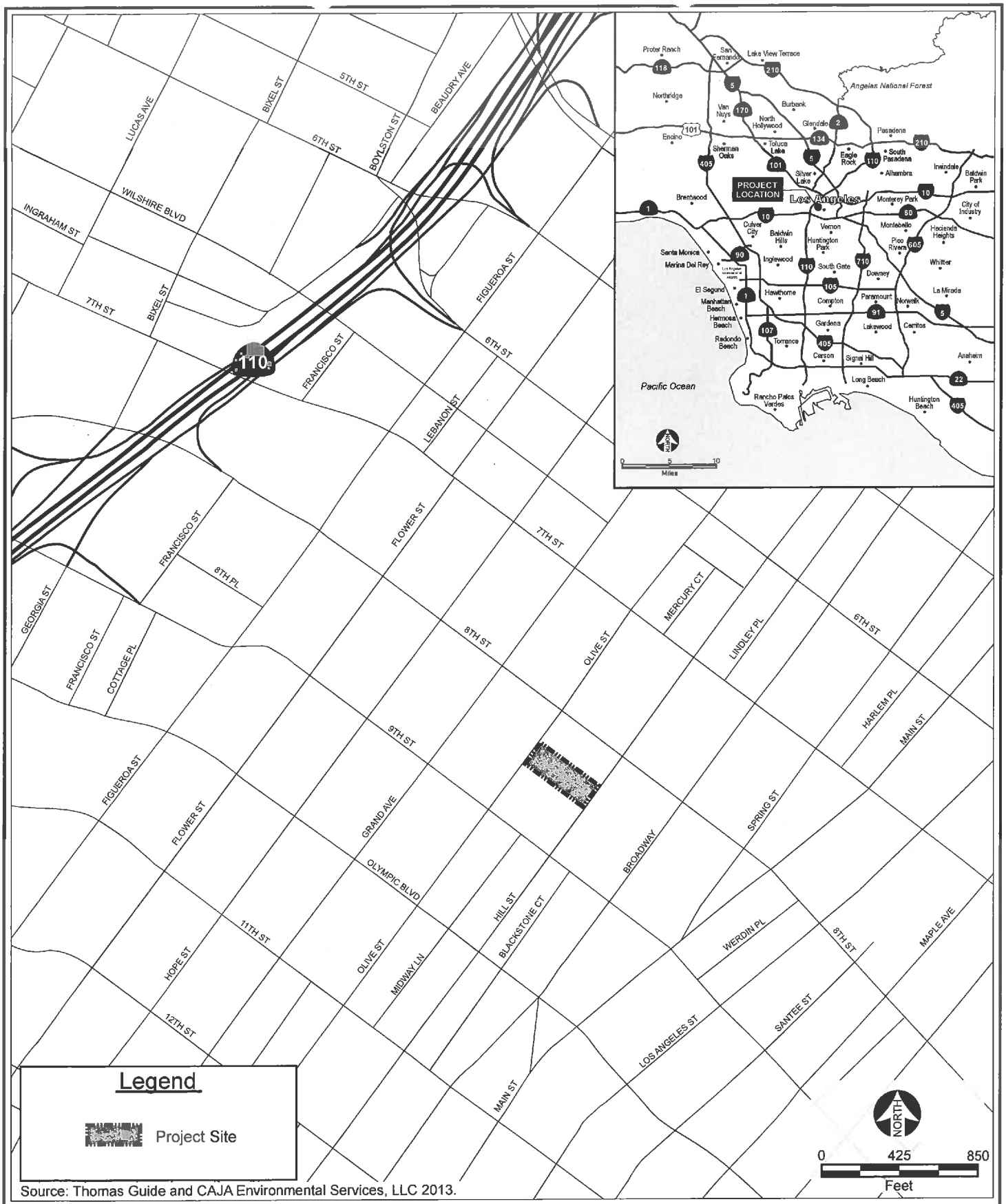
Address	APN	Zoning Information	Zone	Land Use	Community Plan
826 S. Olive Street	5144-018-027	Greater Downtown Housing Incentive Area Los Angeles State Enterprise Zone	[Q]R5-4D	High Density Residential	Central City
820 S. Olive Street	5144-018-028				
817, 819 S. Hill Street	5144-018-032				
825 S. Hill Street	5144-018-021				

*Source: Zone Information & Map Access System (*ZIMAS): *http://zimas.lacity.org/.*
Table by CAJA Environmental Services, September 2013.

Surrounding Uses

The Site is bound by the following uses:

- On the north, the Site is bound by a multi-story parking structure.
- On the east, the Site is bound by South Hill Street, and further east is a multi-story retail and office building.
- On the south, the Site is bound by a parking lot and the South Park Hotel.
- On the west, the Site is bound by South Olive Street, and further west is another parking lot.



CAJA Environmental Services, LLC

Figure 2-1
Regional and Vicinity Map

Source: Google Aerial and CAJA Environmental Services, LLC, 2013.

CAJA Environmental Services, LLC

Figure 2-2
Aerial Map

View 1: View northeast along Olive Street. The Project Site's existing parking lot driveways are visible on the right.

View 2: View southeast along Olive Street. The Project Site's existing parking lot driveways visible on the left.

View 3: View east across Olive Street toward the Project Site's existing parking lot driveway. The adjacent multi-story parking structure is visible on the left.

View 4: View east across Olive Street toward the Project Site's existing parking lot driveway. The adjacent South Park Hotel is visible on the right.

Source: Craig Lawson & Co., LLC, 2013.

CAJA Environmental Services, LLC

Figure 2-3
Views of the Project Site

View 5: View north of Project Site's existing parking use.

View 6: View northeast of Project Site's existing parking use.

View 7: View east of Project Site's existing parking use.

View 8: View southeast of Project Site's existing parking use.

Source: Craig Lawson & Co., LLC, 2013.

CAJA Environmental Services, LLC

Figure 2-4
Views of the Project Site
5-8

View 9: View northwest across Project Site. The rear of the adjacent South Park Hotel is visible on the left.

View 10: View north across Project Site. The adjacent multi-story parking structure is visible in the background.

View 11: View northeast across Project Site. The adjacent multi-story parking structure is visible in the background.

View 12: View northeast across Project Site. The adjacent multi-story parking structure is visible in the background.

Source: Craig Lawson & Co., LLC, 2013.

View 13: View north along Hill Street. The Project Site's existing parking lot driveway is visible.

View 14: View west across Hill Street toward the Project Site's existing parking lot driveway.

View 15: View west across Hill Street toward the Project Site's existing parking lot driveway.

View 16: View northwest across Hill Street toward the Project Site's existing parking lot driveway.

Source: Craig Lawson & Co., LLC, 2013.

CAJA Environmental Services, LLC

Figure 2-6
Views of the Project Site
13-16

View 17: View west across Hill Street toward the Project Site's existing parking lot driveway.

View 18: View west along Hill Street toward the Project Site's existing parking lot driveway.

View 19: View northwest across the Project Site. The adjacent multi-story parking structure is visible on the right.

View 20: View west across the Project Site. The adjacent South Park Hotel is visible on the left.

Source: Craig Lawson & Co., LLC, 2013.

View 21: View southwest across the Project Site. The adjacent South Park Hotel is visible on the left.

View 22: View southwest across the Project Site. The adjacent South Park Hotel is visible in the center.

View 23: View south across the Project Site. The adjacent South Park Hotel is visible on the right.

View 24: View southeast across the Project Site.

Source: Craig Lawson & Co., LLC, 2013.

View 1: View south across Olive Street from Project Site toward surrounding surface parking lot.

View 2: View southwest across Olive Street from Project Site toward surrounding surface parking lot.

View 3: View west across Olive Street from Project Site toward surrounding surface parking lot.

View 4: View northwest across Olive Street from Project Site toward surrounding surface parking lot.

Source: Craig Lawson & Co., LLC, 2013.

CAJA Environmental Services, LLC

Figure 2-9
Views of the Surrounding Uses
1-4

View 5: View east across Olive Street toward the adjacent South Park Hotel.

View 6: View south across Olive Street toward 9th Street.

View 7: View east across Olive Street toward the adjacent multi-story parking structure.

View 8: View north across Olive Street toward 8th Street.

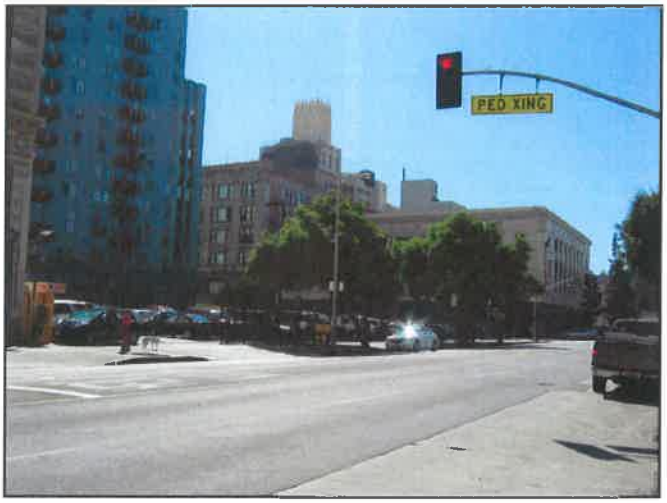
Source: Craig Lawson & Co., LLC, 2013.

CAJA Environmental Services, LLC

Figure 2-10
Views of the Surrounding Uses
5-8

View 9: View northwest toward rear of adjacent South Park Hotel. The Project Site is on the right.

View 10: View southwest along Hill Street toward 9th Street.



View 11: View south across Hill Street to surrounding commercial and residential uses.

View 12: View southeast across Hill Street to surrounding commercial and residential uses.

Source: Craig Lawson & Co., LLC, 2013.

View 13: View west across Hill Street toward surrounding office building. The Project Site's existing parking lot driveway is visible.

View 14: View west across Hill Street toward surrounding office building.

View 15: View northwest across Hill Street toward adjacent multi-story parking structure. The Project Site's existing parking lot driveway is visible.

View 16: View northwest across Hill Street toward adjacent multi-story parking structure.

Source: Craig Lawson & Co., LLC, 2013.

View 17: View west along Hill Street. The Project Site's existing parking lot driveway is visible on the right.

View 18: View northeast along Hill Street toward 8th Street.

View 19: View northeast across Hill Street toward 8th Street.

View 20: View east across Hill Street toward surrounding commercial building.

Source: Craig Lawson & Co., LLC, 2013.

View 21: View south across Olive Street toward new tower under construction at corner of Olive and 9th.

View 22: View south across Olive Street toward new tower under construction at corner of Olive and 9th.

View 23: View southeast across Olive Street toward adjacent South Park Hotel.

View 24: View west across Olive Street toward surrounding surface parking lot.

Source: Craig Lawson & Co., LLC, 2013.

CAJA Environmental Services, LLC

Figure 2-14
Views of the Surrounding Uses
21-24

PROJECT CHARACTERISTICS

The Project as proposed is a mixed-use development, consisting of a high-rise residential apartment tower with associated support spaces such as parking, resident amenity facilities, storage rooms, bike storage, lobby circulation, and service spaces. Commercial/retail/restaurant space would be located at the ground level.

The Project proposes a 50-story residential tower fronting South Hill Street, which would include 589 residential units. The Project would also include approximately 4,500 square feet of ground floor commercial uses, which would front South Hill Street and South Olive Street, for a total Project square footage of 529,083 square feet. The Project would provide a total of 605 parking spaces, including 600 residential parking spaces and five parking spaces for the commercial/retail uses. Parking would be provided on three underground and five above-grade podium levels, and it is anticipated that the project will export approximately 65,000 cubic yards of dirt. Residential units would screen podium parking levels 2 through 5 facing South Olive Street, and on level 5 facing South Hill Street. Level 6 would include a green rooftop amenity over the parking podium, with the high-rise tower extending above the podium. Two-story townhouse units would be provided along the northern property line onto the green rooftop amenity, and the green roof would also feature a pool to be shared by all residents.

Table 2-2, Project Characteristics, provides a breakdown of uses for the Project.

Table 2-2

Project Characteristics

Level	Floors	Units/Floor	Total Residential Units	Residential Area (sf)	Residential Amenity (sf)	Ground Floor Retail (sf)
L1	1	--	--	4,487		4,500
L2	1	6	6	3,940		
L3	1	--	--	3,770		
L4	1	6	6	3,914		
L5	1	5	5	7,787		
L6	1	6	6	5,711	6,130	
L7	1	--	--	3,935		
L8	1	9	9	7,584		
L9-L27	19	15	285	222,414		
L28-L46	19	14	266	221,844		
L47-L48	2	2	4	23,268		
L49	1	2	2	8,253		
L50	1	--	--	1,546		
Total	**50**		**589**	**518,453**	**6,130**	**4,500**
						PROJECT TOTAL = 529,083 SF

Source: Chris Dikeakos Architects, Inc., December 13, 2013.

The Project's floor plans are provided in Figures 2-15 through 2-31. The Project's elevations are provided in Figures 2-32 and 2-33. The Project's sections are provided in Figure 2-34 and a rendering is provided in Figure 2-35.

Units

Table 2-3, Unit Counts, provides a breakdown of the number and types of units within the Project.

Table 2-3
Unit Counts

Level	Floors	Studio	Loft	Townhouse	1 Bedroom	1 Bedroom + Den	2 Bedroom	2 Bedroom + Den	Penthouse	Total
L2	1	--	6	--	--	--	--	--	--	6
L3	1	--	--	--	--	--	--	--	--	--
L4	1	--	6	--	--	--	--	--	--	6
L5	1	2	--	--	1	1	--	1	--	5
L6	1	--	--	6	--	--	--	--	--	6
L7	1	--	--	--	--	--	--	--	--	--
L8	1	4	--	--	2	1	2	--	--	9
L9-L27	19	6 / floor	--	--	4 / floor	1 / floor	4 / floor	--	--	285
L28-L46	19	2 / floor	--	--	6 / floor	1 / floor	4 / floor	1 / floor	--	266
L47-L48	2	--	--	--	--	--	--		2 / floor	4
L49	1	--	--	--	--	--	--	--	2	2
Total	**48**	**158 (26.8%)**	**12 (2.0%)**	**6 (1.0%)**	**193 (32.8%)**	**40 (6.8%)**	**154 (26.1%)**	**20 (3.4%)**	**6 (1.0%)**	**589**

Source: Chris Dikeakos Architects, Inc., December 13, 2013.

Floor Area

The Project would develop an existing surface parking lot with commercial and residential uses totaling approximately 529,083 square feet of development on a lot with a "lot area" of approximately 38,958 square feet. The "buildable area" is used for purposes of calculating the permissible floor area for the Project, and is defined as the lot areas plus the horizontal area of any private driveway, or area to the centerline of the adjoining public streets and alleys. The buildable area is 49,919 square feet, with a Project overall FAR of approximately 10.60:1. The Project Applicant is requesting a Transfer of Floor Area Rights (TFAR) for the amount not to exceed 295,335 square feet. Pursuant to Ordinance No. 181,574 and LAMC Section 14.5.6, the TFAR allows for the transfer of the unused allowable floor area of a lot from a Donor Site to a Receiver Site for projects involving transfers of 50,000 square feet or greater. The Donor Site in this case is the Los Angeles Convention Center, and the Receiver Site is the

Project Site. Additionally, 22,629 square feet would be transferred to the Project by way of a private transfer from an adjacent site located at 830 South Olive Street. The transfer would result in a project that exceeds the base floor area ratio otherwise permitted, from 6.0:1 to 10.60:1.

Parking

The required vehicle parking is shown in Table 2-4, Required Vehicle Parking. The residential portion of the Project is required to provide 646 spaces, while the retail portion is not required to provide any parking spaces. Commercial uses in the Downtown Parking District are not required to provide any parking for the first 7,500 square feet of floor area. The total number of required spaces would therefore be 646 spaces, which would be reduced by 65 spaces for implementation of the bike parking ordinance, for a total of 581 required spaces. The Project would provide a total of 605 spaces on three underground and five above-grade podium levels.

Table 2-4
Required Vehicle Parking

Type	Quantity	Ratio	Total (spaces)
Residential			
Less Than 3 Habitable Rooms	363 units	1.00 space per unit	363
3 or More Habitable Rooms	226 units	1.25 space per unit	283
Total Residential	***589 units***	--	***646***
Commercial			
Retail	4,500 sf	None if less than 7,500 sf	0
Total Commercial	***4,500 sf***	--	***0***
		Subtotal Required	646
		Reduction per Bike Parking Ordinance	(65)
		Total Required	**581**

Source: Chris Dikeakos Architects, Inc., December 19, 2013.

Access and Circulation

Vehicular and pedestrian access would be provided off both South Hill Street and South Olive Street. The Project tower fronts South Hill Street with the main residential lobby as well as a valet drop off area with access to the podium parking. South Olive Street has a second smaller residential lobby that services residential units in the podium. A valet drop off area is also provided with direct access to the underground parking, loading, and garbage areas.

Open Space

Table 2-5, Required Open Space, shows the Project's open space requirement. As shown therein, the Project is required to provide 66,150 square feet of open space. As shown in Table 2-6, Provided Open Space, the Project would provide 60,070 square feet of open space (31,220 square feet of common open space and 28,850 square feet of private balconies). Therefore, there would be an open space shortfall of approximately 6,080 square feet, or approximately 9 percent.

Table 2-5
Required Open Space

Type	Quantity	Ratio	Total (sf)
= 1 Habitable Room	170 units	100 sf per unit	17,000
< 3 Habitable Rooms	193 units	100 sf per unit	19,300
= 3 Habitable Rooms	194 units	125 sf per unit	24,250
> 3 Habitable Rooms	32 units	175 sf per unit	5,600
Total Required	***589 units***	--	***66,150 sf***

Source: Chris Dikeakos Architects, Inc., December 16, 2013.

Table 2-6
Provided Open Space

Type	Total (sf)
Common Open Space at Level 1	1,975
Level 6 Landscaped Roof Deck	18,390
Level 6 Floor Garden Plaza, Indoor/Outdoor Flex Space	4,700
Common Space Provided at Level 6 Amenity Indoor	6,155
Total Common	**31,220**
Private Balconies	28,850
Total Private	**28,850**
Project Total (Common + Private)	**60,070**

Source: Chris Dikeakos Architects, Inc., December 19, 2013.

Green/Conservation Features

The Project would comply with CALGreen requirements of the California Building Code and would endeavor to achieve a LEED Silver certification, which is the CALGreen equivalent.

Construction Schedule

Construction of the Project is anticipated to take approximately 24 months.

Construction Haul Route

The project anticipates exporting approximately 65,000 cubic yards of dirt. Loaded trucks would exit the Project Site northbound on South Olive Street, to 8th Street (westbound), to South Grand Avenue (southbound), to West 18th Street (eastbound), to Los Angeles Street (northbound), to the I-10 freeway (eastbound).

Empty trucks would travel to the Project Site via the I-10 freeway (westbound), to 17th Street (westbound), to South Olive Street (northbound), to the Project Site.

PROJECT OBJECTIVES

The objectives of the Project are as follows:

- To redevelop a currently underutilized Site to provide housing and commercial uses to serve the local community.
- To provide a mix of infill housing to address City housing needs.
- To reduce vehicular trips by increasing the use of existing bus and transit systems as well as the Expo/Blue Line rail system.
- To provide a well-designed development that is economically feasible and complementary to surrounding land uses.
- To improve the aesthetic quality of the site by removing a surface parking lot and developing a new and efficient building in its place.

DISCRETIONARY ACTIONS

The Applicant is seeking approval of the following entitlement requests:

1. Pursuant to LAMC Section 17.01, the Applicant requests approval of Vesting Tentative Tract Map (Tract No. VTT-72566), to merge four (4) lots and re-subdivide the land into one ground lot, creating a mixed-use development consisting of approximately 589 residential condominium units and six (6)

commercial condominium units containing approximately 4,500 square feet of neighborhood serving retail.

A. The Applicant is requesting permission to deviate from the number of parking spaces defined in the Advisory Agency policy memo AA-2000-1. This memo requires 2.25 parking spaces per condominium unit. The Applicant requests permission to provide one (1) parking space per residential dwelling unit, inclusive of guest parking, in consideration of its proximity to jobs and public transit.

2. Pursuant to LAMC Section 12.27, the Applicant requests the following Zone Variances:

   A. A Zone Variance from LAMC Section 12.21-G.2(A)(3) to allow 55 trees in lieu of the 147 trees required for 589 residential units; or one (1) tree per 13 units.

   B. A Zone Variance from LAMC Section 12.21-G to allow a 9% reduction (6,080 square feet) from the required 66,150 square feet of open space.

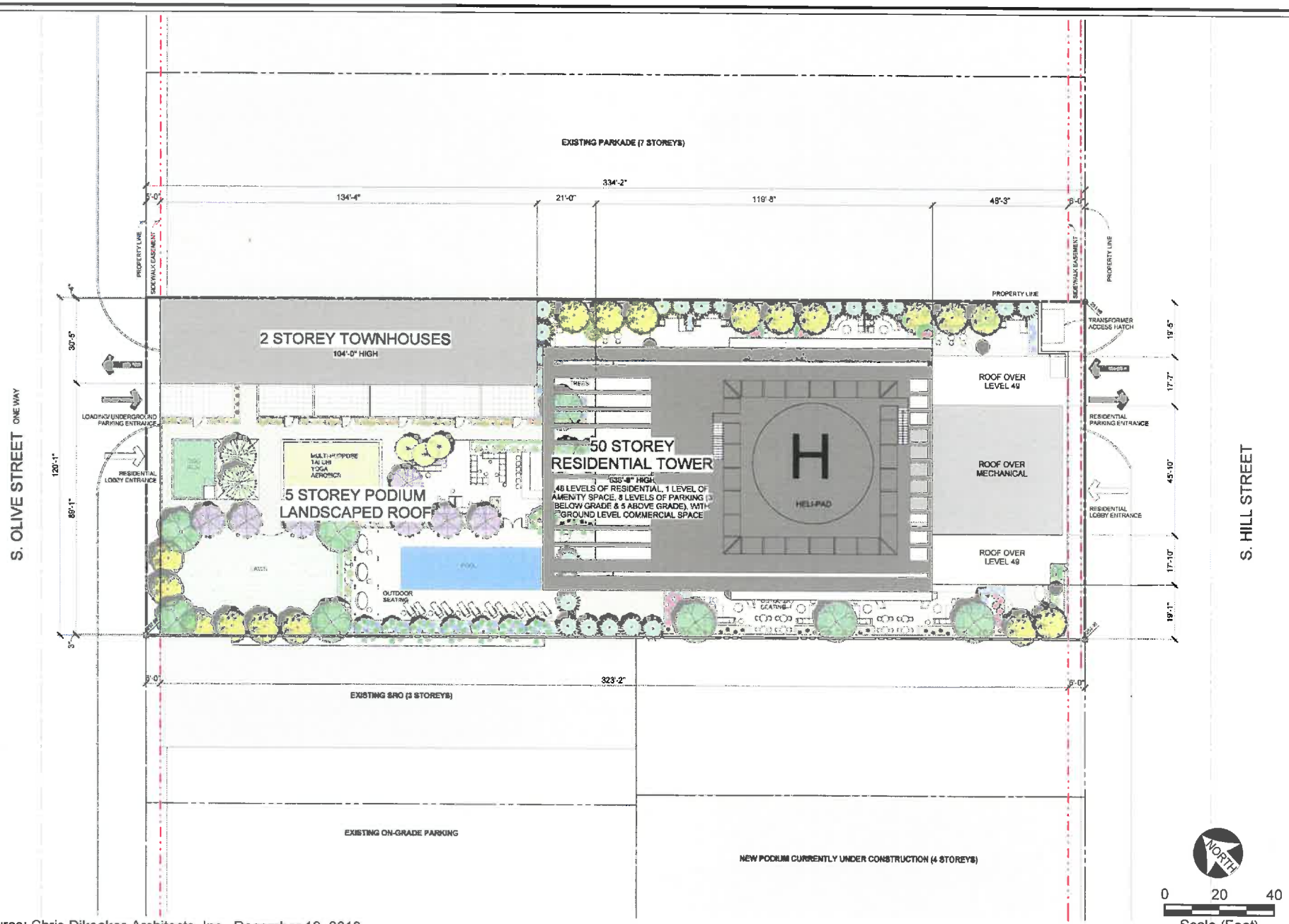
   C. A Zone Variance from LAMC Section 12.21-A.16(a)(6)(e)(2)(iii) to deviate from the location and access standards for long-term bicycle parking in order to locate the long-term bicycle parking in the subterranean and above-grade parking levels.

3. Pursuant to LAMC Section 12.24-W.1, the Applicant requests approval of Master Conditional Use Permit (MCUP) for the sale of a full-line of alcoholic beverages for on-site consumption only within up to three premises.

4. Pursuant to LAMC Section 14.5.6, the Applicant requests a Transfer of Floor Area Rights (TFAR) from two Donor Sites to the Project Site (Receiver Site). The first Donor Site, located at 830 S. Olive Street, will transfer 22,629 square feet of floor area to the Receiver Site through a private transfer, while the second Donor Site, the Los Angeles Convention Center, will transfer 272,706 square feet to the Receiver Site.

5. Pursuant to LAMC Section 16.05, the Applicant requests that Site Plan Review Findings be made as part of this discretionary approval.

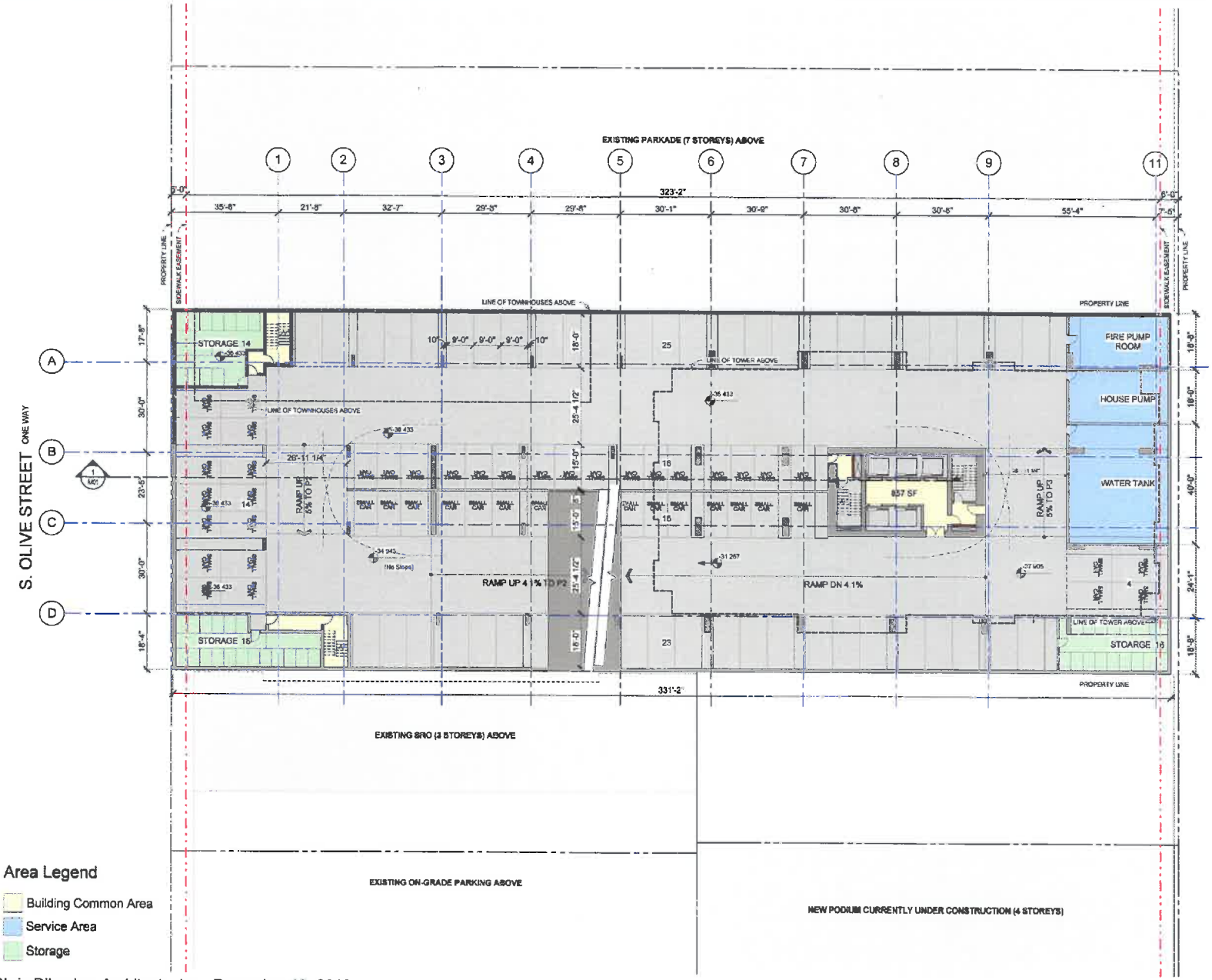
Pursuant to various sections of the Los Angeles Municipal Code, the Applicant will request approvals and permits from the Department of Building and Safety (and other municipal agencies) for Project construction activities including, but not limited to, the following: demolition, excavation, shoring, grading, foundation, haul route, building, and tenant improvements.



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

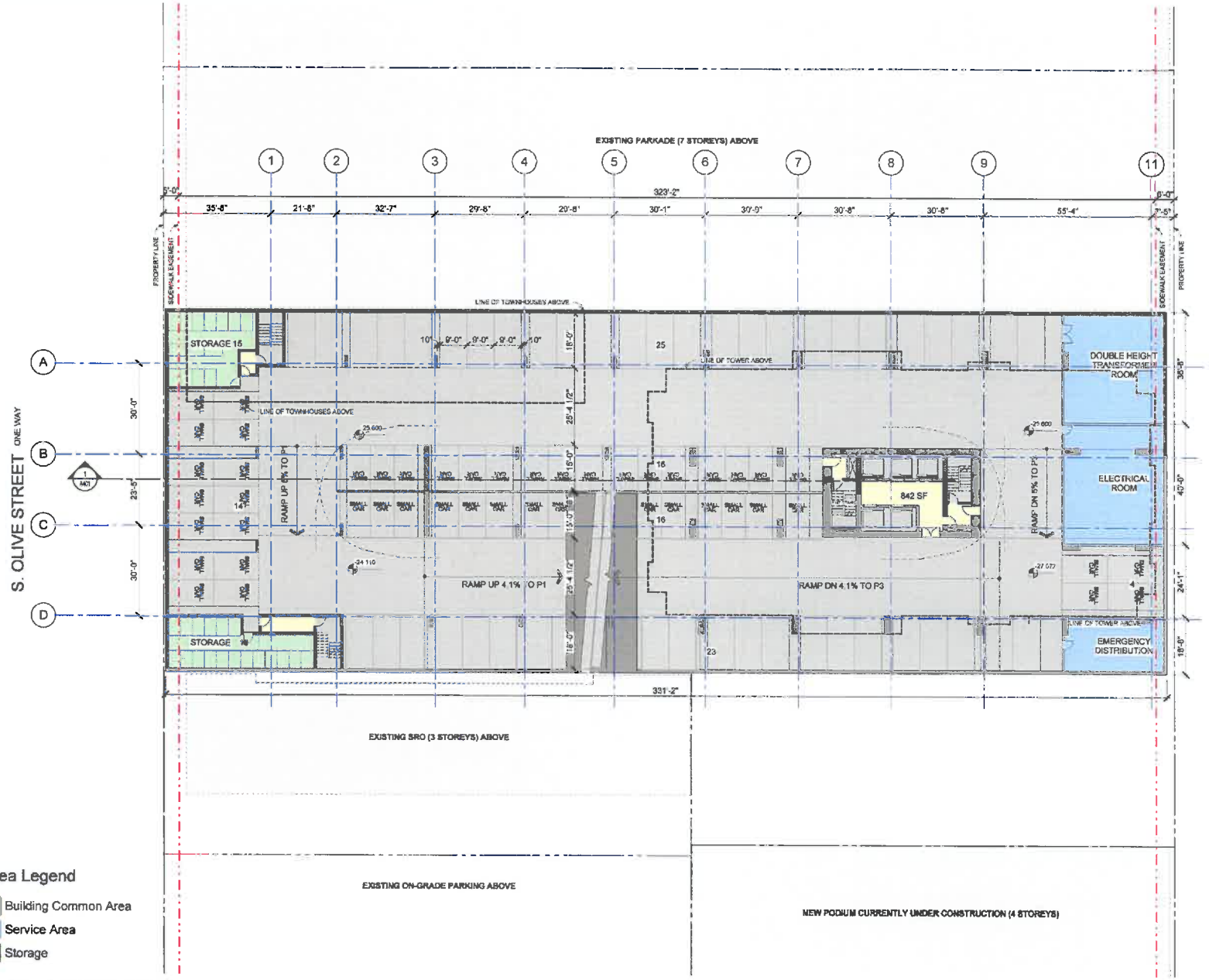
Figure 2-15
Site Plan



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

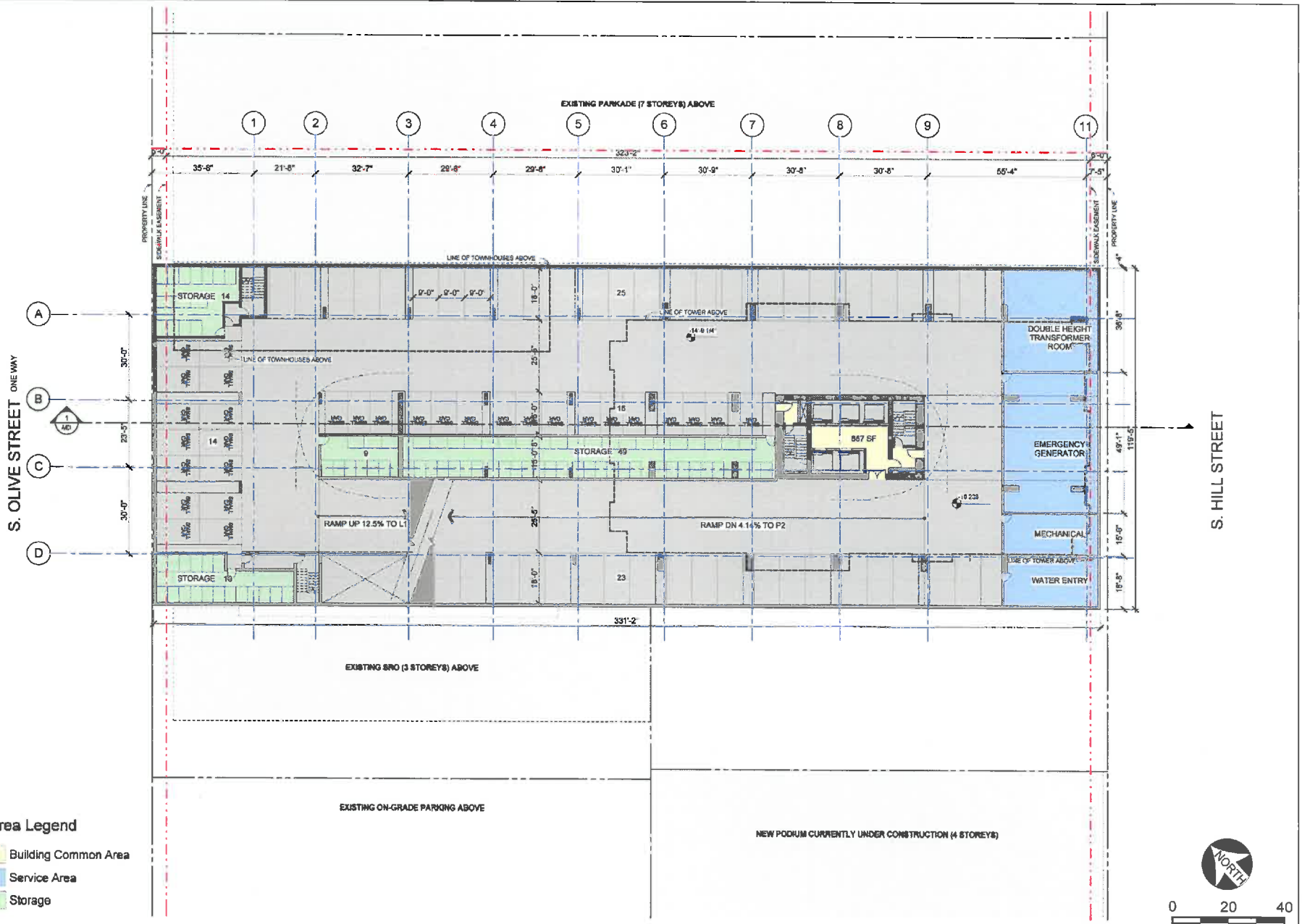
Figure 2-16
Level P3



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

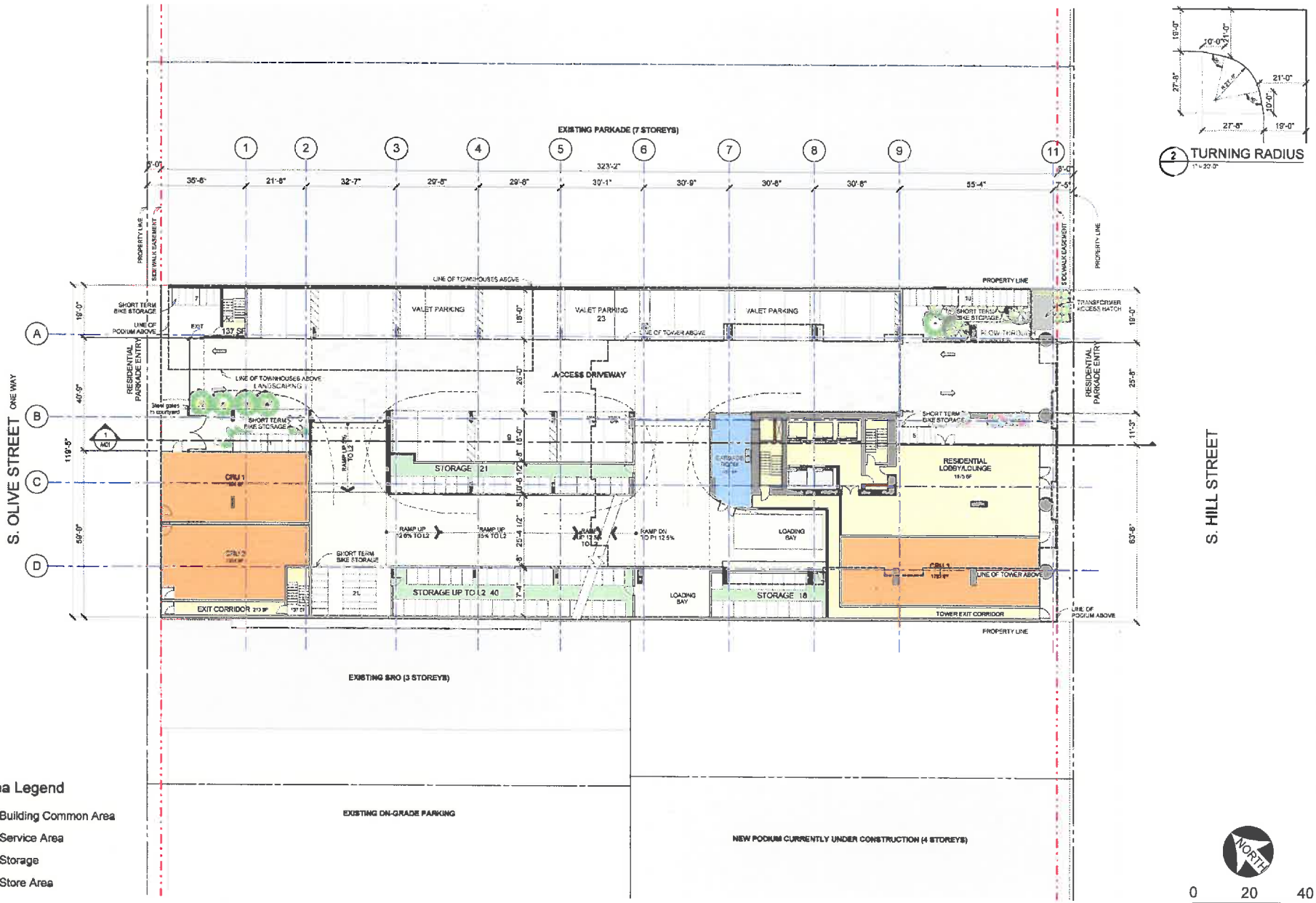
Figure 2-17
Level P2



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

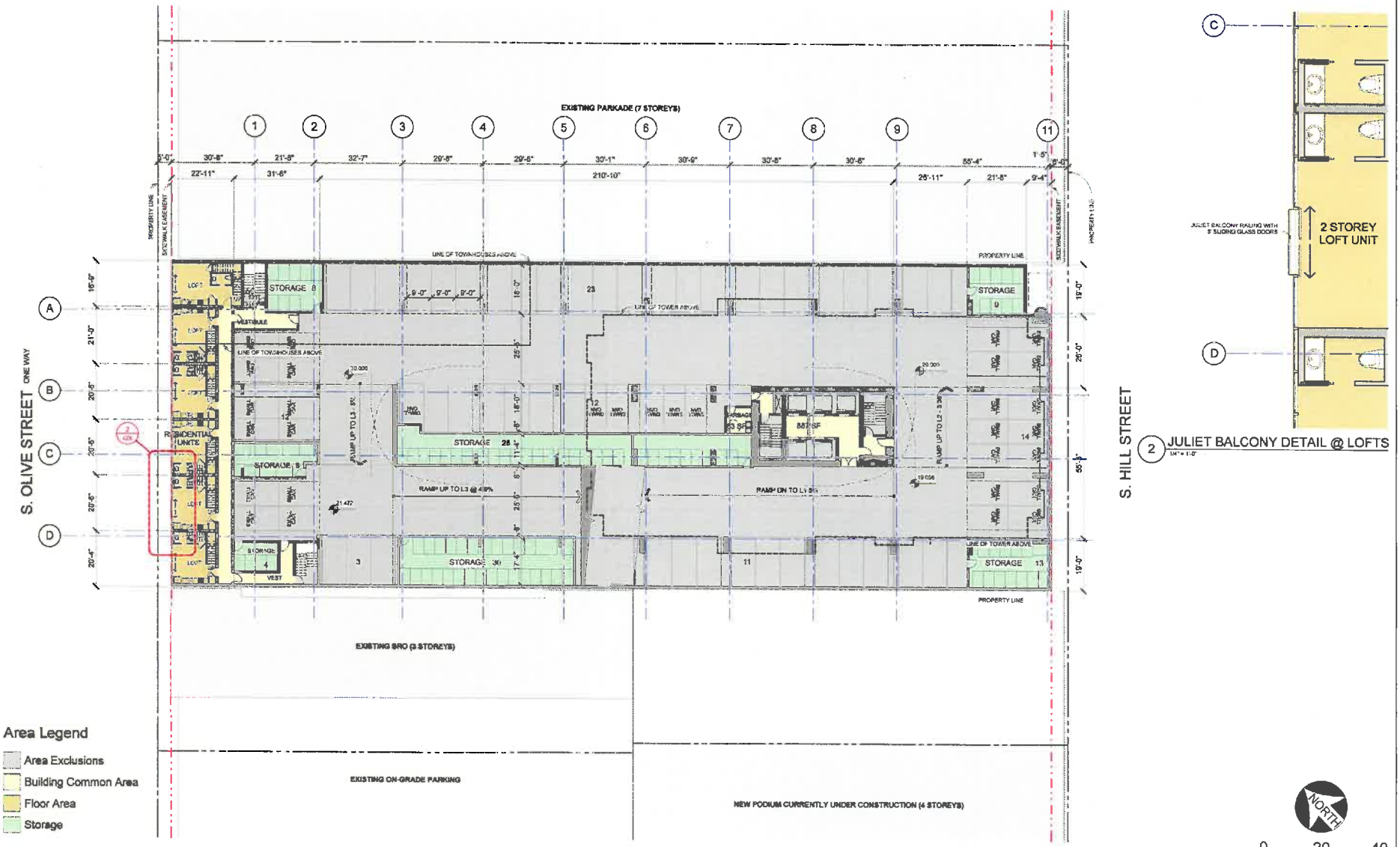
Figure 2-18
Level P1



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

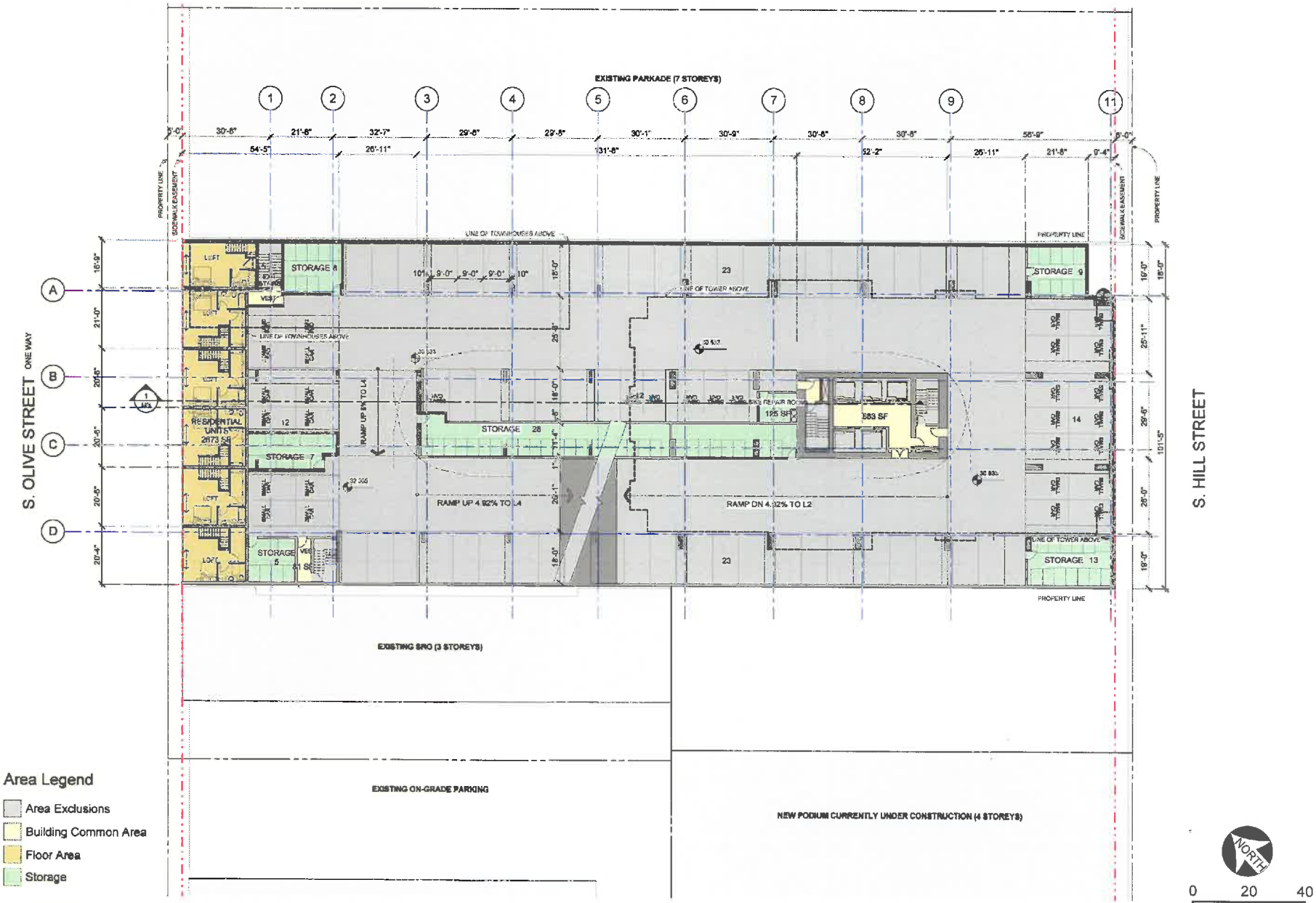
Figure 2-19
Level 1



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

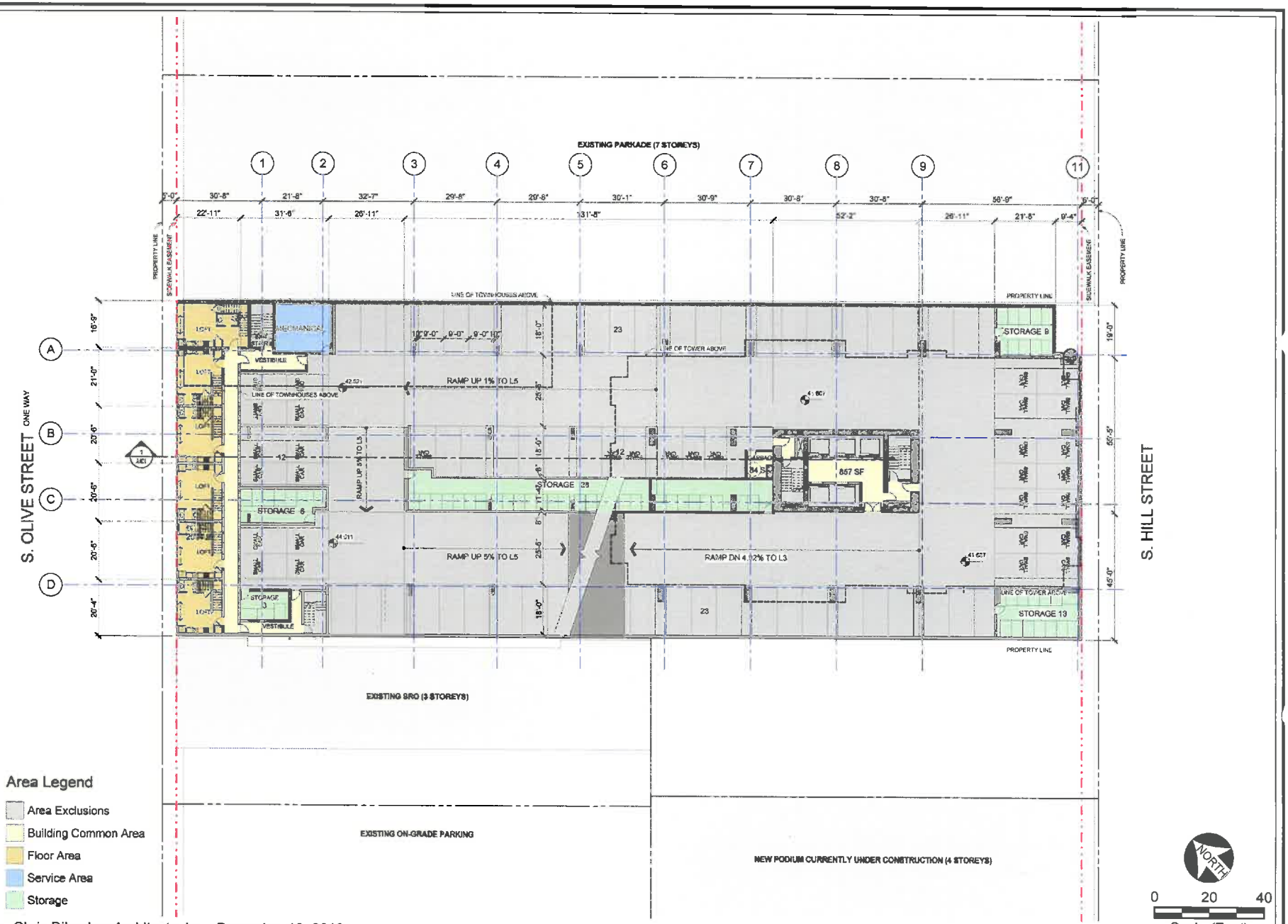
Figure 2-20
Level 2



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

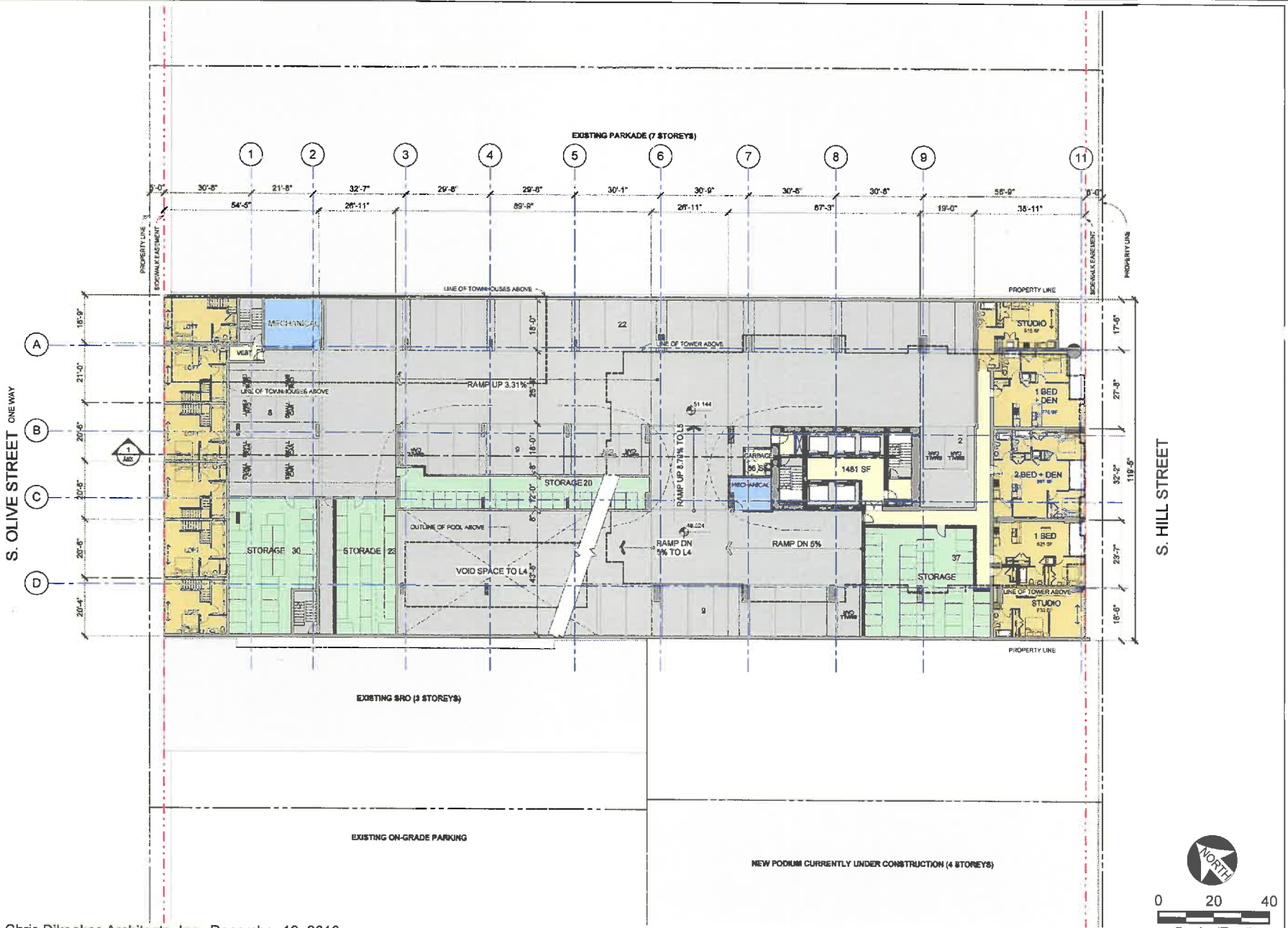
Figure 2-21
Level 3



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

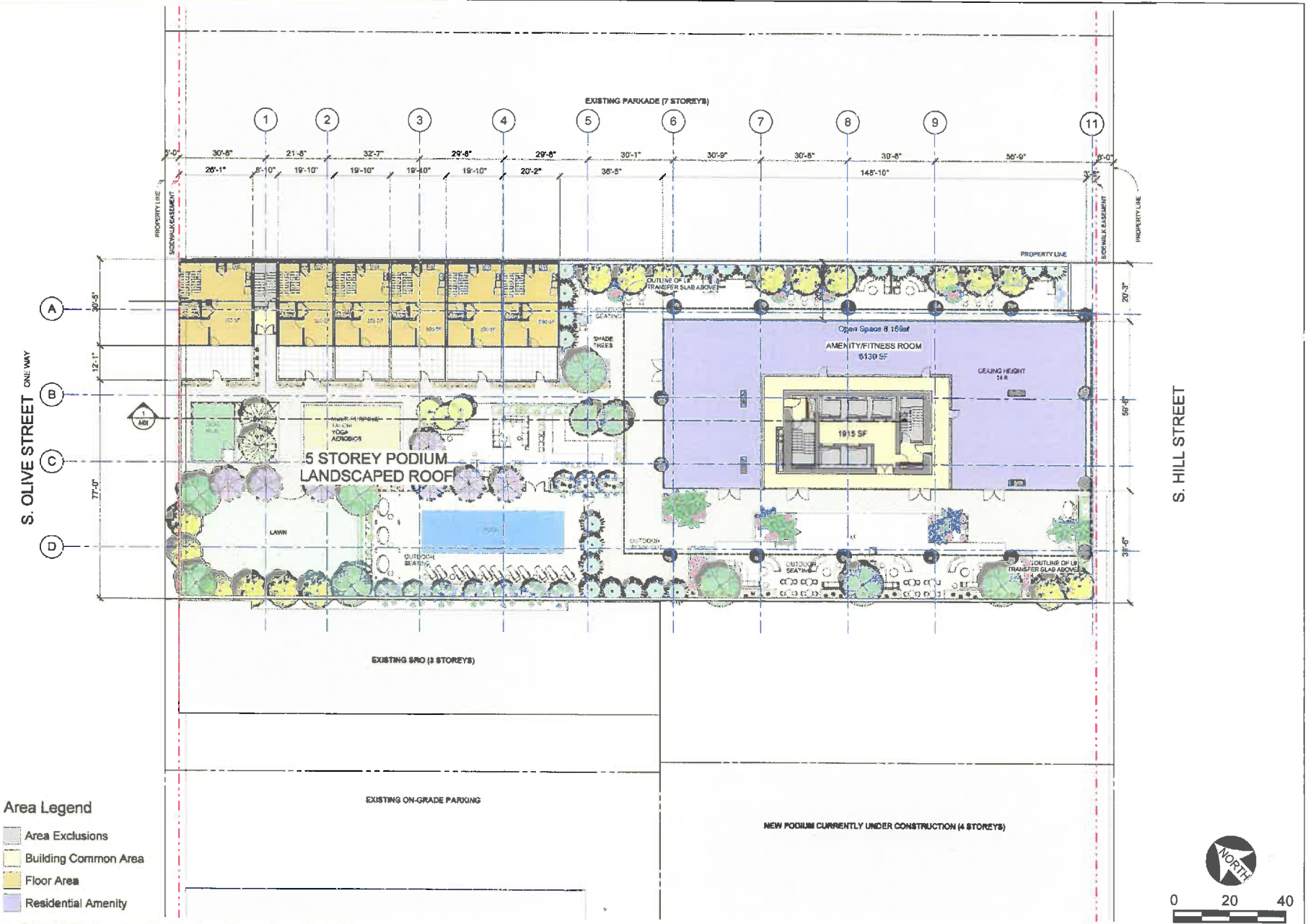
Figure 2-22
Level 4



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

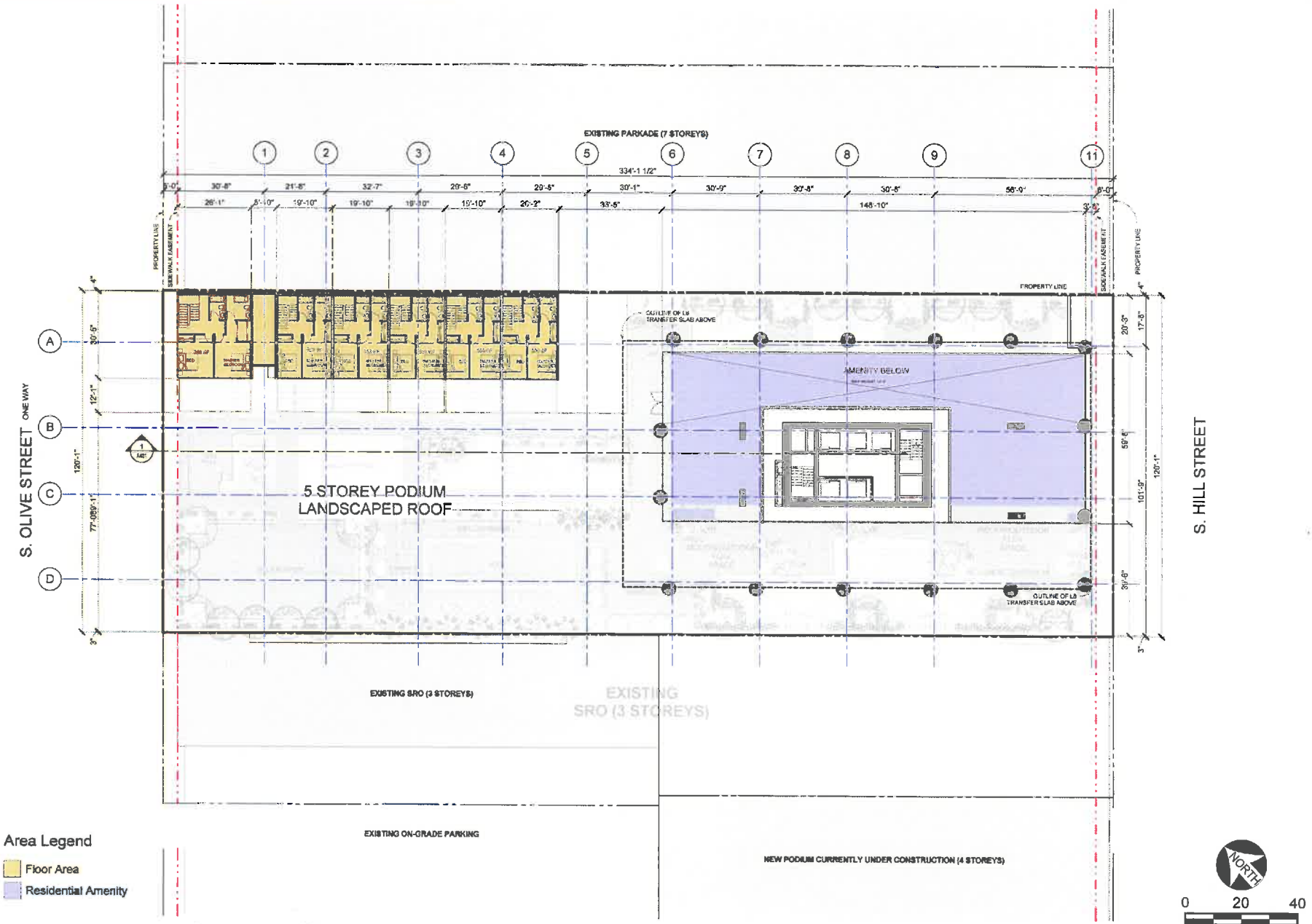
Figure 2-23
Level 5



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

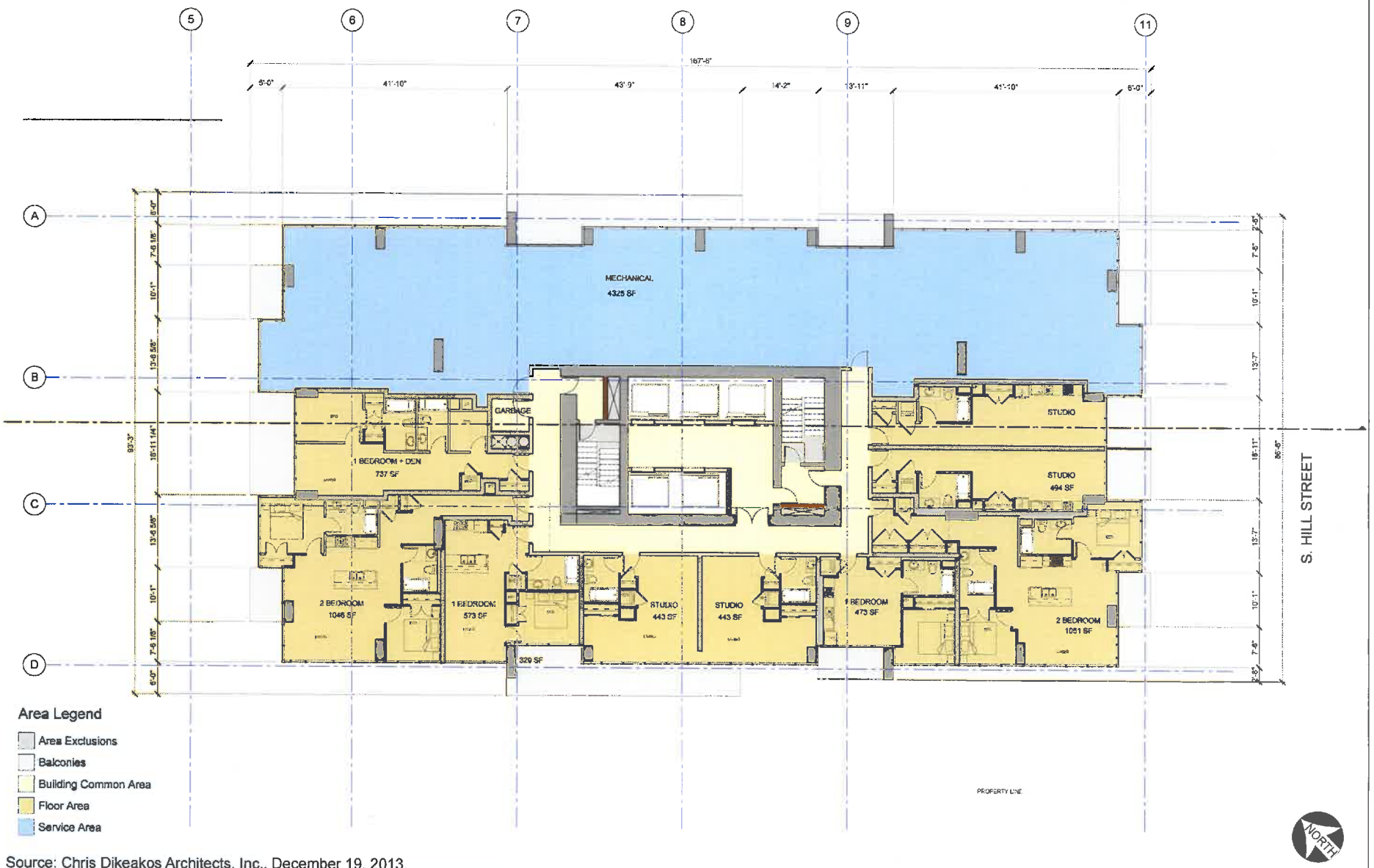
Figure 2-24
Level 6



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

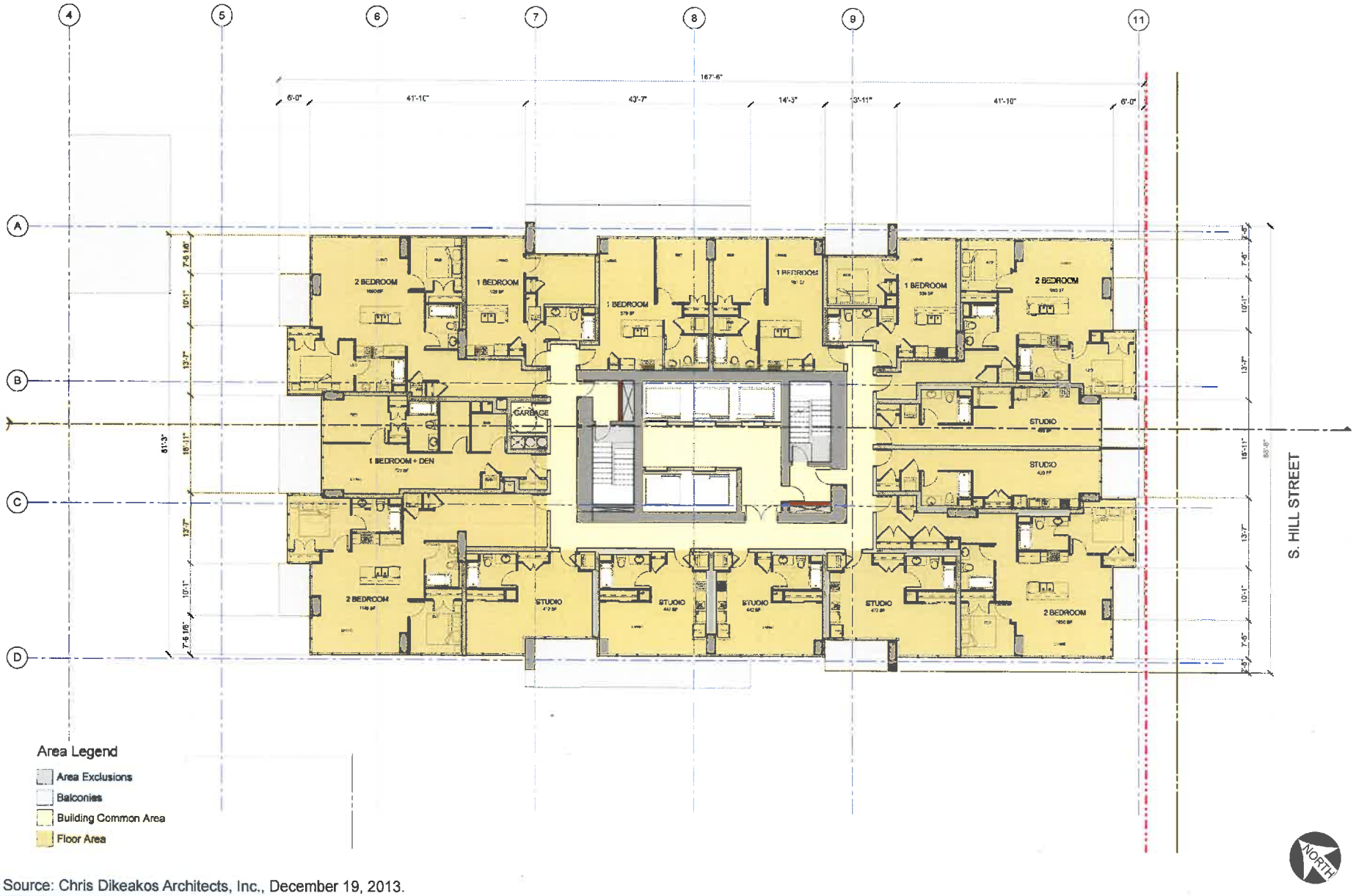
Figure 2-25
Level 7



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

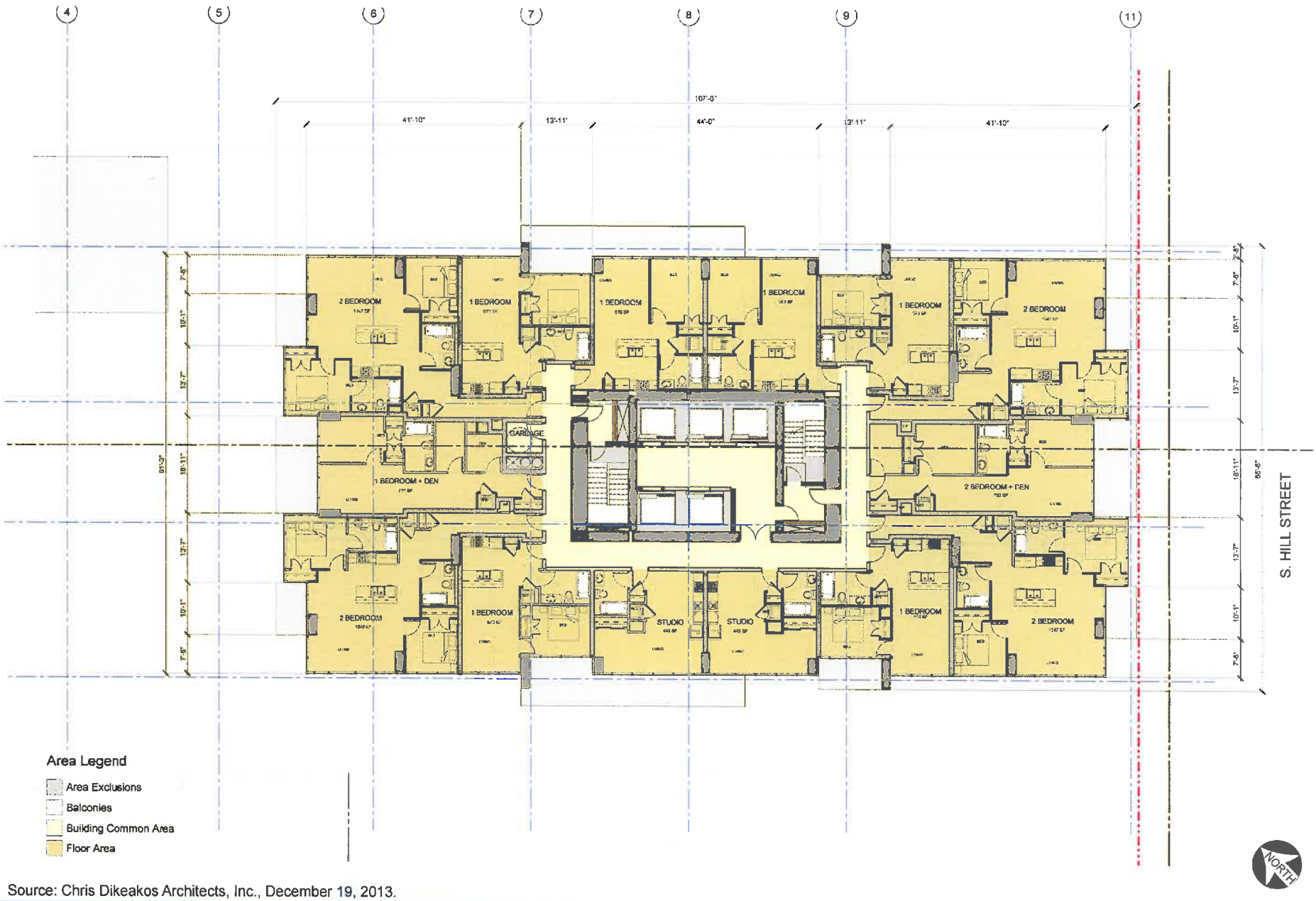
Figure 2-26
Level 8



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

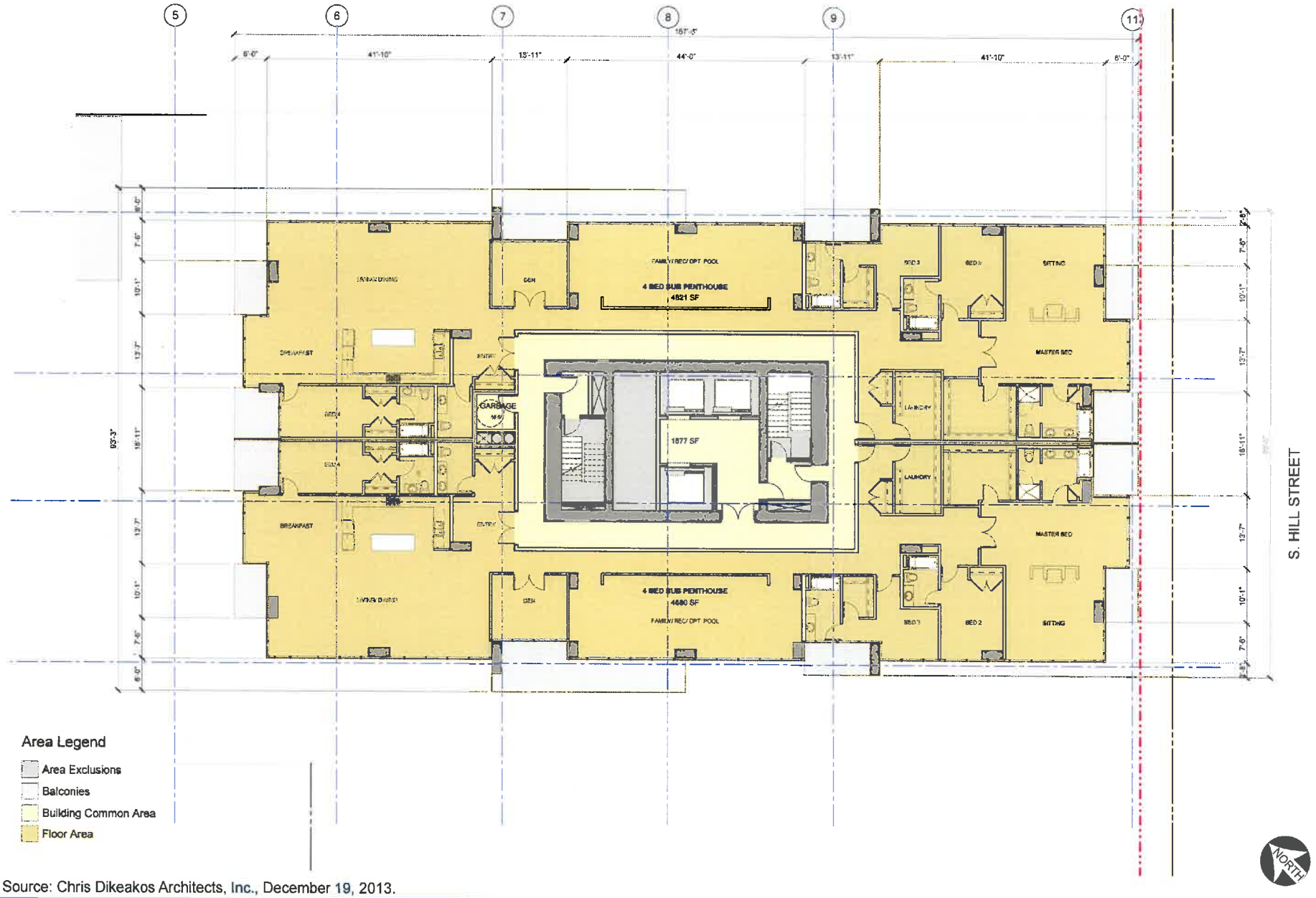
Figure 2-27
Levels 9-27



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

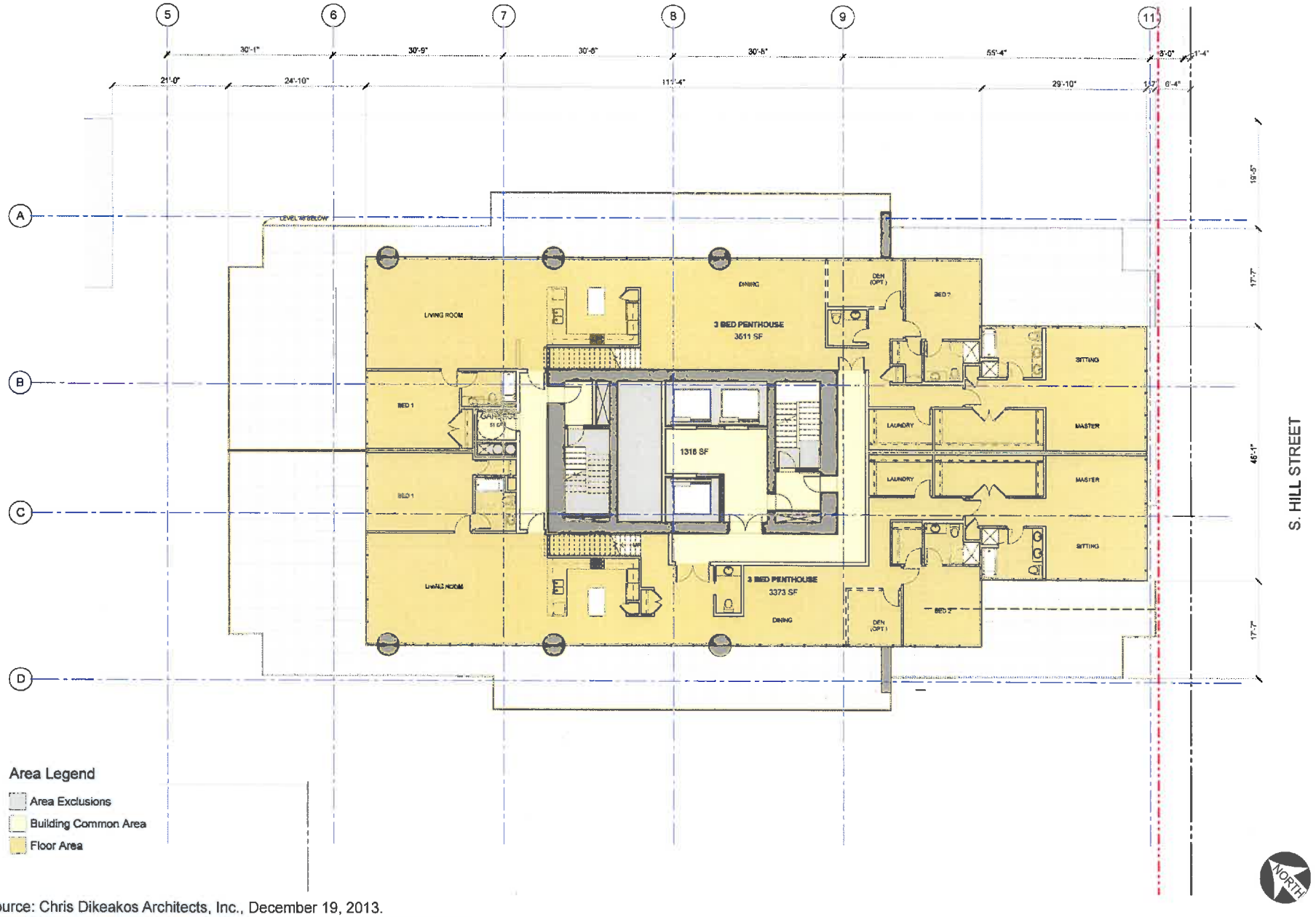
Figure 2-28
Levels 28-46



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

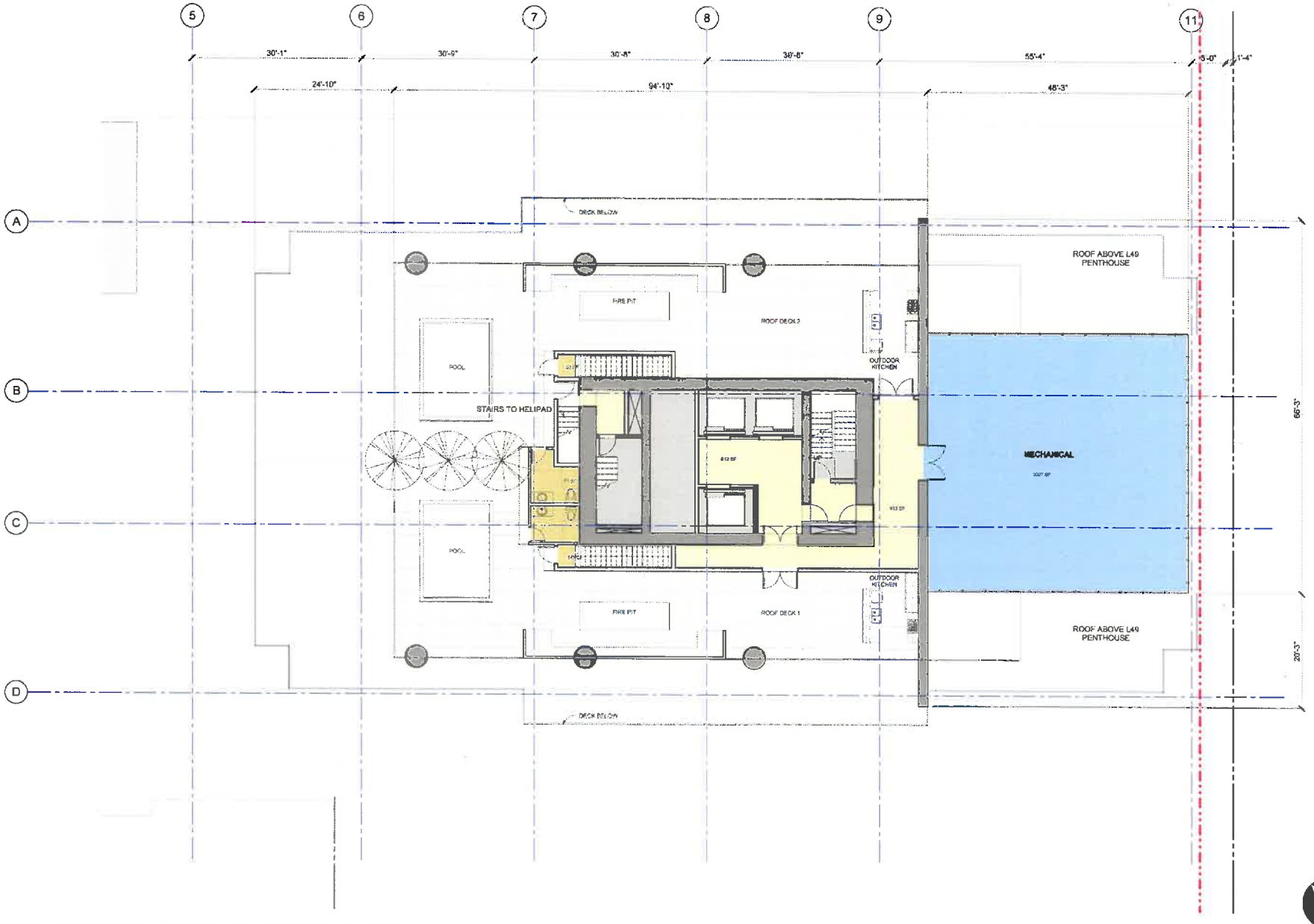
Figure 2-29
Levels 47 and 48



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

Figure 2-30
Level 49 Penthouse

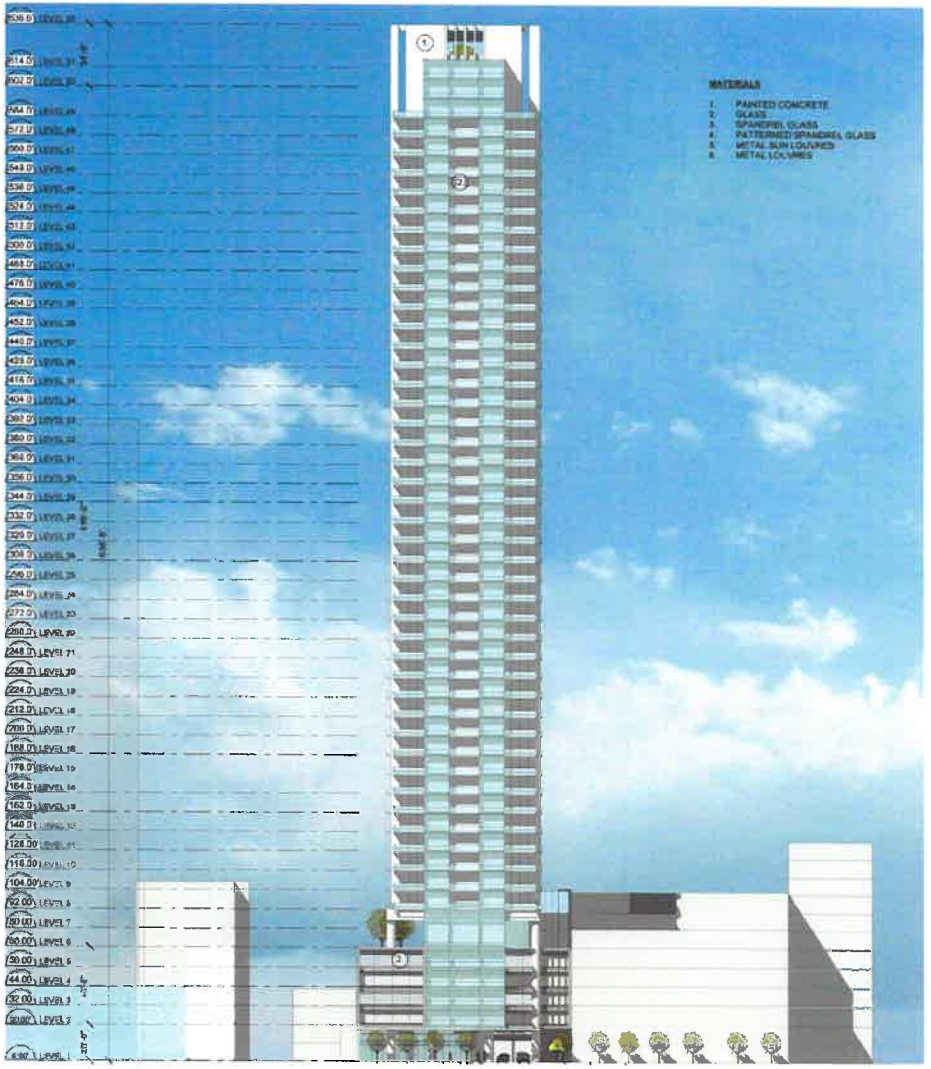


Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

Figure 2-31
Level 50

WEST (S. OLIVE ST.) ELEVATION



EAST (S. HILL ST.) ELEVATION

Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

Figure 2-32
East and West Elevations

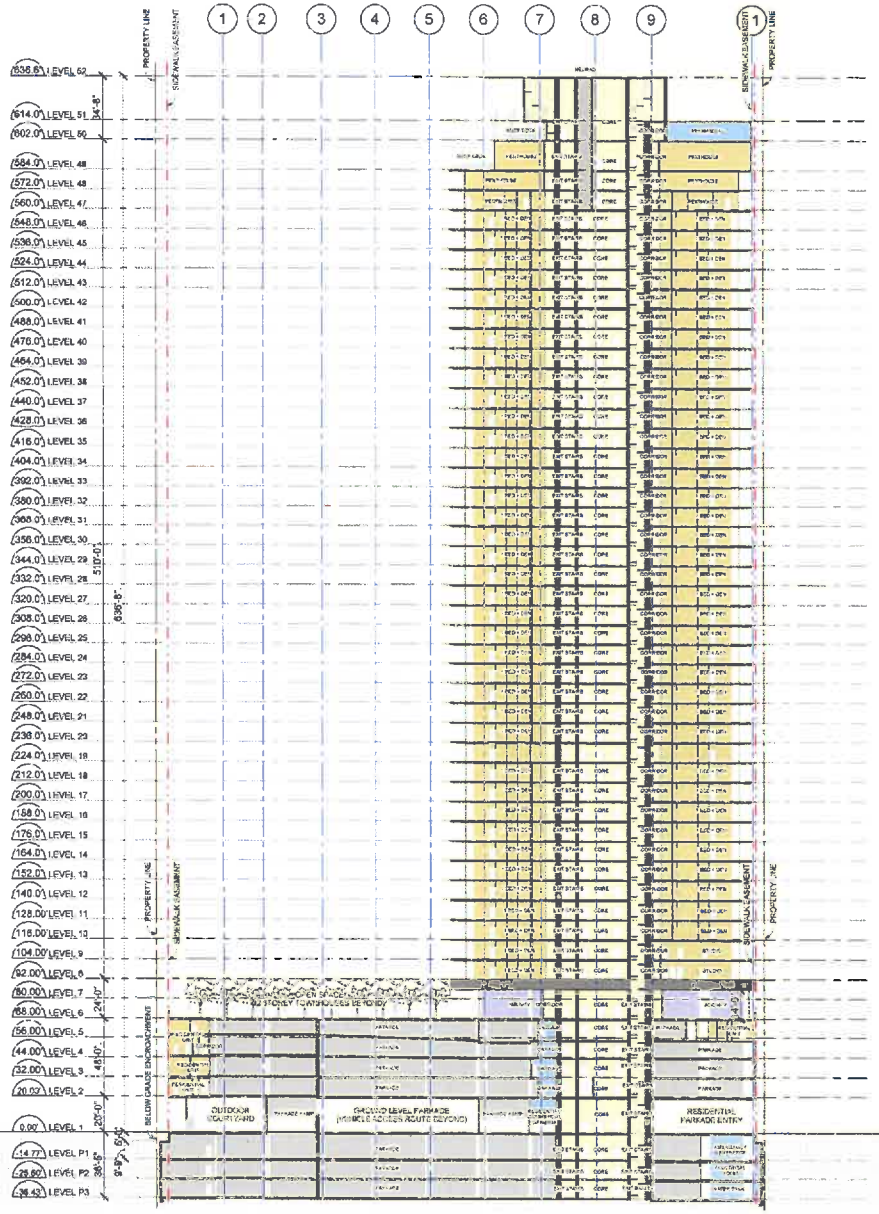
NORTH ELEVATION

SOUTH ELEVATION

Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

Figure 2-33
North and South Elevations



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

Figure 2-34
Building Section

Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

Figure 2-35
Rendering

4. ENVIRONMENTAL IMPACT ANALYSIS

1. AESTHETICS

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A significant impact would occur if a project were to introduce incompatible scenic elements within a field of view containing a scenic vista or substantially block views of a scenic vista. The Project Site is located in the Central City (or downtown) community of the City of Los Angeles (the City), on a site zoned for multi-family residential uses. The existing visual character of the surrounding locale is typical of a dense urban area with multi-story buildings along South Olive Street, West 8th Street, South Hill Street, and West 9th Street.

Viewsheds refer to the visual qualities of the geographical area that is defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of an area. Views in the vicinity of the Project Site are largely constrained by structures on adjacent parcels, and the area's relatively flat topography. There are no tall or topographic features on the Project Site from which scenic vistas may be obtained, or which make up part of the scenic landscape of the surrounding community. At the street level, views are limited and there is nothing unique about the street views that would quality as a scenic vista.

The height of the Project building would be compatible with other high-rise buildings in downtown. While there are many low- and mid-rise buildings in the area surrounding the Project Site, the Project would be located in the Central City community of downtown, which also contains many high-rise buildings. Therefore, as the Project would be compatible with the height of other high-rise buildings in the area, and as there are no designated scenic vistas in the local area, the Project would not substantially block a scenic vista and impacts would be less than significant.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway?

No Impact. A significant impact would occur only if scenic resources would be damaged or removed by a project within a designated scenic highway. There are no identified scenic resources such as rock outcroppings or historic buildings located on-site, and no vegetation on-site that would be considered a protected species.

The Project Site is not located within or along a designated scenic highway, corridor, or parkway. The nearest historic parkway is the Arroyo Seco Historic Parkway (I-110) between milepost 25.7 and 31.9, and is approximately 3.5 miles northeast of the Project Site. The Pacific Coast Highway (State Route 1) is

an "Eligible State Scenic Highway – Not Officially Designated," and is approximately 14 miles west of the Project Site.[1]

Therefore, no impacts to scenic resources would occur as a result of the Project.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. A significant impact may occur if a project were to introduce visual elements that would be incompatible with the character of the area surrounding the Project Site, or if the project were to significantly shade nearby sensitive uses.

The Project Site is located within the South Park area of the Central City Community Plan Area, an urbanized and fully developed portion of the City. The Community Plan describes South Park as an area that houses a mix of residential, medical, commercial, and retail uses. Warehouse space in one-story unreinforced masonry buildings is scattered throughout the district. South Park is recognized to be a mixed-use community with a significant concentration of housing. This thriving residential community includes the proximate siting of auxiliary support services such as retail and commercial developments that provide employment opportunities for area residents.[2] The area is also noted for its proximity to the Convention Center, Staples Center, and LA Live.

The built environment is characterized by a variety of architectural styles, ages of buildings, types of development, and sizes. Building designs range from mid-century modern, current modern, utilitarian, and historic. Uses range from residential, retail, commercial, office, medical, and warehouse uses. The central area of Downtown Los Angeles provides walking and transit connections to these other local uses and amenities. There are one- and two-story commercial/warehouse buildings and mid- and high-rise office buildings.

Expanding the downtown residential community is viewed as a major component of efforts to revitalize Downtown. Consequently, many vacant and underused commercial and office buildings are being converted to residential uses. Ground-floor commercial uses are providing neighborhood-supporting retail, services, and amenities for a growing residential community. The Project would develop a new and modern mixed-use development on an underutilized Site, in place of surface parking.

The Project would be complementary to the surrounding area, as it provides uses that are already existing in the vicinity. In addition, it would provide additional housing opportunities in a jobs rich area, and would provide ground floor commercial/retail uses to activate the pedestrian network. Further, the density of the Project adjacent to transit opportunities maximizes the opportunities for residents, visitors, and employees to use transit.

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[1] *California Scenic Highway Mapping Systems: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed November 4, 2013.*

[2] *Central City Community Plan: http://cityplanning.lacity.org/complan/pdf/CCYCPTXT.PDF.*

The Project would be constructed in a modern style, of materials such as concrete, prefinished metal panel, perforated metal panel, stone, and glass. In addition, as discussed under Land Use, the Project would comply with the principles of the Downtown Design Guide.

Shade/Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by Project buildings, which may affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational/parks, churches, schools, outdoor restaurants, and pedestrian areas have some reasonable expectations for direct sunlight and warmth from the sun. These land uses are termed "shadow-sensitive."

Shadow lengths are dependent on the height and size of the building from which they are cast and the angle of the sun. The angle of the sun varies with respect to the rotation of the earth (i.e. time of day) and elliptical orbit (i.e. change in seasons). The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months.

Winter and Summer Solstice

"Solstice" is defined as either of the two points on the ecliptic (i.e., the path of the earth around the sun) that lie midway between the equinoxes (separated from them by an angular distance of 90°). At the solstices, the sun's apparent position on the celestial sphere reaches its greatest distance above or below the celestial equator, about 23 1/2° of the arc. At winter solstice, about December 22, the sun is overhead at noon at the Tropic of Capricorn; this marks the beginning of winter in the Northern Hemisphere. At the time of summer solstice, about June 22, the sun is directly overhead at noon at the Tropic of Cancer. In the Northern Hemisphere, the longest day and shortest night of the year occur on this date, marking the beginning of summer. Measuring shadow lengths for the winter and summer solstices represents the extremes of the shadow patterns that occur throughout the year. Shadows cast on the summer solstice are the shortest shadows during the year, becoming progressively longer until winter solstice when the shadows are the longest they are all year. Shadows are shown for winter solstice and summer solstice, cast from 9:00AM to 3:00PM (winter) and 9:00AM to 5:00 PM (summer).

Thresholds of Significance[3]

Impact Criteria for City of Los Angeles

A project impact would normally be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time (between late October and early April), or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October).

[3] *L.A. CEQA Thresholds Guide, 2006, section A.3 Shading.*

Sensitive Uses

Sensitive uses include, but are not limited to: residential, institutional (such as a school), or other land use types where sunlight is important to function, physical comfort, or commerce.

Project Impacts

Summer Shadows

As shown in Figure 4.1-1, the Project would cast shadows to the west at 9:00 AM on the summer solstice. These shadows would fall on the South Park Hotel and the surface parking lot generally south and west of the proposed building, as well as on a portion of the surface parking lot on the west side of South Olive Street. At 1:00 PM on the summer solstice, the Project would cast shadows to the northeast, shading the multi-story parking structure located north of the Project Site (see Figure 4.1-2). Finally, at 5:00 PM on the summer solstice, the Project would cast shadows to the east, as shown on Figure 4.1-3. These shadows would fall upon Hill Street and the multi-story retail and office building located on the east side of South Hill Street. As shown, no sensitive uses would be shaded for more than four hours between the hours of 9:00 AM and 5:00 PM. Consequently, the Project's impact with respect to summer shadows would be less than significant.

Winter Shadows

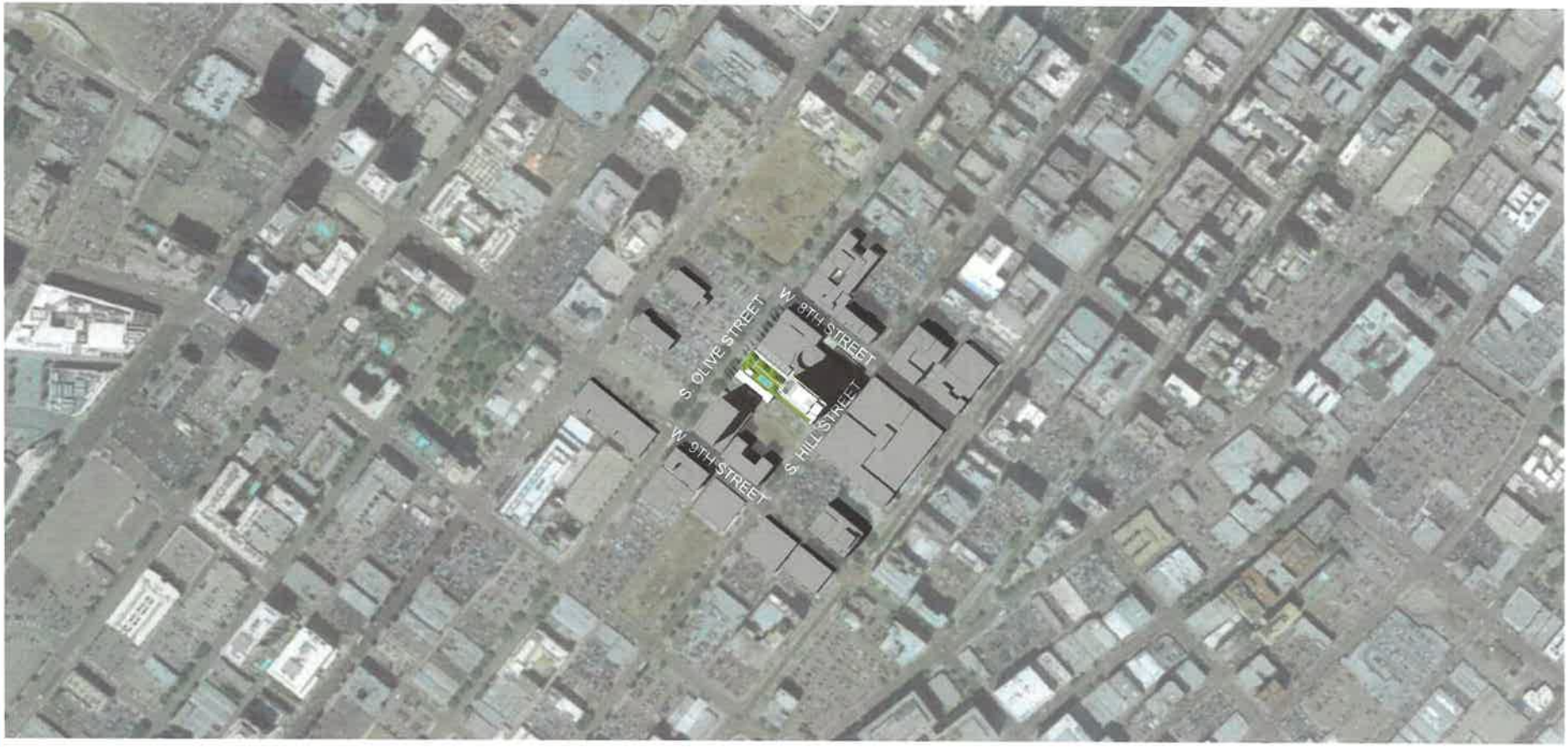
As shown in Figure 4.1-4, the Project would cast shadows to the northwest at 9:00 AM on the winter solstice. These shadows would fall upon the Project Site, the surface parking lot on the west side of South Olive Street, and a multi-family residential building located west of South Olive Street. At 12:00 PM on the winter solstice, shadows would be cast directly north, shading the Project Site, the multi-story parking structure located north of the Project Site, a multi-family residential building located at the northeast corner of 8th and Olive Streets, and a surface parking lot located at the northwest corner of 8th and Olive Streets (see Figure 4.1-5). Finally, at 3:00 PM on the winter solstice, the Project would cast shadows to the northeast (see Figure 4.1-6). These shadows would fall upon the Project Site, the multi-story parking structure located north of the Project Site, a portion of the multi-family residential building located at the northeast corner of 8th and Olive Streets, and a portion of a surface parking lot. Although the multi-family residential building located at the northeast corner of 8th and Olive Streets would be shaded at both 12:00 PM and 3:00 PM during the winter solstice, the shadows would fall upon different portions of the building during each of these periods. As such, no sensitive uses would be shaded for more than three hours between the hours of 9:00 AM and 3:00 PM. As such, the Project would result in a less than significant impact with respect to winter shadows.

Overall, impacts of the Project with respect to visual character would be less than significant.

Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

Figure 4.1-1
Summer Solstice
9AM



Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

Figure 4.1-2
Summer Solstice
1PM

Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

Figure 4.1-3
Summer Solstice
5PM

Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

Figure 4.1-4
Winter Solstice
9AM

Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

Figure 4.1-5
Winter Solstice
12PM

Source: Chris Dikeakos Architects, Inc., December 19, 2013.

CAJA Environmental Services, LLC

Figure 4.1-6
Winter Solstice
3PM

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project were to introduce new sources of light or glare on or from the Project Site which would be incompatible with the area surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways.

The Project Site and surrounding area contain numerous sources of nighttime lighting, including streetlights, security lighting, illuminated signage, indoor building illumination (light emanating from the interior of structures that passes through windows), and automobile headlights.

In addition, glare is a common phenomenon in the Southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potentially reflective surfaces introduced by the Project include new windows at the Project Site and automobiles traveling and parked on streets in the vicinity of the Project Site.

Light

The surrounding area is illuminated by freestanding streetlights and lighting from the surrounding commercial and parking uses. Vehicle headlights from traffic on local surface streets also contribute to overall ambient lighting levels. Outside lighting on the Project Site consists of freestanding streetlights. In addition, Olive, 8th, Hill, and 9th Streets are major thoroughfares with consistent traffic that further contributes to the amount of ambient lighting.

The Project would create additional sources of illumination, as the Site would go from containing a surface parking lot, to a Site containing a multi-story building with residential and commercial/retail uses. Exterior lighting would be shielded and directed onto the Project Site and away from adjacent uses to the maximum extent feasible and consistent with safety and security requirements. In addition to increasing the ambient "glow" presently associated with urban settings and with this part of the City, Project-related light sources could potentially spill over onto and illuminate, off-site vantages including adjacent land uses.

The Project would increase ambient light levels in the vicinity. However, the increase would not be substantial as the Project Site is located in an urbanized area of Downtown Los Angeles that is already illuminated at night and would be compatible with surrounding uses. However, exterior lighting that spills onto adjacent residential properties could be a potentially significant impact. Exterior lighting would be designed to confine illumination to the Project Site and off-site areas that do not include light-sensitive uses (see Mitigation Measure 1-1). Therefore, the change in levels of ambient illumination as a result of the Project would be less than significant with implementation of Mitigation Measure 1-1.

Glare

Urban glare is largely a daytime phenomenon occurring when sunlight is reflected off the surfaces of buildings or objects. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets in the vicinity of the Project Site, exterior building windows, and surfaces of brightly painted buildings in the Project vicinity. Glare from building facades include those that are largely or entirely comprised of highly reflective glass or mirror-like material from which the sun reflects at a low angle in the periods following sunrise and prior to sunset. Building surfaces or glass windows have the potential to create glare, particularly during the early morning and later afternoon time periods.

The Project includes an increase in window and building surfaces in comparison to the existing surface parking uses. This increase in surfaces would have the potential to reflect light onto adjacent roadways and land uses. However, the Project would limit reflective surface areas and the reflectivity of architectural materials used. Since the Project buildings would be constructed with materials that have minimal potential for generating glare, the Project is not be expected to create unusual or isolated glare impacts. Glass that would be incorporated into the facades of the buildings would either be of low-reflectivity or accompanied by a non-glare coating. Therefore, the Project would not result in a new source of substantial glare. Implementation of Mitigation Measure 1-2 would ensure that impacts as a result of glare generated by the Project would be less than significant.

Mitigation Measures

1-1 Aesthetics (Light)

Outdoor lighting shall be designed and installed with shielding, such that the light sources cannot be seen from adjacent residential properties.

1-2 Aesthetics (Glare)

The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat

2. AGRICULTURE AND FORESTRY RESOURCES

a) Would the project convert prime farmland, unique farmland, or farmland of statewide importance (farmland), as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California resources agency, to non-agricultural use?

No Impact. A significant impact may occur if a project were to result in the conversion of State-designated agricultural land from agricultural use to another non-agricultural use. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland" in California.

The Project Site is developed with surface parking and is designated High Density Residential (zoned [Q]R5-4D). The Site is designated Urban and Built-up Land and is not included in the Prime Farmland, Unique Farmland, or Farmland of Statewide Importance category.[4] Therefore, the Project would have no impact on the conversion of farmland to non-agricultural uses.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act Contract from agricultural use to non-agricultural use. The Williamson Act of 1965 allows local governments to enter into contract agreements with local landowners with the purpose of trying to limit specific parcels of land to agricultural or other related open space use.[5] The Project Site does not contain any State-designated agricultural lands or open space. Thus, the Project Site is not subject to a Williamson Act Contract. The Project Site contains a surface parking lot and thus would not result in the conversion of land zoned for agricultural use to non-agricultural use. Further, the Project would not result in the conversion of land under a Williamson Act Contract from agricultural use to non-agricultural use. Therefore, no impact with respect to land zoned for agricultural use or under a Williamson Act Contract would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project Site is developed with a surface parking lot and is designated High Density Residential (zoned [Q]R5-4D). Neither the Project Site nor surrounding parcels are zoned for forest land or timberland. Therefore, no impacts related to forest land or timberland would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is developed with a surface parking lot, completely surrounded by urban uses and infrastructure, and is not forest land. No impact related to the loss of forest land or conversion of forest land would therefore occur.

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[4] *State of California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2010, Map, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/los10.pdf, November 4, 2013.*

[5] *State of California Department of Conservation, Williamson Act Program, website: http://www.conservation.ca.gov/dlrp/lca/Pages/index.aspx, accessed November 4, 2013.*

e) Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. A significant impact may occur if a project results in the conversion of farmland to another non-agricultural use. Neither the Project Site nor surrounding parcels are utilized for agricultural uses or forest land. No impacts related to conversion of farmland to a non-agricultural use or conversion of forest land to non-forest use would occur.

3. AIR QUALITY

The section is based in part on the following technical modeling: Air Quality, Noise, and Greenhouse Gases Modeling, DKA Planning, November 2013.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. In the case of projects proposed within the City or elsewhere in the South Coast Air Basin (the "Basin"), the applicable plan is the 2012 *Air Quality Management Plan* (AQMP), which is prepared by the South Coast Air Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

The proposed retail and residential land uses would neither conflict with the SCAQMD's 2012 AQMP, nor jeopardize the region's attainment of air quality standards. While the Project has the potential to increase population in the City of Los Angeles by approximately 907 persons, it would not jeopardize the region's attainment of air quality standards. Specifically, the Project is consistent with the City of Los Angeles' General Plan, as well as population growth projections used by SCAG to identify future air quality emissions that must be mitigated through the AQMP. Moreover, the Project is infill development that helps to ensure that the residences associated with this Project have less impact on air quality emissions than a project located in areas with less density and/or transportation infrastructure. Further, the ground-floor retail uses in this infill development are likely to attract a higher-than-average share of local residents and employees from local businesses that are less likely to drive vehicles than those living in less dense environments. As a result, the Project would not conflict with or obstruct the 2012 AQMP, and impacts would be less than significant.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Unless Mitigation Incorporated. A project could have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

Both short-term impacts occurring during construction and long-term effects related to the ongoing operation of the Project are discussed. This analysis focuses on two levels of impacts: pollutant emissions and pollutant concentrations. "Emissions" refer to the quantity of pollutants released into the air. "Concentrations" refer to the amount of pollutant material per volumetric unit of air, as measured in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$).

Pollutants and Effects

Criteria air pollutants are defined as pollutants for which the federal and State governments have established ambient air quality standards for outdoor concentrations. The federal and State standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), particulate matter ten microns or less in diameter (PM_{10}), and lead (Pb). These pollutants are discussed below.

- Carbon Monoxide (CO) is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. It is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for the majority of emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient concentrations generally follow the spatial and temporal distributions of vehicular traffic. Concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February.[6] The highest concentrations occur during the colder months of the year when inversion conditions are more frequent. CO is a health concern because it competes with oxygen, often replacing it in the blood and reducing the blood's ability to transport oxygen to vital organs. Excess CO exposure can lead to dizziness, fatigue, and impair central nervous system functions.

- Ozone (O_3) is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG) and nitrogen oxides (NO_X) react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant;

[6] *Inversion is an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air.*

rather, it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NO_X, the components of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

- Nitrogen Dioxide (NO_2) like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10}. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase of bronchitis in children (2-3 years old) has been observed at concentrations below 0.3 ppm.

- Sulfur Dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO_2 are coal and oil used in power plants and industries. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

- Particulate Matter (PM) consists of small liquid and solid particles floating in the air, including smoke, soot, dust, salts, acids, and metals and can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair and results from fuel combustion (e.g. motor vehicles, power generation, industrial facilities), residential fireplaces, and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as SO_2, NO_X, and VOC. Inhalable particulate matter, or PM_{10}, is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

  $PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, they can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed

gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

- Lead (Pb) in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturers of batteries, paint, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities have become lead-emission sources of greater concern.

  Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

- Toxic Air Contaminants (TAC) are airborne pollutants that may increase a person's risk of developing cancer or other serious health effects. TACs include over 700 chemical compounds that are identified by State and federal agencies based on a review of available scientific evidence. In California, TACs are identified through a two-step process established in 1983 that includes risk identification and risk management.

Regulatory Setting

Federal

United States Environmental Protection Agency (USEPA). The USEPA is responsible for enforcing the Federal Clean Air Act (CAA), the legislation that governs air quality in the United States. USEPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 CAA and subsequent amendments. USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside State waters (e.g., beyond the outer continental shelf) and establishes emission standards, including those for vehicles sold in States other than California, where automobiles must meet stricter emission standards set by the California Air Resources Board (CARB).

As required by the CAA, NAAQS have been established for seven major air pollutants: CO, NO_2, O_3, $PM_{2.5}$, PM_{10}, SO_2, and Pb. The CAA requires USEPA to designate areas as attainment, non-attainment, or maintenance for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized in Table 4.3-1, State and National Ambient Air Quality Standards and

Attainment Status for the South Coast Air Basin. The USEPA has classified the South Coast Air Basin as non-attainment for O_3, $PM_{2.5}$, and PM_{10} and maintenance for CO and NO_2.

State

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for administering the CCAA and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS, which are generally more stringent than the federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB has broad authority to regulate mobile air pollution sources, such as motor vehicles. It is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table 4.3-1, State and National Ambient Air Quality Standards and Attainment Status for the South Coast Air Basin.

The CCAA requires CARB to designate areas within California as either attainment or non-attainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as non-attainment. Under the CCAA, the Los Angeles County portion of the Basin is designated as a non-attainment area for O_3, $PM_{2.5}$, and PM_{10}.[7]

Table 4.3-1

State and National Ambient Air Quality Standards and Attainment Status for the South Coast Air Basin

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	N/A[1]	0.075 ppm (147 µg/m^3)	Non-attainment

[7] *CARB, Area Designation Maps, available at http://www.arb.ca.gov/desig/adm/adm.htm, accessed August 17, 2013.*

Table 4.3-1

State and National Ambient Air Quality Standards and Attainment Status for the South Coast Air Basin

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Non-attainment
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	15 µg/m^3	Non-attainment
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Non-attainment	53 ppb (100 µg/m^3)	Maintenance
	1-hour	0.18 ppm (338 µg/m^3)	Non-attainment	100 ppb (188 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	Attainment
	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
Lead (Pb)	30-day average	1.5 µg/m^3	Non-attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Attainment

[1] *N/A = CARB has not determined 8-hour O_3 attainment status*

Source: CARB, Ambient Air Quality Standards, and attainment status, accessed February 15, 2013 (www.arb.ca.gov/desig/adm/adm.htm).

Local

South Coast Air Quality Management District (SCAQMD)

The 1977 Lewis Air Quality Management Act merged four air pollution control district to create the SCAQMD to coordinate air quality planning efforts throughout Southern California. It is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and

maintain State and federal ambient air quality standards. Programs include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

The SCAQMD monitors air quality over its jurisdiction of 10,743 square miles, including the South Coast Air Basin, which covers an area of 6,745 square miles and is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto mountains to the north and east; and the San Diego County line to the south. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAQMD also regulates the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin.

All areas designated as non-attainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD prepares the Air Quality Management Plan (AQMP) to address CAA and CCAA requirements by identifying policies and control measures. The Southern California Association of Governments (SCAG) assists by preparing the transportation portion of the AQMP. On December 7, 2012, the SCAQMD adopted its 2012 AQMP, which is now the legally enforceable plan for meeting the 24-hour $PM_{2.5}$ strategy standard by 2014.

In addition to criteria pollutants, the SCAQMD also regulates air toxics. A cornerstone of its work was the development of the Multiple Air Toxics Exposure Study (MATES-III). The monitoring program measured more than 30 air pollutants, including both gases and particulates, and estimated the risk of cancer from breathing toxic air pollution throughout the region. MATES-III found that the cancer risk in the region from carcinogenic air pollutants ranges from about 870 in a million to 1,400 in a million, with an average regional risk of about 1,200 in a million. An addendum to the plan was completed in March 2004 that included an update on the implementation of the mobile and stationary source strategies.

In its role as the local air quality regulatory agency, the SCAQMD also provides guidance on how environmental analyses should be prepared. This includes recommended thresholds of significance for evaluating air quality impacts.

City of Los Angeles

The Project is located in the Central City Community Plan Area. Air quality policies are governed by the City's General Plan, which includes an Air Quality Element. Adopted on November 24, 1992, the Element includes six key goals that relate directly or indirectly to air quality:

1. Good air quality in an environment of continued population growth and healthy economic structure.

2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.

3. Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

4. Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

5. Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

6. Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following typical groups who are most likely to be affected by air pollution: children under 14, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptor to the Project Site is the South Park Hotel directly adjacent to the Project Site. This sensitive receptor represents the nearest sensitive receptor with the potential to be impacted by air emissions. Additional receptors are located further from the Project Site in the surrounding community and would be less impacted by air emissions than the above receptor.

Project Impacts

Construction

Table 4.3-2, Estimated Daily Construction Emissions – Unmitigated, shows the estimated daily emissions associated with each phase of construction. As shown, construction of the Project would produce VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} emissions that would not exceed the SCAQMD regional thresholds. As such, the Project would neither violate any localized air quality standard nor contribute substantially to an existing or projected violation. In addition the construction emissions will be even further reduced by the incorporation of Mitigation Measure 3-1, below, ensuring impacts will be less than significant.

Table 4.3-2
Estimated Daily Construction Emissions - Unmitigated

Construction Phase	Pounds Per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition						
On-Site Emissions	1	12	9	<1	1	1
Off-Site Emissions	<1	<1	1	<1	<1	<1
Total Emissions	**1**	**12**	**10**	**<1**	**1**	**1**

Table 4.3-2
Estimated Daily Construction Emissions - Unmitigated

Construction Phase	Pounds Per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Site Preparation						
On-Site Emissions	1	14	7	<1	1	1
Off-Site Emissions	<1	<1	<1	<1	<1	<1
Total Emissions	**1**	**14**	**8**	**<1**	**1**	**1**
Grading						
On-Site Emissions	1	12	9	<1	2	1
Off-Site Emissions	3	40	28	<1	3	1
Total Emissions	**4**	**52**	**37**	**<1**	**5**	**3**
Building Construction						
On-Site Emissions	1	14	8	<1	1	1
Off-Site Emissions	3	9	40	<1	5	2
Total Emissions	**4**	**23**	**48**	**<1**	**6**	**2**
Asphalt Paving						
On-Site Emissions	1	11	7	<1	1	1
Off-Site Emissions	<1	<1	1	0	<1	<1
Total Emissions	**1**	**11**	**9**	**<1**	**1**	**1**
Architectural Coating						
On-Site Emissions	56	2	2	0	<1	<1
Off-Site Emissions	<1	<1	6	<1	1	<1
Total Emissions	**56**	**3**	**8**	**<1**	**1**	**<1**
Maximum Regional Total	56	52	48	<1	6	3
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	56	14	9	<1	2	1
Localized Significance Threshold (LST)	--	74	680	--	5	3
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: DKA Planning, November 2013 based on CalEEMod 2013.2 model runs. LST analyses based on 1.0 acre site with 25 meter distances to receptors in Central LA.
Note: numbers may not reconcile due to rounding.

Operation

The Project would produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could add up to 3,309 more vehicle trips to and from the Project Site on its peak day, with up to 302 more vehicles entering and exiting the Site in the peak afternoon hour.[8] As shown in Table 4.3-3, regional operational emissions would not exceed SCAQMD significance thresholds for six criteria pollutants.

This is largely due to the Project's location in a dense, urban network with an extensive transit system and mixed uses that would reduce the potential demand for vehicle travel to and from the Project. The infill nature of the development and opportunities to attract pass-by and diverted trips already on the road would help minimize on- and off-site mobile source emissions. As a result, the Project's operational impacts with respect to regional air quality would be considered less than significant.

Table 4.3-3
Estimated Daily Operations Emissions - Unmitigated

Emissions Source	Pounds Per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	13	<1	49	<1	<1	<1
Energy Sources	<1	1	<1	0	<1	<1
Mobile Sources	13	39	158	<1	27	8
Total Operations	**27**	**41**	**208**	**<1**	**7**	**8**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: DKA Planning, November 2013 based on CalEEMod 2013.2 model runs.

Mitigation Measures

3-1 Air Pollution (Demolition, Grading, and Construction Activities)

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of dust.

[8] *Crain & Associates, Traffic Impact Study for the Proposed Olive (820) Mixed-Use Project, City of Los Angeles, October 2013.*

- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?

Less Than Significant Impact. The Project would not contribute significantly to cumulative impacts on localized CO, NO_x, PM_{10}, or $PM_{2.5}$ concentrations. CO hotspots are not expected from cumulative growth in the Project area. This is largely due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which apply to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO impact.

In addition, the Project does not exceed the localized significance thresholds (LST) set by the SCAQMD for PM emissions. Future development that contributes to cumulative growth would be required to address LST thresholds and perform dispersion modeling if potential violations of health standards were to occur.

As for cumulative impacts, the proposed residential land uses would neither conflict with SCAQMD's 2012 AQMP nor jeopardize the region's attainment of air quality standards. While the Project would increase population in the City of Los Angeles by approximately 907 persons, it would not jeopardize the region's attainment of air quality standards.[9] Specifically, the Project is consistent with the City of Los Angeles' General Plan, as well as population growth projections used by SCAG to identify future air quality emissions that must be mitigated through the 2012 AQMP. Moreover, the Project is infill development that helps to ensure that the residences associated with the Project have less impact on air quality emissions than a Project located in areas with less density and/or transportation infrastructure. As such, impacts would be less than significant.

[9] *DKA Planning, November 2013, based on CalEEMod 2013.2 model analysis.*

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The Project would not result in on-site emission increases that exceed the LST thresholds set by the SCAQMD and would not contribute to localized violations of the CO, NO_x, PM_{10}, or $PM_{2.5}$ standards. The Project also would not contribute to any substantial pollutant concentrations off-site from Project-related traffic for three key reasons. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which apply to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO impact.

As for exposure of sensitive receptors to toxic air contaminants (TACs), the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[10] The Project is not anticipated to generate a substantial number of daily truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities, and potential TAC impacts are expected to be less than significant.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes and automotive repair facilities. The Project would not include any of these potential sources. It is expected that the Project would not release substantial amounts of TACs, and no significant impact on human health would occur.

Localized air pollution impacts from incompatible land uses can occur when polluting sources, such as a heavily trafficked roadway, warehousing facilities, or industrial or commercial facilities, are located near a land use where sensitive individuals are found such as a school, hospital, or homes. None of the uses near the Project Site are sources that would be incompatible with the proposed residential and retail commercial land uses.

In addition, the Project would not locate residential or other sensitive uses near existing sources of TACs in the Project area. Therefore, the Project would have a less than significant impact on exposure to TACs.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The Project would introduce new residents to the area but would not result in activities that create objectionable odors. It would not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). As a result, no significant odor impacts are expected from the Project.

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[10] *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.*

4. BIOLOGICAL RESOURCES

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less than Significant Impact. A significant impact would occur if a project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife[11] (CDFW) or the U.S. Fish and Wildlife Service (USFWS). The Project Site is located in an urbanized area of the City and is completely paved and developed with a surface parking lot. No candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFW or the USFWS likely occurs on the Project Site. Therefore, impacts on sensitive or special status species are expected to be less than significant.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. A significant impact would occur if riparian habitat or any other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS were to be adversely modified without adequate mitigation. The Project Site is located in an urbanized area of the City. The Project Site is completely paved as a surface parking lot. There are no known natural communities identified in local or regional plans or policies or by the CDFW or USFWS on the Project Site or in the Project vicinity. The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site. Therefore, no impact to sensitive habitats would occur.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. A significant impact would occur if federally protected wetlands, as defined by Section 404 of the Clean Water Act, would be modified or removed by a project without adequate mitigation. The Project Site is located in an urbanized area of the City and is completely paved as a surface parking lot. No federally protected wetlands (e.g., emergent, forested/shrub, estuarine and marine deepwater,

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[11] *Effective January 1, 2013, the California Department of Fish and Game changed its name to the California Department of Fish and Wildlife: http://www.dfg.ca.gov/about/namechange.html.*

estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site.[12] Therefore, the Project would not result in the direct removal, filling, or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act. No impact to federally protected wetlands would occur as a result of the Project.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than Significant Impact. A significant impact would occur if a project would interfere with or remove access to a migratory wildlife corridor or impede the use of wildlife nursery sites. The Project Site is located in an urbanized area of the City and is completely paved as a surface parking lot. There is no native habitat on or adjacent to the Project Site and, due to the existing urban development, the Project Site does not function as a corridor for the movement of native or migratory animals. Additionally, no native wildlife nurseries are located in the Project area. Therefore, impacts to migratory wildlife corridors or native wildlife nursery sites would be less than significant.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Potentially Significant Unless Mitigation Incorporated. A project-related significant adverse effect could occur if a project would cause an impact that is inconsistent with local regulations pertaining to biological resources. The Project Site is located in an urbanized area of the City and is completely paved as a surface parking lot. No protected biological resources or tree species, such as oak trees, currently exist on the Project Site, however street trees located in the public right-of-way will likely be removed for the project. Any potential impacts from the removal of street trees will be mitigated with the incorporation of Mitigation Measure 4-1, below.

Mitigation Measures

4-1 Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch

[12] *U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html, accessed November 4, 2013.*

box trees in the parkway, and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.

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

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if a project is inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is located in an urbanized area of the City and is completely paved as a surface parking lot. There are no known locally designated natural communities on the Project Site or in the vicinity. Therefore, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. No impact with respect to Habitat or Natural Community Conservation Plans would occur.

5. CULTURAL RESOURCES

The section is based in part on the following letter: Sacred Lands File Search, Native American Heritage Commission, November 7, 2013.

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in *State CEQA Guidelines* §15064.5?

Less than Significant Impact. *State CEQA Guidelines* Section 15064.5 defines an historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect would occur if a project were to adversely affect a historical resource meeting one of the above definitions.

The Project Site is currently developed as a surface parking lot. No historic resources would be demolished, altered, or relocated as a result of the Project, and as such, impacts would be less than significant.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to *State CEQA Guidelines* §15064.5?

Potentially Significant Unless Mitigation Incorporated. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories.

The Project Site is located in an urbanized area of the City and has been previously disturbed by past paving activities for the surface parking lot. The Project, however, is in the vicinity of Archaeological Survey Areas shown on the City of Los Angeles Environmental and Public Facilities Maps (1996) and would require excavation for the subterranean parking levels as well as for utility and foundation work. Although it is likely that any archaeological resources on the Project Site would have been uncovered during past paving or development activities, there is still the potential for buried archaeological resources within the Project Site. Therefore, with the implementation of Mitigation Measure 5-1, impacts to archaeological resources would be less than significant.

Mitigation Measure

5-1 Cultural Resources (Archaeology)

- If any archaeological materials are encountered during the course of project development, all further development activity shall halt in the areas of archaeological sensitivity (excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent archaeological resources), and:

  a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Register of Professional Archaeologists (ROPA) or a ROPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

  b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

  c. The Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.

- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

  SCCIC Department of Anthropology
  McCarthy Hall 477 CSU Fullerton
  800 North State College Boulevard
  Fullerton, CA 92834

- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Unless Mitigation Incorporated. A significant adverse effect could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within the Project Site.

The Project Site is located in an urbanized area of the City and has been previously disturbed by past paving activities for the surface parking lot. The Project would require excavation for the subterranean parking levels as well as for utility and foundation work. Although it is likely that any paleontological resources on the Project Site would have been uncovered during past paving or development activities, there is still the potential for buried paleontological resources within the Project Site. Therefore, with the

implementation of Mitigation Measure 5-2, impacts to paleontological resources would be less than significant.

Mitigation Measure

5-2 Cultural Resources (Paleontology)

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt in the areas of paleontological sensitivity (excavation or disturbance may continue in other areas of the Project Site that are not reasonably suspected to overlie adjacent paleontological resources), and:

  a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

  b. The paleontologist's survey, study, or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

  c. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study, or report.

  d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

  e. Any fossils recovered during mitigation shall be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Unless Mitigation Incorporated. A significant adverse effect would occur if grading or excavation activities associated with a project were to disturb previously interred human remains.

The Project Site is located in an urbanized area and has been previously disturbed by past paving activities for the surface parking lot. The Project would require excavation for the subterranean parking as well as for utility and foundation work.

The Native American Heritage Commission (NAHC) was contacted to conduct a Sacred Lands File (SLF) Search, of which a response was received on November 7, 2013.

According to the NAHC, a record search of the NAHC Sacred Lands File failed to indicate the presence of Native American traditional cultural places in the Project Site. The absence of archaeological features does not preclude their existence. Environmental impacts may result from Project implementation due to the discovery of unrecorded human remains. With the implementation of Mitigation Measure 5-3, impacts to human remains would be less than significant.

Mitigation Measure

5-3 Cultural Resources (Human Remains)

- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

  a. Stop immediately and contact the County Coroner:

     1104 N. Mission Road
     Los Angeles, CA 90033
     323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
     323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

  b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.

  c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

  d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.

  e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance.

  f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.

6. GEOLOGY AND SOILS

The section is based in part on the following report: Report on Geotechnical Investigation, Site of Proposed Olive Street Mixed-Use Development, 820 South Olive Street (Tract: Portion of Block 53 Hubert Tract, Lot: LT 17), Los Angeles, California, Smith-Emery GeoServices, November 22, 2013.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The Project Site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. The criteria for these major groups are based on criteria developed by the California Geologic Survey (CGS) (formerly, California Division of Mines and Geology) for the Alquist-Priolo Earthquake Fault Zoning Program. By definition, an active fault is one that shows evidence of surface displacement within Holocene time (about the last 11,000 years). A potentially active fault is one that has demonstrated surface displacement within the Quaternary age deposits (about the last 1.6 million years). Inactive faults show no signs of surface displacement within the last 1.6 million years. Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. They are typically broadly defined based on the analysis of seismic wave recordings of hundreds of small and large earthquakes in the southern California area. Due to the buried nature of these thrust faults, their existence is usually not known until they provide an earthquake.

The Geotechnical Investigation by Smith-Emery GeoServices (November 22, 2013) states that the Project Site is located on the hanging wall of the Puente Hills (LA) blind thrust fault, which is approximately 4.1 kilometers (km) away. Other blind thrust faults near the Site include Puente Hills (5.1 km away), Puente Hills (Santa Fe Springs, 13 km away), and Elysian Park (upper, 4.5 km away). Significant faults causing ground surface displacement include the Hollywood fault (8 km to the north), Raymond fault (9.2 km to the northeast), Santa Monica fault (14.5 km to the west), Newport-Inglewood fault (14 km to the southwest), and the Verdugo fault (12.7 km to the north). The San Andreas Fault is located approximately 56 km to the northeast of the Site. However, the Project Site is not located within an Alquist-Priolo Special Studies Zone, and although the Site is located on top of a blind thrust fault (the Puente Hills (LA) blind thrust fault), by definition these faults are not likely to offset the ground surface. As such, this would not constitute a surface rupture hazard.[13]

[13] *Geotechnical Investigation, page 3.*

The City of Los Angeles Zoning Information and Map Access System (ZIMAS) states that the Project Site is approximately 0.62 kilometers away from the Puente Hills blind thrust fault.

The City of Los Angeles Building Code, updated since the 1994 Northridge Earthquake, and with which the Project would be required to comply, contains construction requirements to ensure habitable structures are built to a level such that they can withstand acceptable seismic risk. Therefore, impacts related to ground rupture from known earthquake faults would be less than significant.

(ii) Strong seismic ground shaking?

Less Than Significant Impact. The Project Site is located within a seismically active region. As such, development of the Project would expose future residents, employees, and visitors at the Project Site to seismic ground shaking. However, the design and construction of the Project is required to comply with the most current codes regulating seismic risk, including the California Building Code (CBC) and the Los Angeles Municipal Code (LAMC), which incorporates the International Building Code (IBC). Compliance with current CBC and LAMC requirements would minimize the potential to expose people or structures to substantial risk of loss or injury. As such, impacts related to seismic ground shaking would be less than significant.

(iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is the process in which saturated silty to cohesionless soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure during conditions such as those caused by an earthquake. As shown on the California Department of Conservation, Division of Mines and Geology (now California Geologic Survey) Official Map of Seismic Hazard Zones, Hollywood Quadrangle (released March 25, 1999), the Project Site is not situated in an area delineated as potentially susceptible to soil liquefaction. This was confirmed during the geotechnical investigation, where dense to very dense, silty, well-graded sands with random lenses of stiff to very stiff clayey silt/sandy silt prevail and groundwater was not encountered within a depth of 120 feet below ground surface (bgs). Further, the dense to very dense condition of the on-site sands would preclude the incidence of seismic compaction.[14] As such, no impacts with respect to liquefaction would occur as a result of the Project.

(iv) Landslides?

No Impact. A project-related significant adverse effect may occur if the Project is located in a hillside area with soil conditions that would suggest a high potential for sliding. In view of the relatively flat and level terrain at the Site and in the vicinity, the Site has been considered outside the designated earthquake

[14] *Ibid.*

induced landslide hazard zone,[15] and as such, no impact would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. During construction, grading and excavation would expose minimial amounts of soils for a limited time, allowing for possible erosion. However, due to the temporary nature of the soil exposure during the grading and exvacation processes, substantial erosion would not occur.

Excavation would be limited to that necessary for the installation of building foundations, utilities, and the subterranean parking levels. All grading activities would require grading permits from the City of Los Angeles Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and site preparation would comply with all applicable provisions of LAMC Chapter IX, Division 70, which addresses grading, excavation, and fills.

The area surrounding the Project Site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Project. During construction, the Project would be required to prevent the transport of sediments from the Site by wind and stormwater runoff through the use of appropriate Best Management Practices (BMPs). These BMPs would be detailed in a Stormwater Pollution Prevention Plan (SWPPP), which is required to be acceptable to the City Engineer and in compliance with the latest National Pollutant Discharge Elimination System (NPDES) Stormwater Regulations.

Impacts may result from the alteration of natural landforms due to extensive grading activities. However, this impact would be mitigated to less than significant by designing the grading plans to conform to the City's Landform Grading Manual guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. In addition, all grading activities would require grading permits from the Department of Building and Safety. Implementation of Mitigation Measure 6-1 would ensure that impacts as a result of soil erosion during construction are less than significant.

Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil. The majority of the Project Site would be covered by the proposed structure. Thus, no exposed areas subject to erosion would be created or affected by the Project, and any potential impacts would be mitigated to a less than significant level by Mitigation Measure 6-1.

Mitigation Measure

[15] *Ibid at page 4.*

6-1 Erosion/Grading/Short-Term Construction Impacts

- The Applicant shall provide a staked signage at the Site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:

  a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.

  b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for the project buildings, thus posing a hazard to life and property. Construction activities associated with the Project must comply with the City of Los Angeles Building Code, which is designed to assure safe construction, including building foundation requirements appropriate to site conditions.

As discussed above in the responses to Questions 6(a)(iii) and 6(a)(iv), the Project Site is not at risk for liquefaction or landslides. In addition, according to the Geotechnical Investigation, the absence in the area of on-going extraction of oil and withdrawal of water as well as the absence of peat deposits are favorable conditions that would preclude the potential for subsidence at the Project Site.[16]

Based on the field exploration, laboratory testing, and engineering analyses conducted as part of the Geotechnical Investigation, the Site is suitable for the proposed constructions provided that the recommendations presented in the Geotechnical Investigation are incorporated into the design considerations, Project plans, and job specifications.[17] The Project would be engineered in accordance

[16] *Ibid at page 3.*

[17] *Ibid at page 5.*

with the conditions provided by the Los Angeles Department of Building and Safety in the Geology and Soils Report Approval Letter, as per the mitigation measure below. As such, impacts would be reduced to a less than significant level.

Mitigation Measure

6-2 Geotechnical Report

- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

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

d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings thus posing a hazard to life and property. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (decrease in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area. The Project would be engineered in accordance with the conditions provided by the Los Angeles Department of Building and Safety in the Geology and Soils Report Approval Letter, as per Mitigation Measure 6-2, above. As such, impacts would be reduced to a less than significant level.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. This question would apply to the Project only if it were located in an area not served by an

existing sewer system. The Project Site is located in an urbanized area within the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impacts related to alternative wastewater disposal systems would occur.

7. GREENHOUSE GAS EMISSIONS

The section is based in part on the following technical modeling,: Air Quality, Noise, and Greenhouse Gases Modeling, DKA Planning, November 2013.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation entering Earth's atmosphere is absorbed by the Earth's surface. When the Earth emits this radiation back toward space, the radiation changes from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation and absorb infrared radiation. As a result, radiation that otherwise would escape back into space is now retained, warming the atmosphere. This phenomenon is known as the greenhouse effect.

GHGs that contribute to the greenhouse effect include:

- Carbon Dioxide (CO_2) is released to the atmosphere when solid waste, fossil fuels (oil, natural gas, and coal), and wood and wood products are burned. CO_2 emissions from motor vehicles occur during operation of vehicles and operation of air conditioning systems. CO_2comprises over 80 percent of GHG emissions in California.[18]

- Methane (CH_4) is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in solid waste landfills, raising livestock, natural gas and petroleum systems, stationary and mobile combustion, and wastewater treatment. Mobile sources represent 0.5 percent of overall methane emissions.[19]

- Nitrous Oxide (N_2O) is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels. Mobile sources represent about 14 percent of N_2O emissions.[20] N_2O emissions from motor vehicles generally occur directly from operation of vehicles.

- Hydrofluorocarbons (HFCs) are one of several high global warning potential (GWP) gases that are not naturally occurring and are generated from industrial processes. HFC (refrigerant) emissions from vehicle air conditioning systems occur due to leakage, losses during recharging, or release from scrapping vehicles at end of their useful life.

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[18] *California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 11.*

[19] *United States Environmental Protection Agency, Inventory of U.S. Greenhouse Gas Emissions and Sinks, 1990-2003, April 2005 (EPA 430-R-05-003).*

[20] *United States Environmental Protection Agency, U.S. Adipic Acid and Nitric Acid N2O Emissions 1990-2020: Inventories, Projections and Opportunities for Reductions, December 2001.*

- Perfluorocarbons (PFCs) are another high GWP gas that are not naturally occurring and are generated in a variety of industrial processes. Emissions of PFCs are generally negligible from motor vehicles.

- Sulfur Hexafluoride (SF_6) is another high GWP gas that is not naturally occurring and are generated in a variety of industrial processes. Emissions of SF_6 are generally negligible from motor vehicles.

For most non-industrial development projects, motor vehicles make up the bulk of GHG emissions, particularly carbon dioxide, methane, nitrous oxide, and HFCs.[21] The other GHGs are less abundant but have higher GWP than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. High GWP gases such as HFCs, PFCs, and SF_6 are the most heat-absorbent. See Table 4.7-1 for the global warming potential of various greenhouse gases.

Table 4.7-1
Global Warming Potential for Greenhouse Gases

Greenhouse Gas	Global Warming Potential
Carbon Dioxide (CO_2)	1
Methane (CH_4)	21
Nitrous Oxide (N_2O)	310
HFCs, PFCs	6,500
Sulfur Hexafluoride (SF_6)	23,900

Source: BAAQMD Source Inventory of Bay Area Greenhouse Gas Emissions. November 2006.

The effects of increasing global temperature are far-reaching and difficult to quantify. In general, increases in the ambient global temperature as a result of increased GHGs is anticipated to result in rising sea levels which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems, and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the state. According to a California Energy Commission report, the snowpack portion of the supply could potentially decline by 70 to 90 percent by the end of the 21st century. This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population.

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[21] *California Air Resources Board, Climate Change Emission Control Regulations, 2004.*

Further, the increased ocean temperature could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system. Sea level has risen approximately seven inches during the last century and, according to the CEC report, it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels. If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands. As the existing climate throughout California changes over time, mass migration of species, or worse, failure of species to migrate in time to adapt to the perturbations in climate, could also result.

While efforts to reduce the rate of GHG emissions continue, the State has developed a strategy to begin the process of adapting the State's infrastructure to the impacts of climate change. The 2009 California Climate Adaptation Strategy analyzes risks and vulnerabilities and proposes strategies to reduce risks.

Regulatory Setting

Federal

The U.S. EPA has historically not regulated GHGs because it determined the Clean Air Act did not authorize it to regulate emissions that addressed climate change. In 2007, the U.S Supreme Court found that GHGs could be considered within the Clean Air Act's definition of a pollutant.[22] In December 2009, U.S. EPA issued an endangerment finding for GHGs under the Clean Air Act, setting the stage for future regulation. In September 2009, the National Highway Traffic Safety Administration and U.S. EPA announced a joint rule that would tie fuel economy to GHG emission reduction requirements. By 2016, this could equate to an overall light-duty vehicle fleet average fuel economy of 35.5 miles per gallon.

State

California has adopted a series of laws and programs to reduce emissions of GHGs into the atmosphere. Assembly Bill (AB) 1493 was enacted in September 2003 and requires regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by vehicles used for personal transportation. On June 1, 2005, Governor Schwarzenegger issued Executive Order S-3-05, which set the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. The California Environmental Protection Agency formed a Climate Action Team that recommended strategies that can be implemented by State agencies to meet GHG targets.

In September 2006, AB 32 was signed into law by Governor Arnold Schwarzenegger, focusing on achieving GHG emissions equivalent to statewide levels in 1990 by 2020. It mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce

[22] *Massachusetts v. Environmental Protection Agency et al, 127 S. Ct. 1438 (2007).*

statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. A companion bill, Senate Bill (SB) 1368, requires the California Public Utilities Commission and the California Energy Commission to establish GHG emission performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the State.

AB 32 charges CARB with the responsibility to monitor and regulate sources of GHG emissions. On June 1, 2007, CARB adopted three early action measures: setting a low carbon fuel standard, reducing refrigerant loss from motor vehicle air conditioning maintenance, and increasing methane capture from landfills.[23] On October 25, 2007, CARB approved measures improving truck efficiency (i.e., reducing aerodynamic drag), electrifying port equipment, reducing PFCs from the semiconductor industry, reducing propellants in consumer products, promoting proper tire inflation in vehicles, and reducing sulfur hexaflouride emissions from the non-electricity sector. CARB determined that the total statewide aggregated GHG 1990 emissions level and 2020 emissions limit is 427 million metric tons of CO_2e. The 2020 target reductions are currently estimated to be 174 million metric tons of CO_2e.

CARB developed an AB 32 Scoping Plan that contains strategies to achieve the 2020 emissions cap. These include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. CARB also developed a mandatory reporting program on January 1, 2008 for large stationary combustion sources that emit more than 25,000 metric tons of CO_2 per year and make up 94 percent of the point source CO_2 emissions in California.

In response to SB 97, the Governor's Office of Planning and Research (OPR) adopted CEQA guidelines that became effective on March 18, 2010. The amendments provide guidance to public agencies on analysis and mitigation of the effects of GHG emissions in CEQA documents, including:

- Lead agencies should quantify all relevant GHG emissions and consider the full range of project features that may increase or decrease GHG emissions as compared to the existing setting;
- Consistency with the CARB Scoping Plan is not a sufficient basis to determine that a project's GHG emissions would not be cumulatively considerable;
- A lead agency may appropriately look to thresholds developed by other public agencies, including the CARB's recommended CEQA thresholds;
- To qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project. General compliance with a plan, by itself, is not mitigation;

[23] *California Air Resources Board, Proposed Early Action Measures to Mitigate Climate Change in California, April 20, 2007.*

- The effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis; and

- Given that impacts resulting from GHG emissions are cumulative, significant advantages may result from analyzing such impacts on a programmatic level. If analyzed properly, later projects may tier, incorporate by reference, or otherwise rely on the programmatic analysis.

On September 30, 2008, SB 375 was instituted to help achieve AB 32 goals through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government:

(1) regional long-range transportation plans and investments;

(2) regional allocation of the obligation for cities and counties to zone for housing; and

(3) a process to achieve greenhouse gas emissions reductions targets for the transportation sector.

It establishes a process for CARB to develop GHG emissions reductions targets for each region (as opposed to individual local governments or households). SB 375 also requires MPOs to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses CEQA streamlining as an incentive to encourage residential projects, which help achieve AB 32 goals to reduce GHG emissions. While SB 375 does not prevent CARB from adopting additional regulations, such actions are not anticipated in the foreseeable future.[24]

On October 24, 2008, CARB published draft guidance for setting interim GHG significance thresholds. This was the first step toward developing the recommended Statewide interim thresholds of significance for GHG emissions that may be adopted by local agencies for their own use. The guidance does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that are responsible for substantial GHG emissions (i.e., industrial, residential, and commercial projects). CARB believes that thresholds in these sectors will advance climate objectives, streamline project review, and encourage in CEQA analyses of GHG emissions throughout the State.

Regional

The SCAQMD convened a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members of the working group include government agencies implementing CEQA and representatives from stakeholder groups that will provide input to the SCAQMD staff on developing GHG CEQA significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted interim GHG significance

[24] *American Planning Association, California Chapter,* Analysis of SB 375, http://www.calapa.org/-en/cms/?2841, *accessed March 30, 2009.*

threshold for projects where the SCAQMD is lead agency. The SCAQMD has not adopted guidance for CEQA projects under other lead agencies.

Local

The City of Los Angeles has adopted its LA Green Plan that outlines goals and actions to reduce the generation of GHGs to 35 percent below 1990 levels. Key strategies include increasing the generation of renewable energy, improving energy conservation and efficiency, and changing land use patterns to reduce dependence on automobiles.

The City adopted a Green Building Ordinance in April 2008 that calls for reduction of the use of natural resources for new development. Larger projects must be certified by the Leadership in Energy and Environmental Design (LEED), including:

- New non-residential building or structure of 50,000 gross square feet or more of floor area;
- New mixed-use or residential building of 50,000 gross square feet or more in excess of six stores;
- New mixed-use or residential building of six or fewer stories consisting of at least 50 dwelling units in a building, which has at least 50,000 gross square feet of floor area, and in which at least 80 percent of the building's floor area is dedicated to residential units;
- The alternation or rehabilitation of 50,000 gross square feet or more of floor area in an existing non-residential building for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building; and/or
- The alteration of at least 50 dwelling units in an existing mixed-use or residential building, which has at least 50,000 gross square feet of floor area, for which construction costs exceed a valuation of 50 percent of the replacement cost of the existing building.

Project Impacts

Construction

Construction of the Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the 24-month duration of construction activities.

As illustrated in Table 4.7-2, Estimated Construction Emissions – Mitigated, construction emissions of CO_2e would peak during grading, where up to 10,848 lbs/day of CO_2e are anticipated.

Table 4.7-2
Estimated Construction Emissions – Mitigated (Pounds per Day)

Construction Phase	CO_2	CH_4	N_2O	CO_2e
Demolition	1,328	<1	0	1,333
Site Preparation	1,049	<1	0	1,055
Grading	10,841	<1	0	10,848
Building Construction	8,033	1	0	8,047
Paving	1,305	<1	0	1,311
Architectural Coating	1,326	<1	0	1,328
Source: DKA Planning, November 2013.				

Operation

Greenhouse gas emissions were calculated for long-term area source and mobile vehicle operations. As shown in Table 4.7-3, Estimated Annual CO_2e Greenhouse Gas Emissions, the Project would emit 7,161 metric tons of CO_2e per year during typical operations. This represents a 29 percent reduction in CO_2e emissions from a Business-as-Usual scenario and is thereby consistent with the State's AB 32 Scoping Plan objectives for reducing community-based emissions.

The Project would comply with the City of Los Angeles' Green Building Ordinance standards that compel LEED certification, reduce emissions beyond the "Business-as-Usual" scenario, and are consistent with the AB 32 Scoping Plan's recommendation for communities to adopt building codes that go beyond the State's codes. Because it would exceed six stories, the Project is considered a high-rise residential building that must incorporate several measures and design elements that reduce the carbon footprint of the development:

1. **GHG Emissions Associated with Planning and Design.** The Project must have measures to reduce storm water pollution, provide designated parking for bicycles and low-emission vehicles, have wiring for electrical vehicles, reduce light pollution, and design grading and paving to keep surface water from entering buildings.

2. **GHG Emissions Associated with Energy Demand.** The Project must meet Title 24 2013 (effective July 1, 2014) standards and include ENERGY STAR appliances, have prewiring for future solar facilities, and off-grid prewiring for future solar facilities.

3. **GHG Emissions Associated with Water Use.** The Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the Project by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs. Wastewater reduction measures must be included that help reduce outdoor potable water use.

4. **GHG Emissions Associated with Solid Waste Generation.** The Project is subject to construction waste reduction of at least 50 percent. In addition, Project Site operations are subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.

5. **GHG Emissions Associated with Environmental Quality.** The Project must meet strict standards for any fireplaces and woodstoves, covering of duct openings and protection of mechanical equipment during construction, and meet other requirements for reducing emissions from flooring systems, any CFC and halon use, and other project amenities.

In addition to the GHG emission reductions described above, it is important to note that the CO_2 estimates from mobile sources (particularly CO_2, CH_4, and N_2O emissions) are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the air basin and are in effect new emissions sources, or whether they are sources that were already in the air basin and just shifted to a new location. Because the effects of GHGs are global, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

Table 4.7-3
Estimated Annual CO_2e Emissions (Metric Tons per Year)

Scenario and Source	Business as Usual Scenario [a]	As Proposed Scenario	Reduction from Business as Usual Scenario	Change from Business as Usual Scenario
Area Sources	10	10	-	0%
Energy Sources	1,985	1,398	-587	-42%
Mobile Sources	6,626	5,105	-1,521	-30%
Waste Sources	125	125	-	0%
Water Sources	481	481	-	0%
Construction	42	42	-	0%
Total Emissions	**9,269**	**7,161**	**-2,108**	**-29%**

Table 4.7-3
Estimated Annual CO_2e Emissions (Metric Tons per Year)

Scenario and Source	Business as Usual Scenario [a]	As Proposed Scenario	Reduction from Business as Usual Scenario	Change from Business as Usual Scenario
Daily construction emissions amortized over 30-year period pursuant to SCAQMD guidance. Annual construction emissions derived by taking total emissions over duration of activities and dividing by construction period.				
[a] Business-as-usual scenario does not assume 30% reduction in mobile source emissions from Pavley emission standards (19.8%), low carbon fuel standards (7.2%), vehicle efficiency measures (2.8%); does not assume 42% reduction in energy production emissions from the State's renewables portfolio standard (33%), natural gas extraction efficiency measures (1.6%), and natural gas transmission and distribution efficiency measures (7.4%).				
Source: DKA Planning, November 2013.				

For example, if a substantial portion of California's population migrated from the South Coast Air Basin to the San Joaquin Valley Air Basin, this would likely decrease GHG emissions in the South Coast Air Basin and increase emissions in the San Joaquin Valley Air Basin, but little change in overall global GHG emissions. However, if a person moves from one location where the land use pattern requires auto use (commuting, shopping, etc.) to a new development that promotes shorter and fewer vehicle trips, more walking, and overall less energy usage, then it could be argued that the new development would result in a potential net reduction in global GHG emissions.

It is impossible to know at this time whether residents of the Project would have longer or shorter trips relative to their destinations; whether they would walk, bike, and use public transportation more or less than under existing circumstances; and whether their overall driving habits would result in higher or lower VMT. Much of the vehicle-generated CO_2 emissions attributed to the Project could simply be from vehicles at an existing location moving to the Project Site, and not from new vehicle emissions sources relative to global climate change. Therefore, although it is not possible to calculate the net contribution of vehicle-generated CO_2, CH_4, and N_2O emissions from the Project (i.e., Project-generated emissions minus current emissions from vehicles that would move to the Project Site), the net contribution would likely be much less than the estimated emissions.

b) Would the project conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The Project would contribute to cumulative increases in GHG emissions over time in the absence of policy intervention. However, the AB 32 Scoping Plan provides the basis for policies that will reduce cumulative GHG emissions within California to 1990 levels by 2020. As a result, the Project is judged against its consistency with the AB 32 Scoping Plan to determine whether it would result in adverse cumulative impacts to global climate change. As shown in Table 4.7-4, the Project would be consistent with all feasible and applicable strategies recommended in the Scoping Plan. As a result, the Project's cumulative impact on climate change is considered less than significant.

Table 4.7-4
Project Consistency with AB 32 Scoping Plan
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
California Cap-and-Trade Program. Implement a broad-based California cap-and-trade program to provide a firm limit on emissions.	**Not Applicable** The statewide program is not relevant to the Project.
California Light-Duty Vehicle Greenhouse Gas Standards. Implement adopted Pavley standards and planned second phase of the system. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	**Not Applicable** The development of standards is not relevant to the Project.
Energy Efficiency Maximize energy efficiency building and appliance standards and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Consistent** The project is designed to meet Cal Green building standards and would endeavor to meet LEED certification by including several measures designed to reduce energy consumption.
Renewables Portfolio Standard Achieve 33 percent renewable energy mix statewide.	**Consistent** The Project will utilize energy from the Los Angeles Department of Water and Power, which has goals to diversify its portfolio of energy sources to increase the use of renewable energy.
Low-Carbon Fuel Standard Develop and adopt the Low Carbon Fuel Standard.	**Not Applicable** The statewide program is not relevant to the Project.
Regional Transportation-Related Greenhouse Gases Develop regional greenhouse gas emissions reduction targets for passenger vehicles.	**Not Applicable** The development of regional planning goals is not relevant to the Project.
Vehicle Efficiency Measures Implement light-duty vehicle efficiency measures.	**Not Applicable** State agencies are responsible for implementing efficiency measures.
Goods Movement Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**Not Applicable** State agencies are responsible for implementing regulations and promoting efficiency in goods movement.
Million Solar Roofs Program Install 3,000 MW of solar-electric capacity under California's existing solar programs.	**Neutral.** The Project does not include solar roofs and is not part of the proposed Statewide initiative.
Medium/Heavy-Duty Vehicles Adopt medium and heavy-duty vehicle efficiency measures.	**Not Applicable** State agencies are responsible for implementing efficiency measures.
Industrial Emissions	**Not Applicable**

Table 4.7-4
Project Consistency with AB 32 Scoping Plan
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission.	This measure addresses industrial facilities.
High Speed Rail Support implementation of a high speed rail system.	**Not Applicable** This calls for the California High Speed Rail Authority and stakeholders to develop a statewide rail transportation system.
Green Building Strategy Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent.** The Project is designed to meet Cal Green building standards and would endeavor to seek LEED certification by including several measures designed to reduce energy consumption.
High Global Warming Potential Gases Adopt measures to reduce high global warming potential gases.	**Not Applicable.** State agencies are responsible for implementing these measures.
Recycling and Waste Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	**Consistent.** Under City of Los Angeles requirements, the Project would recycle at least 50% of construction debris, re-use existing materials in new construction, use recycled content materials, and use recycled mulch.
Sustainable Forests Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	**Not Applicable** Resource Agency departments are responsible for implementing this measure.
Water Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent.** The Project would use water-efficient landscaping including point-to-point irrigation and a smart controller drip system to reduce water use.
Agriculture In the near-term, encourage investment in manure digester and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	**Not Applicable** The Project does not include agricultural facilities.

Source: DKA Planning, November 2013.

8. HAZARDS AND HAZARDOUS MATERIALS

This section is based on the following report: Phase I Environmental Site Assessment Report, Parking Lot, 817-825 South Hill Street and 820 South Olive Street, Orswell & Kasman, Inc., June 8, 2012.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors.

The Project would construct residential units and commercial/retail/restaurant space on an existing urban site. Other than the typical cleaning solvents used for janitorial purposes, no hazardous materials would be used, transported, or disposed of in conjunction with the routine day-to-day operations of the Project. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project utilizes hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions.

Site Reconnaissance

As part of the Phase I ESA, Orswell & Kasman performed site reconnaissance. During the reconnaissance, Orswell & Kasman noted that the Project Site is a paved, commercial parking lot, with no buldings or structures on the Site. They observed several methane gas measurement wells throughout the Site. The electrical power in the area is supplied by underground utility lines, and no signs were observed on the nearby transformers indicating the presence of polychlorinated biphenyls (PCBs). No large quantities of hazardous materials were stored or used on the Site. In addiiton, no evidence of wastewater clarifiers, septic tanks, sumps, pits, or underground storage tanks was observed on the Site. Finally, no signs of illegal dumping or distressed vegetation were observed on the Site, and there was no indication of obvious contamination on the Site.

Site History

As part of the Phase I ESA, Orswell & Kasman conducted a historical review of the Site and surrounding area that consisted of a building permits search, reviewing historical aerial photographs dated from 1938 to 2002, Sanborn fire insurance maps dated from 1867-1970, and a City directory search. Based on these sources, Orswell & Kasman has determined that the existing parking lot was constructed in the 1930s. A

small restaurant, store, and office were located on the parking lot during the past 75 years. Prior to the construction of the parking lot, the Site was occupied by six residences.

Methane Zone

According to the Methane and Methane Buffer Zone Map for the City of Los Angeles, the Project Site is located in a methane zone. Therefore Mitigation Measure 8-1 has been provided to ensure that the Project follows City requirements for a Project located within a methane zone. By following these requirements, the Project's impacts with respect to location in a methane zone would be less than significant.

Mitigation Measure

8-1 Explosion/Release (Methane Gas)

All commercial, industrial, insttutional, and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which would prevent or retard potential methane gas seepage into the building. The owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.

All multiple residential buildings shall have adequate ventilaton as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. A project-related significant adverse effect may occur if the Project Site is located within 0.25-mile of an existing or proposed school site, and is projected to release toxic emissions, which would pose a health hazard beyond regulatory thresholds. The closest schools to the Project Site are professional schools. The Fashion Institute of Design and Merchandising (FIDM) is located approximately 660 feet west of the Site, and the Chicago School of Professional Psychology is located approximately 1,140 feet north of the Site. In addition, the Project would not emit any hazardous substances during construction or operation. Therefore, no impacts with respect to emissions of hazardous materials within one-quarter mile of a school would occur.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground

storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. This question would apply only if the Project Site is included on any of the above referred to lists and therefore would pose an environmental hazard to surrounding sensitive uses.

Government database listings reviewed during the 2012 Phase I ESA included:

- USEPA National Priorities List (NPL);
- USEPA Federal Superfund Liens List;
- USEPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS);
- USEPA Resource Conservation and Recovery Act (RCRA) Treatment, Storage, or Disposal Facilities (TSDF);
- USEPA Resource Conservation and Recovery Act (RCRA) Hazardous Waste Generators;
- USEPA Institutional Control/Engineering Control Registries;
- USEPA Offce of Emergency and Remedial Response Emergency Response Notification System (ERNS);
- US Department of Homeland Security, US Coast Guard National Response Center (NRC);
- California EPA Department of Toxic Substances Control (DTSC);
- California EPA Department of Toxic Susbtances Control (DTSC) Land Use Covenants;
- California Water Resources Control Board, Regional Water Quality Control Board (RWQCB) Land Use Covenants;
- California Water Resources Control Board, Regional Water Quality Control Board (RWQCB);
- California Department of Conservation Division of Mines and Geology (DMG);
- California Department of Conservation Division of Oil and Gas (CDOG);
- South Coast Air Quality Management District (SCAQMD);
- Los Angeles County Department of Public Works Waste Management Division (DPW/WMD);

- Los Angeles County Department of Public Works Hydraulic/Water Conservation Division (DPW/HWC);
- Los Angeles County Fire Department (LACOFD) Health Hazardous Materials Division; and
- City of Los Angeles Fire Department (LAFD).

The Project Site was not listed on any of the databases listed above.

While the Project Site was not listed on any of the above databases, eight off-site locations have been identified as potential risks to the Project Site. However, according to the data presented in the Phase I ESA, these eight sites are not located in the near vicinity of the Project Site, and there is no indication that contaminants from these sites have migrated on to the Project Site. As such, impacts would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. A significant project-related impact may occur if a project were placed within a public airport land use plan area or within two miles of a public airport, and subject to a safety hazard.

The Project is not within an airport hazard area.[25] The Project Site is not located within two miles of a public airport. The nearest airports are Los Angeles International Airport (LAX) located approximately 10 miles southwest, Santa Monica Airport located approximately 10 miles west, and Bob Hope-Burbank Airport located approximately 12 miles northwest. As such, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. There are no private airstrips in the vicinity of the Project Site, and as such, no impact would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan, or would generate sufficient traffic to create traffic congestion that would interfere with the execution of such a plan.

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[25] *City of Los Angeles Department of City Planning, Zoning Information and Map Access System, search for 820 Olive, website: http://zimas.lacity.org/, accessed July 11, 2013.*

Construction of the Project would not substantially impede public access or travel on public rights-of-way such as Olive or Hill Streets, and would not interfere with any adopted emergency response plan or emergency evacuation plan. According to the City's Safety Element, Temple and Alameda Streets are identified as a selected disaster routes.[26] The Project would not impact either street.

As discussed under Section 16, Transportation and Traffic, of this IS/MND, the Project would not result in significant traffic impacts at any of the study intersections, any CMP monitoring locations, or public transit. Given that the height of the building is greater than 75 feet, the Project will be required to submit an emergency evacuation plan for approval by the Fire Department per LAMC Section 57.33.19. Compliance with this requirement will ensure impacts from the project are less than significant.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. A significant impact may occur if a project is located in proximity to wildland areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is not located in a Very High Fire Hazard Severity Zone,[27] nor does the Site contain any wildlands or high fire hazard terrain or vegetation. Therefore, no impacts would occur.

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[26] *Los Angeles Safety Element, Exhibit H, Critical Facilities & Lifeline Systems in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed October 20, 2013.*

[27] *City of Los Angeles Department of City Planning, Zoning Information and Map Access System, search for 820 Olive, website: http://zimas.lacity.org/, accessed July 11, 2013.*

9. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project discharges water which does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems.

The National Pollutant Discharge Elimination System (NPDES) program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. Pursuant to the NPDES, the Project is subject to the requirements set forth in the County's Standard Urban Stormwater Mitigation Plan (SUSMP). The goals and objectives of the SUSMP are achieved through the use of Best Management Practices (BMPs) to help manage runoff water quality.

The City of Los Angeles has adopted the regulatory requirements set forth in the SUSMP of the Los Angeles Regional Water Quality Control Board (LARWQCB) under the City of Los Angeles Ordinance No. 173,494. BMPs typically include controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets; cleaning parking lots on a regular basis; incorporating peak-flow reduction and infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping; and implementing education programs. The SUSMP identifies the types and sizes of private development projects that are subject to its requirements. Requirements of the SUSMP are enforced through the City's plan approval and permit process.

Low Impact Development (LID) is a stormwater management strategy that seeks to prevent impacts of runoff and stormwater pollution as close to its source as possible. It is an ordinance passed in 2011 amending LAMC 64.70 (the City's stormwater ordinance) and expanding on the City's existing Standard Urban Stormwater Mitigation Plan (SUSMP) requirements. LID is different from the previous SUSMP, requiring a larger scope of development and redevelopment projects to comply with stormwater measures, and incorporating new LID practices and measures.

All development and redevelopment projects that create, add, or replace 500 square fee or more of impervious area need to comply with the LID Ordinance. Projects must comply with the LID Best Management Practices (determined on a case-by-case basis by Public Works), and if not feasible, only then do SUSMP BMPs apply.

The Project would be required to obtain an NPDES water quality permit from the LARWQCB. Implementation of appropriate project design features and compliance with the local, State, and federal regulations, code requirements, and permit provisions would prevent significant impacts related to the release of potentially polluted discharge into surface water. Construction activities associated with the Project are subject to City inspection and implementation of stormwater BMPs.

As construction of the Project would disturb less than one acre of land (the total Site area is approximately 0.89 acre), the Project Applicant would not be required to obtain coverage under the General Construction Activity Storm Water Permit.

In addition, construction projects that include grading activities during the rainy season must develop a Wet Weather Erosion Control Plan (WWECP). The Project would comply with LAMC Chapter IX, Division 70, which addresses grading, excavations, and fills. Compliance with the LAMC would ensure that construction would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Additionally, with the incorporation of the mitigation measure below, impacts related to water quality would be reduced to a less than significant level.

Mitigation Measure

9-1 Stormwater Pollution (Demolition, Grading, and Construction Activities)

- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. A significant impact may occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement or includes withdrawal of groundwater or paving of existing permeable surfaces important to groundwater recharge.

According to groundwater data maintained by the Los Angeles County Department of Public Works, Hydraulic/Water Conservation Division, the closest groundwater well is located approximately ½ mile southwest of the Site, at Pico Boulevard and Figueroa Street. The groundwater levels at this well are approximately 138 feet below the ground surface.[28] The Project would require excavations for the

[28] *Phase I Environmental Site Assessment, page 13, Orswell & Kasman, Inc., June 8, 2012.*

subterranean parking levels. As excavation activities would not extend close to the level of groundwater at the nearest well, the development of the Project would not interfere with the current groundwater flows, the existing groundwater level, or groundwater recharge.

The Project Site is covered with an existing surface parking lot. The Project would not increase the amount of impermeable surfaces on the Project Site. There are no groundwater wells located on-site and the Project does not involve the withdrawal of groundwater. Therefore, the Project would neither increase the amount of stormwater entering the groundwater table, nor deplete the groundwater through wells. As such, impacts related to groundwater depletion would be less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation of the project. No natural watercourses exist on or in the vicinity of the Project Site. No federally protected wetlands (e.g., emergent, forested/shrub, estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site.[29]

The Project Site is located in an urbanized area of the City. The Project Site is completely paved and developed with a surface parking lot. Project implementation would also cover the entire site with impervious surfaces. The amount of impervious surface would not substantially change between the existing and proposed uses. There would be no exposed land/soil that could create erosion or siltation. Thus, the Project would not result in substantial erosion or siltation on- or off-site. Therefore, impacts would be less than significant.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the Project Site or nearby properties.

No natural watercourses exist on or in the vicinity of the Project Site. No federally protected wetlands (e.g., emergent, forested/shrub, estuarine and marine deepwater, estuarine and marine, freshwater pond,

[29] *U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html, accessed November 4, 2013.*

lake, riverine) occur on or in the immediate vicinity of the Project Site.[30] Runoff currently flows toward the existing storm drain system, and development of the Project would not alter the amount of runoff the Project Site. The entire Project Site is covered with impermeable surfaces (hardscape and paving), and with development of the Project, the Project Site would continue to be covered with impermeable surfaces.

Thus, no substantial increase in the rate or amount of surface runoff is expected to occur with Project development. No flooding is expected to occur on- or off-site due to the level grades of the adjacent streets. Additionally, the Project will be required to comply with the stormwater regulations in Section 64.70 of the LAMC. Thus, the Project would not result in a substantial increase in stormwater runoff from the Project Site above existing levels, and impacts related to runoff would be less than significant.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. A significant impact may occur if a project would increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving a Project Site. A project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach storm drains.

Urban runoff discharged from municipal storm drains is one of the principal causes of water quality problems in most urban areas. Oil and grease from parking lots, pesticides, cleaning solvents, and other toxic chemicals can contaminate stormwater, which can then contaminate receiving waters downstream and, eventually, the Pacific Ocean.

As discussed in the response to Question 9(a), the Project is required to comply with the NPDES program as well as the requirements set forth in Section 64.70 of the LAMC. These regulations control water pollution by regulating point sources that discharge pollutants.

Construction

Three general sources of potential short-term construction-related stormwater pollution associated with the Project are:

1) The handling, storage, and disposal of construction materials containing pollutants;

2) The maintenance and operation of construction equipment; and

3) Earth-moving activities which, when not controlled, may generate soil erosion and the transportation of pollutants via storm runoff or mechanical equipment.

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[30] *U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html, accessed November 4, 2013.*

Generally, routine safety precautions for handling and storing construction materials can effectively mitigate the potential pollution of stormwater by these materials. The same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes. Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids onto the construction site are also common sources of stormwater pollution and soil contamination. Earth-moving activities that can greatly increase erosion processes are another source of stormwater pollution contamination.

Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-site migration of pollutants.

The Project is also required to comply with Section 64.70 of the LAMC and the City of Los Angeles' Low Impact Development BMPs, which are determined on a case-by-case basis by the Department of Public Works. Approval for development project and building/grading permits would not be granted or issued until appropriate and applicable stormwater BMPS are incorporated into the Project design plans, thereby mitigating potential impacts to a less-than-significant level.

Operation

The Project Site primarily consists of impermeable surfaces as it is fully paved with a surface parking lot. The Project would not result in a change in the amount of impervious surface area at the Project Site, and would therefore not be anticipated to result in an increase in stormwater runoff from the Project Site.

Activities associated with operation of the Project would generate substances that could degrade the quality of water runoff. The deposition of certain chemicals by cars in the parking area could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system.

However, impacts to water quality would be reduced by the Project's compliance with water quality standards and wastewater discharge BMPs set forth by the County of Los Angeles and the SWRCB. Furthermore, required design criteria, as established in the SUSMP for Los Angeles County and cities in Los Angeles County, would be incorporated into the Project to minimize the off-site conveyance of pollutants. Compliance with existing regulations would reduce the potential for water quality impacts to less than significant.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The Project does not include any long-term sources of contaminants that could substantially degrade water quality. However, there will be an increased potential to degrade water quality standards during the grading and construction period. Potential impacts will be reduced to a less-than-significant level through the incorporation of

Mitigation Measure 9-1, above, and through compliance with the stormwater requirements of LAMC Section 64.70. Therefore, impacts to water quality would be less than significant.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. This question would apply to the Project only if it were placing housing in a 100-year flood zone. While the Project would include residential dwelling units, it would not be located in a 100-year flood hazard area according to the Los Angeles Safety Element map.[31] Therefore, the Project would not place housing within a 100-year flood hazard area and no impact related to this issue would occur.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. A significant impact may occur if a project were located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not located within a City-designated 100- or 500-year floodplain.[32] Therefore, the Project would not be at risk of flooding and would not place structures in an area that would impede or redirect flood flows. As such, no impacts to flood flows would occur.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. A significant impact may occur if a project were located in an area where a dam or levee could fail, exposing people or structures to a significant risk of loss, injury, or death. There are no levees or dams in the vicinity of the Project Site. As such, there is no risk of flooding from potential dam or levee failure, and there would be no impacts related to flooding.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

No Impact. A significant impact may occur if a Project Site is sufficiently close to the ocean or other water body to be potentially at risk for the effects of seismically-induced tidal phenomena (seiche and tsunami) or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

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[31] *Los Angeles Safety Element, Exhibit F, 100-Year and 500-year Flood Plains in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed November 4, 2013.*

[32] *Los Angeles Safety Element, Exhibit F, 100-Year and 500-year Flood Plains in the City of Los Angeles: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed November 4, 2013.*

The Project Site is not located within a potential inundation area.[33]

The Project Site is not located within an area potentially impacted by a tsunami, which is typically located along the coast of the Pacific Ocean.[34]

Seiches are oscillations generated in enclosed bodies of water that can be caused by ground shaking associated with an earthquake. There are no levees or dams nearby.

The Project Site is not located within a Hillside Area.[35] There is no potential for mudflow.

Therefore, development of the Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. As such, the Project would result in no impacts related to tsunamis, seiches, and mudflows.

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[33] *Los Angeles Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas Map: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed November 4, 2013.*

[34] *Ibid.*

[35] *City of Los Angeles Department of City Planning, Zoning Information and Map Access System, search for 820 Olive, website: http://zimas.lacity.org/, accessed July 11, 2013.*

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. A typical example would be a project that involved a continuous right-of-way such as a roadway, which would divide a community and impede access between parts of the community. The Project is not of the scale or nature that could physically divide an established community. In addition, the Project would not affect any rights-of-way. As such, the Project would have no impact related to physical division of an established community.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations and would cause adverse environmental effects, which these regulations are designed to avoid or mitigate. The following is a list of applicable plans:

Regional Level

- *Southern California Association of Governments*
    - Compass Blueprint Growth Vision Report
    - Regional Comprehensive Plan (RCP)
    - 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy
- *South Coast Air Quality Management District (SCAQMD)*
    - *Air Quality Management Plan (AQMP)*
- *Los Angeles County Metropolitan Transportation Authority (Metro)*
    - *Congestion Management Plan (CMP) for Los Angeles County*

City of Los Angeles

- *City of Los Angeles General Plan, including Framework Element and Land Use Element*
- *Central City Community Plan*

- *Downtown Design Guide*
- *City Center Redevelopment Project*
- *City of Los Angeles Planning and Zoning Code*

Consistency with Regional Plans

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) functions as the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The SCAG region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. As the federally-designated Metropolitan Planning Organization, SCAG is mandated to research and create plans for transportation, growth management, hazardous waste management, and air quality. Applicable SCAG publications are discussed below.

Compass Blueprint Growth Vision Report

The Compass Blueprint Growth Vision, adopted by SCAG as part of its June 2004 Southern California Compass Growth Vision Report, is an implementing mechanism for the regional growth strategies outlined in the SCAG's 1996 Regional Comprehensive Plan and Guide (RCPG). The Compass Growth Vision is intended to provide a strategy to accommodate the projected 24 million residents expected to live in the region by 2035 while balancing valuable quality of life goals. The Compass Vision emphasizes focusing growth in existing and emerging centers and along major transportation corridors, creating significant areas of mixed-use development and walkable communities, targeting growth around existing and planned transit stations, and preserving existing open space and stable residential areas.

Four principles were established for the Compass Blueprint Growth Vision Report that are intended to promote and maximize regional mobility, livability, prosperity, and sustainability. It is SCAG's intention that decisions regarding growth, transportation, land use, and economic development should support and be guided by these principles. Specific policy and planning strategies are also provided as a way to achieve each of the principles, as summarized below.

- *Principle 1. Improve mobility for all residents.* Strategies to support Principle 1 include: (a) encourage transportation investments and land use decisions that are mutually supportive; (b) locate new housing near existing jobs and new jobs near existing housing; (c) encourage transit-oriented development; and (d) promote a variety of travel choices.

- *Principle 2. Foster livability in all communities.* Strategies to support Principle 2 include: (a) promote infill development and redevelopment to revitalize existing communities; (b) promote developments that provide a mix of uses; (c) promote "people scaled," pedestrian friendly communities; and (d) support the preservation of stable, single-family neighborhoods.

- *Principle 3. Enable prosperity for all people.* Strategies to support Principle 3 include: (a) provide a variety of housing types in each community to meet the housing needs of all income levels; (b) support educational opportunities that promote balanced growth; (c) ensure environmental justice regardless of race, ethnicity, or income class; (d) encourage civic engagement; and (e) support local and state fiscal policies that encourage balanced growth.

- *Principle 4. Promote sustainability for future generations.* Strategies to support Principle 4 include: (a) preserve rural, agricultural, recreational, and environmentally sensitive areas; (b) focus development in urban centers and existing cities; (c) develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste; and (d) utilize "green" development techniques.

The Compass Blueprint 2% Strategy is a guideline for how and where the Growth Vision can be implemented. It calls for moderate changes to current land use and transportation trends in 2 percent of the land area of the region, known as the 2% Strategy Opportunity Areas. These areas are defined as having a high potential to implement projects, plans, and/or policies consistent with the Compass principles that would result in the greatest progress towards economic, mobility, livability and sustainability benefits to local neighborhoods.

Table 4.10-1, SCAG Compass Blueprint, lists the initiatives and objectives of the SCAG Compass Blueprint and the Project's consistency statement with each of them. As shown, the Project would be consistent with the applicable (developer-controlled or focused) initiatives and objectives of the Compass Blueprint.

Table 4.10-1

SCAG Compass Blueprint Consistency Analysis

Initiative and Objective	Discussion
Initiative 1 Increase the region's mobility.	**Consistent.** The Project would increase residential density in an urban area that is well served by local and regional transit lines, such as Metro rail lines (Blue Line, Expo Line, Purple Line, and Red Line), other Metro bus lines, and LADOT DASH line.
Objective 1-1 Encouraging transportation investments and land use decisions that are mutually supportive.	
Objective 1-2 Locating new housing near existing jobs and new jobs near existing housing.	**Consistent.** The Project would provide new housing in Downtown Los Angeles, a jobs rich area. T' Project would also include 4,500 square feet of commercial/retail uses, which would provide jobs to t.. local residential community.
Objective 1-3 Encouraging transit-oriented development.	**Consistent.** The Project would increase residential density in an urban area that is well served by local and regional transit lines, such as Metro rail lines (Blue Line, Expo Line, Purple Line, and Red Line), other Metro bus lines, and LADOT DASH line.
Objective 1-4 Promoting a variety of travel choices.	**Consistent.** The Project would allow residents, visitors, and employees to access the Site via vehicle, walking, and biking. The Project includes substantial bicycle parking.
Initiative 2 Enhance the livability of our communities.	**Consistent.** The Project would redevelop an underutilized site with a new mixed-use building designed to the standards of the Downtown Design Guidelines and standards contained in the Central City Community Plan.
Objective 2-1 Promoting in-fill development and redevelopment to revitalize existing communities.	
Objective 2-2 Promoting developments which provide a mix of uses.	**Consistent.** The Project would provide a mix of uses including residential and commercial/retail.
Objective 2-3 Promoting "people-scaled," walkable communities.	**Consistent.** The Project would be designed with architectural features on its lower floors to be people-scaled and accessible, including ground floor commercial and retail uses.
Objective 2-4 Supporting the preservation of stable neighborhoods.	**Consistent.** The Project would provide residential and commercial/retail uses that are already included in the local area. There would not be an introduction of a substantially altered use. The area also suppo mid- and high-rise buildings.
Initiative 3 Enable prosperity.	**Consistent.** The Project would redevelop an underutilized site with new residential and commercial/retail uses. This would increase the tax revenues and property tax generated at the Site.
Objective 3-1 Providing a variety of housing types in each community to meet the housing needs of all income levels.	**Consistent.** The Project provides new housing in a range of sizes and prices (studio, 1-, 2-, and 3-bedroom units).
Objective 3-2 Supporting educational opportunities that promote balanced growth.	**Not Applicable.** The Project is not an educational facility.
Objective 3-3 Ensuring environmental justice regardless of race,	**Consistent.** The Project would provide housing consistent with the federal, State, and local laws that

Initiative and Objective	Discussion
ethnicity or income class.	prohibit housing discrimination based on race, ethnicity, or income class, consistent with the Los Angeles Housing and Community Investment Department.
Objective 3-4 Supporting local and state fiscal policies that encourage balanced growth.	**Not Applicable.** The Project is a private development and cannot affect local and state fiscal policies encouraging balanced growth.
Objective 3-5 Encouraging civic engagement.	**Not Applicable.** The Project is a private development and cannot affect civic engagement.
Initiative 4 Promote sustainability for future generations.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code. The Project would also be consistent with the City of Los Angeles Building Code, including the Los Ange' Green Building Code (LAGBC) for all new buildings (residential and non-residential). The Code ... designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint. The Project also includes mitigation measures that reduce consumption and generation of utility resources (such as water, wastewater, solid waste) as well as to reduce impacts with respect to air quality.
Objective 4-1 Developing strategies to accommodate growth that use resources efficiently, and minimize pollution and greenhouse gas emissions.	**Consistent.** The Project is undergoing an environmental review process through CEQA, resulting in this Mitigated Negative Declaration that includes mitigation measures that avoid, minimize, rectify, reduce, or compensate any potential environmental impact. These potential impacts include utility resources, (such water, wastewater, and solid waste) and air quality (pollution). Impacts with respect to greenhouse gas emissions would be less than significant without implementation of mitigation measures.
Objective 4-2 Preserving rural, agricultural, recreational and environmentally sensitive areas.	**Not Applicable.** The Project is located on a developed area surrounded by a dense urban environment in Downtown Los Angeles. There are no rural, agricultural, recreational, or environmentally sensitive areas on the Site.
Objective 4-3 Focusing development in urban centers and existing cities.	**Consistent.** The Project is located in the urban center of Downtown in the City of Los Angeles.
Objective 4-4 Using "green" development techniques.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code. The Project would also be consistent with the City of Los Angeles Building Code, including the Los Ange' Green Building Code (LAGBC) for all new buildings (residential and non-residential). The Code is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
Source: SCAG, Compass Blueprint: http://www.compassblueprint.org/Pages/About%20Pages/About.aspx. *Table: CAJA Environmental Services, November 2013.*	

Regional Comprehensive Plan (RCP)

SCAG has also prepared the 2008 Regional Comprehensive Plan (the 2008 RCP) in response to SCAG's Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.[36] The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The 2008 RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan incorporates principles and goals of the Compass Growth Vision Report and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 RCP replaced RCPG for use in SCAG's Intergovernmental Review (IGR) process. SCAG's Community, Economic and Human Development Committee and the Regional Council took action to accept the 2008 RCP, which now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, as indicated by SCAG, because of its advisory nature, the 2008 RCP is not used in SCAG's IGR process. Rather, SCAG reviews new projects based on consistency with the Regional Transportation Plan (RTP) (discussed below) and the Compass Growth Vision Report. Nevertheless, a discussion of the Project's consistency with the relevant policies in the 2008 RCP is presented in Table 4.10-2. As shown therein, the Project would be consistent with the applicable (developer-controlled or focused) policies.

[36] *2008 Regional Comprehensive Plan, SCAG, http://www.scag.ca.gov/rcp/pdf/finalrcp/f2008RCP.*

Table 4.10-2

SCAG Regional Comprehensive Plan Consistency Analysis

Policies	Discussion
Land Use and Housing	
LU-6.2 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Programs.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code and incorporates green and conservation features, through mitigation measures. The Project would also be consistent with the City of Los Angeles Building Code, including the Los Angeles Green Building Code (LAGBC) for all new buildings (residential and non-residential). The Code is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
Open Space and Habitat	
OSN-14 Developers and local governments should implement mitigation for open space impacts through the following activities: • Individual projects should either avoid significant impacts to regionally significant open space resources or mitigate the significant impacts through measures consistent with regional open space policies for conserving natural lands, community open space and farmlands. All projects should demonstrate consideration of alternatives that would avoid or reduce impacts to open space. • Individual projects should include into project design, to the maximum extent practicable, mitigation measures and recommended best practices aimed at minimizing or avoiding impacts to natural lands, including, but not limited to FHWA's Critter Crossings, and Ventura County Mitigation Guidelines. • Project level mitigation for RTP's significant cumulative and growth-inducing impacts on open space resources will include but not be limited to the conservation of natural lands, community open space and important farmland through existing programs in the region or through multi-party conservation compacts facilitated by SCAG. • Project sponsors should ensure that transportation systems proposed in the RTP avoid or mitigate significant impacts to natural lands, community open space and important farmland, including cumulative impacts and open space impacts from	**Consistent.** The Project would be an urban infill development that avoids significant impacts to regionally significant open space resources. The Project is located on a developed site surrounded by a dense urban environment in Downtown Los Angeles. There are no rural, agricultural, recreational, or environmentally sensitive areas on the Site.

Policies	Discussion
the growth associated with transportation projects and improvements. • Project sponsors should fully mitigate direct and indirect impacts to open space resulting from implementation of regionally significant projects.	
OSC-9 Developers and local governments should increase the accessibility to natural areas lands for outdoor recreation.	**Not Applicable.** OSC-9 does not apply to this Project as it is not near natural areas for outdoor recreation.
OSC-10 Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	**Consistent.** The Project is an infill development in an existing community.
OSC-11 Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code and incorporates green and conservation features. The Project would also be consistent with the City of Los Angeles Building Code, including the Los Angeles Green Building Code (LAGBC) for all new buildings (residential and non-residential). The Code is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
OSC-12 Developers and local governments should promote water-efficient land use and development.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code and incorporates green and conservation features, such as water-efficiency features, through mitigation measures. The Project would also be consistent with the City of Los Angeles Building Code, including the Los Angeles Green Building Code (LAGBC) for all new buildings (residential and non-residential). The Code is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
OSC-13 Developers and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.	**Consistent.** The Project would contain multiple uses (residential and commercial/retail) and would constitute a redevelopment in an urban area. It would bring residents within proximity to local parks and recreational uses.
Water	
WA-9 Developers and local governments should consider potential climate change hydrology and resultant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.	**Consistent.** The Project includes conservation features to reduce water use for operation and irrigation.
WA-10 Developers and local governments should include conjunctive use as a water	**Consistent.** Conjunctive use is the coordinated management of surface water and groundwater supplies to maximize the yield of the overall water resource. An active

Policies	Discussion
management strategy when feasible.	form of conjunctive use utilizes artificial recharge, where surface water is intentionally percolated or injected into aquifers for later use. The Project would not conflict with nor preclude the City from exploring conjunctive use as a water management strategy.
WA-11 Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.	**Consistent.** The Project would confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phases. The Project Applicant shall implement any upgrade to the water infrastructure serving the Project Site that is needed to accommodate the Project's water consumption needs.
WA-12 Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.	**Consistent.** The Project would include minimal landscaping. Drought-tolerant native plants and weather-based irrigation systems will be used where feasible.
WA-13 Developers and local governments should protect and preserve vital land resources—wetlands, groundwater recharge areas, woodlands, riparian corridors, and production lands. The federal government's 'no net loss' wetlands policy should be applied to all of these land resources.	**Not Applicable.** The Project would not impact wetlands.
WA-27 Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.	**Consistent.** The Project Site primarily consists of impermeable surfaces as it is fully paved as a surface parking lot. The Project would not result in a change in the amount of impervious surface area at the Project Site.
WA-32 Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code, for water and energy conservation. The Project would exceed Title 24 standards with compliance with the City's Green Building Ordinance. The Project would also be consistent with the City of Los Angeles Building Code, including the Los Angeles Green Building Code (LAGBC) for all new buildings (residential and non-residential). The Code is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
Energy	

Policies	Discussion
EN-8 Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms: • Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure. • Land use and planning strategies to increase biking and walking trips.	**Consistent.** The Project would be a mixed-use residential and commercial development that is in proximity to Metro rail lines (Blue, Expo, Purple, and Red Lines), other Metro bus lines, and the LADOT DASH line. The Project would encourage biking and walking trips due to ample bicycle parking and the Site's location within a pedestrian-oriented area of Downtown Los Angeles.
EN-10 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include: • Using energy efficient materials in building design, construction, rehabilitation, and retrofit • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing efficient commercial/residential space and water heaters: this could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online at http://www.energystar.gov/index.cfm?c=Products.pr_tax_credits. • Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate	**Consistent.** The Project would exceed Title 24 standards with compliance with the City's Green Building Ordinance.

Policies	Discussion
their own electricity • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20% of their electric load from renewable energy.	
EN-11 Developers and local governments should submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.	**Consistent.** The Los Angeles Department of Water and Power was sent a request for information regarding electricity consumption and the Southern California Gas Company was sent a request for information regarding natural gas.
EN-12 Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.	**Not Applicable.** This is an encouragement to incorporate solar panels, not a requirement.
EN-14 Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.	**Not Applicable.** The Project has no control over programs such as telecommuting, ridesharing, or alterative work schedules.
Solid Waste	
SW-14 Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include: • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish	**Consistent.** The Project would include a demolition and construction waste recycling program as well as an operational recycling program.

Policies	Discussion
material (e.g. stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing building structure and shell in renovation projects. • Building lifetime waste reduction measures that should be explored for new and remodeled buildings include: • Development of indoor recycling program and space. • Design for deconstruction. • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable components.	
SW-17 Developers and local governments should develop and site composting, recycling, and conversion technology facilities that are environmentally friendly and have minimum environmental and health impacts.	**Not Applicable.** The Project would not be a composting, or composting, recycling, or conversion technology facility.
SW-18 Developers and local governments should coordinate regional approaches and strategic siting of waste management facilities.	**Not Applicable.** The Project would not be a waste management facility.
SW-19 Developers and local governments should facilitate the creation of synergistic linkages between community businesses and the development of eco-industrial parks and materials exchange centers where one entity's waste stream becomes another entity's raw material by making priority funding available for projects that involve co-location of facilities.	**Not Applicable.** The Project would not be an eco-industrial park.
SW-20 Developers and local governments should prioritize siting of new solid waste management facilities including recycling, composting, and conversion technology facilities near existing waste management or material recovery facilities.	**Not Applicable.** The Project would not be a solid waste management facility.

SCAG Regional Comprehensive Plan: http://www.scag.ca.gov/rcp/pdf/finalrcp/f2008RCP_Complete.pdf.
Table: CAJA Environmental Services, November 2013.

2012-2035 Regional Transportation Plan/Sustainable Communities Strategy

On April 4, 2012, the Regional Council of SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (the "2012-2035 RTP/SCS"). For the past three decades, SCAG has prepared RTPs with the primary goal of increasing mobility for the region's residents and visitors. While mobility is a vital component of the quality of life that this region deserves, it is by no means the only component. SCAG has placed a greater emphasis than ever before on sustainability and integrated planning in the 2012–2035 RTP/ SCS, whose vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability.

The 2012–2035 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards (NAAQS) as set forth by the Federal Clean Air Act. As such, the 2012–2035 RTP/SCS contains a regional commitment for the broad deployment of zero- and near-zero-emission transportation technologies in the 2023–2035 time frame and clear steps to move toward this objective. This is especially critical for our goods movement system. The development of a world-class zero- or near-zero-emission freight transportation system is necessary to maintain economic growth in the region, to sustain quality of life, and to meet federal air quality requirements. The 2012–2035 RTP/SCS puts forth an aggressive strategy for technology development and deployment to achieve this objective. This strategy will have many co-benefits, including energy security, cost certainty, increased public support for infrastructure, greenhouse gas (GHG) reduction, and economic development.

For the first time, the 2012–2035 RTP/SCS includes a significant consideration of the economic impacts and opportunities provided by the transportation infrastructure plan set forth in the 2012–2035 RTP/SCS, considering not only the economic and job creation impacts of the direct investment in transportation infrastructure, but also the efficiency gains in terms of worker and business economic productivity and goods movement. The 2012–2035 RTP/SCS outlines a transportation infrastructure investment strategy that will benefit Southern California, the state, and the nation in terms of economic development, competitive advantage, and overall competitiveness in the global economy in terms of attracting and retaining employers in the Southern California region.

The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play, and how they will move around. It is designed to promote safe, secure, and efficient transportation systems to provide improved access to opportunities, such as jobs, education, and healthcare. Its emphasis on transit and active transportation is designed to allow residents to lead a healthier, more active lifestyle. Its goal is to create jobs, ensure the region's economic competitiveness through strategic investments in the goods movement system, and improve environmental and health outcomes for its 22 million residents by 2035. More importantly, the RTP/SCS is also designed to preserve what makes the region special, including stable and successful neighborhoods and array of open spaces for future generations.

The 2012-2035 RTP/SCS also includes an appendix listing examples of measures that could reduce impacts from planning, development, and transportation.[37] It notes, however, that the example measures are "not intended to serve as any kind of checklist to be used on a project-specific basis." Since every project and project setting is different, project-specific analysis is needed to identify applicable and feasible mitigation. These mitigation measures are particularly important where streamlining mechanisms under SB 375 are utilized.

The 2012-2035 RTP/SCS plans to concentrate future development and provide higher intensity development, including residential development in proximity to transit hubs in order to reduce vehicle miles traveled and thereby reduce GHG emissions from personal vehicles. Development of the Project would reduce vehicle miles traveled by providing an infill development of new residential uses in close proximity to existing transit hubs, including Metro rail lines (Blue, Expo, Purple, and Red lines), Metro buses, LADOT DASH, and the downtown employment center. A discussion of the Project's consistency with the relevant policies in the 2012-2035 RTP/SCS is presented in Table 4.10-3. While the RTP/STS focuses on transportation investments in the SCAG region, as demonstrated, the Project would be consistent with the applicable 2012-2035 RTP/SCS policies.

Table 4.10-3
RTP/SCS Consistency Analysis

Goal	Consistency Discussion
Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	**Consistent.** The Project would reduce vehicle miles traveled by providing a higher density infill development of new residential uses in close proximity to existing transit hubs, including Metro rail lines (Blue, Expo, Purple, and Red lines), Metro buses, LADOT DASH line, and the downtown employment center. In addition, the Project would encourage bicycling with the provision of ample bicycle parking. Finally, the Project would promote walkability based on its location downtown, in close walkable distance to jobs and other commercial/retail uses.
Actively encourage and create incentives for energy efficiency, where possible.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code, for water and energy conservation. The Project would exceed Title 24 standards with compliance with the City's Green

[37] *SCAG, Final PEIR, 2012-2035 RTP/SCS, Appendix G, http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf.*

	Building Ordinance. The Project would also be consistent with the City of Los Angeles Building Code, including the Los Angeles Green Building Code (LAGBC) for all new buildings (residential and non-residential). The Code is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	**Consistent.** The Project would reduce vehicle miles traveled by providing a higher density infill development of new residential uses in close proximity to existing transit hubs, including Metro rail lines (Blue, Expo, Purple, and Red lines), Metro buses, LADOT DASH line, and the downtown employment center. In addition, the Project would encourage bicycling with the provision of ample bicycle parking. Finally, the Project would promote walkability based on its location downtown, in close walkable distance to jobs and other commercial/retail uses.
Source: Southern California Association of Governments, Regional Transportation Plan/Sustainable Communities Strategy, April 2012. *Table: CAJA Environmental Services, November 2013.*	

Applicability of SCAG Plans

The goals and policies of the Compass Blueprint, RCP, and 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy address projects considered to be regionally significant. To monitor regional development, CEQA requires regional agencies, such as SCAG, to review projects and plans throughout its jurisdiction. In the Southern California region, with exception of the County of San Diego, SCAG acts as the region's "Clearinghouse," and collects information on projects of varying size and scope to provide a central point to monitor regional activity.

The Project is considered to be a regionally significant project pursuant to SCAG criteria (CEQA Guidelines 15206),[38] as the Project contains more than 500 dwelling units (the Project includes 589 units). As demonstrated in Tables 4.10-1 through 4.10-3, the Project would be consistent with SCAG policies contained in the Compass Blueprint, RCP, and RTP/SCS. As such, impacts would be less than significant.

[38] *Southern California Association of Governments, Environment, Intergovernmental Review, Criteria List, Minimum Criteria For Classification Of Projects As Regionally Significant, website: http://www.scag.ca.gov/igr/clist.htm, accessed November 4, 2013.*

South Coast Air Quality Management District (SCAQMD)

Air Quality Management Plan (AQMP)

The Project is located within the South Coast Air Basin (the "Basin") and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, SCAQMD is responsible for formulating and implementing air pollution control strategies. SCAQMD's AQMP was updated in 2012 to establish a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the Basin, which is a non-attainment area. The Project's consistency with the AQMP is discussed in Section 3, Air Quality, of this IS/MND.

Los Angeles County Metropolitan Transportation Authority (Metro)

Congestion Management Plan (CMP) for Los Angeles County

The CMP for Los Angeles County is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. The CMP also seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel, and to propose transportation projects that are eligible to compete for state gas tax funds. Within Los Angeles County, Metro is the designated congestion management agency responsible for coordinating the CMP. The Project's consistency with the CMP is discussed in Section 16, Transportation and Traffic, of this IS/MND.

Consistency with City and Local Plans

City of Los Angeles General Plan

State law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals.[39] The City's General Plan is a dynamic document consisting of 11 elements, including 10 citywide elements (Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources Element, Housing Element, Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and Transportation Element) and the Land Use Element, which provides individual land use consistency plans for each of the City's 35 Community Plan Areas.

[39] *California Government Code Section 65300.*

City of Los Angeles General Plan Framework Element

The General Plan Framework Element is a strategy for long-term growth that sets a Citywide context to guide the update of the community plan and citywide elements. The Long Range Land Use Diagram in the General Plan Framework Element identifies the Project Site as High Density Residential.

Central City Community Plan

The Central City Community Plan, part of the City's General Plan Land Use Element, sets forth specific land use requirements and required entitlements for projects within the area of the City, where the Project Site is located.

Land Use Designation

The Citywide General Plan Framework Element generally refers to the Community Plans for specific land use locations and entitlements. The Central City Community Plan designates the Project Site as High Density Residential. The corresponding zones for High-Density Residential are R5 and [Q]R5.

Community Plan Purpose

The Central City Community Plan contains goals, numerous policies and objectives to guide development and uses planned within the City. Not every goal, policy, or objective in the Community Plan is applicable to the Project or the Project Site. The Community Plan was developed in the context of promoting a vision of the Central City areas as a community that:[40]

1. Creates residential neighborhoods; while providing a variety of housing opportunities with compatible new housing.

2. Improves the function, design and economic vitality of the commercial districts.

3. Preserves and enhances the positive characteristics of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.

4. Maximizes the development opportunities of the future rail transit system while minimizing adverse impacts.

5. Plans the remaining commercial and industrial development opportunity sites for needed job producing uses that improve the economic and physical condition of the Central City Community.

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[40] *Central City Community Plan, page II-2: http://cityplanning.lacity.org/complan/pdf/CCYCPTXT.PDF.*

Purposes 1 and 2 can be applied to this Project. The Project would create a residential building with a range of housing choices (studio, 1-, 2-, and 3-bedroom units). The Project is an urban infill redevelopment of an underutilized site, which by virtue of its development, would add to the economic vitality of the area by providing additional commercial/retail uses as well as new residents to patronize existing commercial uses in the area. The Project would be consistent with Purpose 4, as it would develop new residential and commercial/retail uses in close proximity to the Metro Blue, Expo, Purple, and Red Lines. Finally, the Project would be consistent with Purpose 5, as it would create a new commercial and residential development opportunity.

Community Plan Goals

The Community Plan does not list itemized goals, but rather defines goals within the following contexts:[41]

- Having residents live and work in the community will foster one of Central City's primary goal which is the establishment of an active 24-hour downtown.

- The ultimate goal of the Central City Community Plan is to create an environment conducive to conducting business and actively promote Downtown Los Angeles as the economic center for the region and California.

The Project would allow residents to live and work in the community, and would establish longer hours of activity at the Project Site, which currently has parking uses that are not particularly active after sundown. The Project would also generate economic activity by increasing the density of commercial/retail and residential uses on the Site, in close proximity to transit opportunities that link to other areas of Downtown Los Angeles.

Table 4.10-4, Central City Community Plan Consistency Analysis, sets forth the Community Plan objectives and policies and discusses the Project's consistency and applicability with each of them. Some of the objectives and policies are directed toward the City (government and public facilities), and the various departments and agencies within, such as Open Space and Recreation (Department of Recreation and Parks), Police Protection (LAPD), Fire Protection (LAFD), Schools/Education (LAUSD), Libraries (LAPL), and Social Services (public and non-profit). As noted in the consistency table, certain policies do not relate to individual private projects and are not applicable to this Project. However, the Project would be consistent with all applicable policies, and impacts would be less than significant.

[41] *Central City Community Plan, page I-17: http://cityplanning.lacity.org/complan/pdf/CCYCPTXT.PDF*

Table 4.10-4
Central City Community Plan Consistency Analysis

Objectives and Policies	Consistency Discussion
Residential	
Objective 1-1 To promote development of residential units in South Park.	**Consistent.** The Project would provide 589 residential units in South Park.
Policy 1-1.1 Maintain zoning standards that clearly promote housing and limit ancillary commercial to that which meets the needs of neighborhood residents or is compatible with residential uses.	**Consistent.** The Project would provide 589 residential units consistent with the R5 zoning of the Project Site.
Objective 1-2 To increase the range of housing choices available to Downtown employees and residents.	**Consistent.** The Project would provide 589 residential units in a range of sizes (studio, 1-, 2-, and 3-bedroom units).
Policy 1-2.1 Promote the development of neighborhood work/live housing.	**Not Applicable.** The Project does not include live/work housing. However, the Project would not preclude the promotion or development of other areas that would include work/live housing. In addition, the Project provides housing in close proximity to the downtown employment center.
Objective 1-3 To foster residential development which can accommodate a full range of incomes.	**Consistent.** The Project would provide 589 residential units in a range of sizes (studio, 1-, 2-, and 3-bedroom units). These would be priced according to size and other characteristics, allowing for a range of income levels.
Policy 1-3.1 Encourage a cluster neighborhood design comprised of housing and services.	**Consistent.** The Project would provide housing in an area that already includes residential housing.
Objective 1-4 To facilitate the conversion of historic buildings in the Historic Core to housing, office, art, and cultural uses in order to attract new residents.	**Not Applicable.** The Project does not include a historic building.
Policy 1-4.1 Encourage the rehabilitation and adaptive reuse of historic buildings for housing, artist lofts and live-work units.	**Not Applicable.** The Project does not include a historic building.
Objective 1-5 To preserve the existing low-income housing stock, including single room occupancy (SRO) units.	**Not Applicable.** The Project Site does not contain existing housing. The Project would add 589 housing units, but not SRO units.
Policy 1-5.1 Monitor the supply of low-income housing stock to guard against loss of units through demolition, conversion, and deterioration of units.	**Not Applicable.** The Project Site does not contain existing housing and would not result in the loss of any existing housing.
Objective 1-6 To support additions to the housing stock in Little Tokyo.	**Not Applicable.** The Project Site is not in Little Tokyo.
Policy 1-6.1 Encourage housing for all income levels in Little Tokyo.	**Not Applicable.** The Project Site is not in Little Tokyo.
Commercial	

Objectives and Policies	Consistency Discussion
Objective 2-1 To improve Central City's competitiveness as a location for offices, business, retail, and industry.	**Consistent.** The Project would include new commercial/retail space in a modern building.
Policy 2-1.1 To reinforce Bunker Hill and the Financial Core Districts as dominant centers for legal, financial and other corporate services for Southern California and the Pacific Rim.	**Not Applicable.** The Project would not conflict with Bunker Hill and the Financial Core Districts uses.
Policy 2-1.2 To maintain a safe, clean, attractive, and lively environment.	**Consistent.** The Project would maintain safe, clean, and attractive buildings.
Objective 2-2 To retain the existing retail base in Central City.	**Consistent.** The Project would provide approximately 4,500 square feet of new commercial retail uses.
Policy 2-2.1 Focus on attracting businesses and retail uses that build on existing strengths of the area in terms of both the labor force, and businesses.	**Consistent.** The Project would include new retail space in a modern building that could attract new businesses.
Policy 2-2.2 To encourage pedestrian-oriented and visitor serving uses during the evening hours especially along the Grand Avenue cultural corridor between the Hollywood Freeway (US 101) and Fifth Street, the Figueroa Street corridor between the Santa Monica Freeway (I-10) and Fifth Street and Broadway between Third Street and Ninth Street.	**Consistent.** The Project would include new retail space for pedestrians and visitors. The hours of operation (into the evening) are not known at this time.
Policy 2-2.3 Support the growth of neighborhoods with small, local retail services.	**Consistent.** The Project would include approximately 4,500 square feet of new retail space for the local area.
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 shows, and tourism.	**Consistent.** The Project would provide 4,500 square feet of commercial/retail uses that would be available for Downtown visitors.
Policy 2-3.1 Support the development of a hotel and entertainment district surrounding the Convention Center/Staples Arena with linkages to other areas of Central City and the Figueroa corridor.	**Consistent.** The Project would provide 4,500 square feet of commercial/retail uses that would be available for visitors to the Convention Center/Staples Arena.
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.	**Consistent.** The Project includes a mix of uses (commercial/retail and residential) that would activate the area longer than typically during the day from a single, retail use.
Policy 2-4.1 Promote night life activity by encouraging restaurants, pubs, night clubs, small theaters, and other specialty uses to reinforce existing pockets of activity.	**Consistent.** The Project includes residential uses that would provide a economic base to support night life activity.
Objective 2-5 To increase specialty and ethnic markets in order to foster a diverse range of retail and commercial uses in Central City.	**Not Applicable.** The Project Site's existing use is not a specialty or ethnic market. The retail uses could include items that specialize in specialty or ethnic markets, but it is unknown at this time.
Policy 2-5.1 Make Downtown a tourist destination by combining its cultural and	**Not Applicable.** The Project would not conflict with hotels that support tourists

Objectives and Policies	Consistency Discussion
commercial offerings with those of the ethnic communities surrounding it.	seeking cultural and commercial offerings.
Industrial	
Objective 3-1 To strengthen, retain and expand the existing industrial base as well as attract new industries to the Central City Area.	**Not Applicable.** The Project is not located in an industrial area.
Policy 3-1.1 Maintain and expand the toy, garment, small electronics, and other import/export wholesale industries.	**Not Applicable.** The Project is not located in the wholesale industry area.
Policy 3-1.2 Encourage development and public improvements in the Fashion District and South Markets area that enhance the pedestrian environment, improves pedestrian circulation within the area and provides pedestrian linkages to other downtown activity centers, particularly the Broadway retail and theater district.	**Not Applicable.** The Project is not located in the Fashion District.
Policy 3-1.3 Encourage the refurbishment of the old produce terminal for more efficient wholesale activities and office uses.	**Not Applicable.** The Project is not located in the old produce terminal.
Objective 3-2 To study the possibility of developing "artist-in-residence" districts, where appropriate and feasible, in industrial areas where the development of joint live/work units would continue to improve the jobs/housing ratio, respond to market demands, complement surrounding uses and maintain and enhance the viability of industrial lands as the space needs of manufacturers evolve.	**Not Applicable.** The Project is not located in an industrial area.
Open Space and Recreation	
Objective 4-1 To encourage the expansion and additions of open spaces as opportunities arise.	**Consistent.** The Project would include open space for residents, including balconies/terraces, common open space at the ground level, and a landscaped roof deck and amenities.
Policy 4-1.1 Review existing open space standards in order to expand the range of potential open space resources at the neighborhood and community levels.	**Not Applicable.** The Project is not a governing agency to review open space standards.
Objective 4-2 To maximize the use of the City's existing and envisioned open space network and recreation facilities by providing connections to the open space system.	**Consistent.** The Project would provide residents to an area that could use the nearby open spaces, parks, and recreation centers.
Policy 4-2.1 To foster physical and visual links between a variety of open spaces and public spaces Downtown.	**Not Applicable.** The Project is surrounded by buildings and streets and does not create or block physical or visual links to open space.
Objective 4-3 To encourage increased use of existing park and recreational spaces.	**Not Applicable.** The Project is not a governing agency to increase use of parks.
Policy 4-3.1 Review existing park and recreational space usage in order to determine factors impacting low use of certain facilities.	**Not Applicable.** The Project is not a governing agency to review parks and recreation space usage.

Objectives and Policies	Consistency Discussion
Objective 4-4 To encourage traditional and non-traditional sources of open space by recognizing and capitalizing on linkages with transit, parking, historic resources, cultural facilities, and social services programs.	**Not Applicable.** The Project is not a governing agency that could create traditional and non-traditional sources of open space.
Policy 4-4.1 Improve Downtown's pedestrian environment in recognition of its important role in the efficiency of Downtown's transportation and circulation systems and in the quality of life for its residents, workers, and visitors.	**Consistent.** The Project would provide a pedestrian-friendly façade from the ground floor commercial/retail uses.
Police Protection	
Objective 5-1 To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.	**Consistent**. The Project includes mitigation measures to reduce police impacts.
Policy 5-1.1 Consult with the Police Department as part of the review of significant development projects and General Plan amendments affecting land use to determine the impact on law enforcement service demands.	**Consistent**. The LAPD was contacted about the Project and provided an informational response on December 20, 2013. The Project includes mitigation measures to ensure that impacts to police services and facilities are less than significant (see Mitigation Measures 14-2 and 14-3).
Policy 5-1.2 Promote the establishment of Police facilities and programs which provide police protection at a neighborhood level.	**Not Applicable.** The Project is not a governing agency that can establish police facilities.
Objective 5-2 To inform developers, design professionals, and the public of the possible reduction of criminal opportunities when crime prevention principles are developed during the initial planning stages of a development.	**Consistent**. The Project includes mitigation measures, including crime prevention design guidelines, to ensure that impacts to police services and facilities are less than significant (see Mitigation Measures 14-2 and 14-3).
Policy 5-2.1 Promote the safety and security of personal property through proper design and effective use of the built environment which can lead to a reduction in the incidence and fear of crime, reduction in calls for police service, and to an increase in the quality of life.	
Fire Protection	
Objective 6-1 To ensure that fire facilities and protective services are sufficient for the existing and future population and land uses of Central City.	**Consistent**. The LAFD was contacted about the Project and provided an informational response on November 1, 2013. The Project includes a mitigation measure to ensure that impacts with respect to fire protection are less than significant (see Checklist Question 14(a)).
Policy 6-1.1 Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	**Consistent**. The LAFD was contacted and provided an informational response on November 1, 2013. The Project includes a mitigation measure to ensure that impacts with respect to fire protection are less than significant (see Checklist Question 14(a)).
Schools/Education	

Objectives and Policies	Consistency Discussion
Objective 7-1 To site schools in locations complementary to existing land uses, recreational facilities, and community identity and as a re-use of historic structures.	**Not Applicable.** The Project is not a governing agency that can site schools.
Policy 7-1.1 Encourage compatibility in school locations, site layout, and architectural design with adjacent land uses and community character and, as appropriate, use schools to create a logical buffer between different land uses.	**Not Applicable.** The Project is not a governing agency that can influence school locations, layouts, and design.
Policy 7-1.2 Pursue planning and building code changes allowing the reuse of existing buildings for educational purposes.	**Not Applicable.** The Project is not a governing agency that can influence planning and building code changes for reuse of existing buildings as educational purposes.
Libraries	
Objective 8-1 To assist the City Library Department in providing adequate library service which responds to the needs of the community.	**Consistent.** The LAPL was contacted about the Project and provided an informational response on October 18, 2013. As discussed in response to Checklist Question 14(e), the Project would result in a less than significant impact with respect to library facilities.
Policy 8-1.1 Encourage flexibility in siting libraries in mixed use projects, pedestrian oriented areas, transit oriented districts, and similarly accessible facilities.	**Not Applicable.** The Project is not a governing agency that can site libraries.
Social Services	
Objective 9-1 To address the problems of the homeless population by creating a mix of policies, services and facilities that better serve their needs.	**Not Applicable.** The Project is not a governing agency or social service provider that can address the homeless population.
Policy 9-1.1 Preserve the existing affordable housing stock through rehabilitation and develop new affordable housing options.	**Not Applicable.** The Project Site does not contain existing housing.
Objective 9-2 To provide the requisite services, housing opportunities, and community environments to allow the homeless to rejoin the workforce and lead more productive lives.	**Not Applicable.** The Project is not a governing agency or social service provider that can address homeless services.
Policy 9-2.1 Establish a physical infrastructure capable of supporting a variety of human services, employment, residential and recreational opportunities for Central City East and other Downtown residents.	**Not Applicable.** The Project is not a governing agency or social service provider for human services, employment, or recreational opportunities. However, the Project would include residential units and employment opportunities for Central City and Downtown residents.
Policy 9-2.2 Provide opportunities for daytime activities for the neighborhood including day centers, job-training centers, libraries, etc. Provide programmed and managed open spaces for recreational, cultural and survival needs including restroom and storage facilities.	**Not Applicable.** The Project is not a governing agency or social service provider that is required to provide daytime activities such as daycare, job training, or libraries.
Policy 9-2.3 Provide free, secure, well-monitored, permanently plumbed toilets near	**Not Applicable.** The Project is not a governing agency or social service provider that

Objectives and Policies	Consistency Discussion
residential and commercial areas throughout Downtown.	is required to provide public toilets.
Policy 9-2.4 Establish a shuttle system which can connect people with services both inside and outside the neighborhood.	**Not Applicable.** The Project does not have a transportation impact that would create a nexus to support a shuttle system.
Policy 9-2.5 Coordinate among law enforcement, pubic agencies and social service providers to establish homeless services and programs that harmonize the provision of such services with the safety, cleanliness and quality-of-life concerns of the growing downtown residential community, visitor and tourism industry and myriad commercial and manufacturing businesses.	**Not Applicable.** The Project is not a governing agency or social service provider that can address homeless services.
Policy 9-2.6 Establish a town center or "common" that provides an open space, retail and other neighborhood services.	**Consistent.** The Project would include retail spaces, but is not required to provide public open space. There would be private open space for residents.
Arts, Culture, and Architectural History	
Objective 10-1 To ensure that the arts, culture, and architecturally significant buildings remain central to the further development of downtown and that it remains clearly discernable and accessible to all citizens in and visitors to Los Angeles.	**Not Applicable.** The Project is not a governing agency or cultural institution that is required to ensure the arts, culture, and aesthetical significant buildings are noticed. The Site does not contain a historic or cultural resource.
Policy 10-1.1 Promote the development of a "Cultural Corridor" along Grand Avenue and the First Street/Broadway "Arts T" as well as other complimentary visitor serving uses.	**Not Applicable.** The Project is not located along Grand Avenue and the First Street/Broadway Cultural Corridor.
Policy 10-1.2 Promote the development of the night-time entertainment uses in the historic Broadway theater district.	**Not Applicable.** The Project Site existing use does not contain night-time entertainment so the Project would not create a loss of night-time uses.
Policy 10-1.3 Ensure that the Downtown circulation system serves the existing arts and cultural facilities with ease of accessibility and connections.	**Not Applicable.** The Project is not a governing agency that influence the circulation system (transportation and mobility)
Objective 10-2 To maintain and reuse one of the largest and most distinguished sets of under used historic buildings in the United States.	**Not Applicable.** The Project Site does not contain a historic building.
Policy 10-2.1 Clearly designate those historic buildings which should be preserved and prioritized for available funding. Encourage both their rehabilitation and/or adaptive reuse and the development of adjacent available sites.	**Not Applicable.** The Project Site does not contain a historic building.
Policy 10-2.2 Adopt building, safety and zoning ordinances to respond to existing building conditions and to ensure predictability in the code's applications.	**Not Applicable.** The Project is not a governing agency that can adopt building, safety and zoning ordinances.
Policy 10-2.3 Establish district-specific preservation policies and programs consistent with the goals of each area. Encourage a mix of uses in developing adaptive reuse projects.	**Not Applicable.** The Project is not a governing agency that can establish district-specific preservation policies. The Project is not an adaptive reuse project.

Objectives and Policies	Consistency Discussion
Policy 10-2.4 Facilitate the construction of parking garages to support new and existing buildings in the Center City, encouraging shared parking between new development and historic buildings.	**Consistent**. The Project would include a new parking garage to serve the buildings' residents, visitors, patrons, and employees.
Policy 10-2.5 Encourage the transformation of Broadway Downtown to include the adaptive reuse of historic buildings for arts, cultural, entertainment, restaurant and retail uses as well as infrastructure improvements such as sidewalk rebuilding and streetscape and landscape improvements in conjunction with major public transit expenditures.	**Not Applicable.** The Project Site does not contain a historic building or would be an adaptive reuse. The Project is not in conjunction with a major public transit expenditure.
Policy 10-2.6 Encourage the reuse of historic buildings as live/work offices, housing, retail, and educational facilities.	**Not Applicable.** The Project Site does not contain a historic building.
Policy 10-2.7 Utilize historic buildings to accommodate office space within the Civic Center boundaries.	**Not Applicable.** The Project Site does not contain a historic building nor is it within the Civic Center boundaries.
Policy 10-2.8 Encourage the location of new government uses in historic buildings within the Civic Center boundaries.	**Not Applicable.** The Project Site does not contain a historic building nor is it within the Civic Center boundaries.
Policy 10-2.9 Encourage an historic building advocacy office whose goal is to revitalize Downtown's historic districts and other historic structures at and above street level.	**Not Applicable.** The Project is not a governing agency or cultural institution, non-profit that would establish a historic building advocacy office.
Policy 10-2.10 Provide one-stop technical assistance to property owners tenants, developers and designers to expedite approvals and negotiate code compliance.	**Not Applicable.** The Project is not a governing agency that could provide technical assistance to expedite approvals and negotiate code compliance.
Source: Central City Community Plan, pages III-1 to III-18: http://cityplanning.lacity.org/complan/pdf/CCYCPTXT.PDF *Table: CAJA Environmental Services, November 2013.*	

Downtown Design Guide

The Downtown Design Guide (June 2009) established design standards for Downtown Los Angeles. The design principles for creating a livable downtown are:

- District and Neighborhood Design
    - Employment Opportunities. Maintain and enhance the concentration of jobs, in both the public and private sectors, that provides the foundation of a sustainable Downtown.
    - Housing Choices. Provide a range of housing types and price levels that offer a full range of choices, including home ownership, and bring people of diverse ages, ethnicities, household sizes and incomes into daily interaction.
    - Transportation Choices. Enable people to move around easily on foot, by bicycle, transit, and auto. Accommodate cars but fewer than in the suburbs and allow people to live easily without one.
    - Shops and Services Within Walking Distance. Provide shops and services for everyday needs, including groceries, day care, cafes and restaurants, banks and drug stores, within an easy walk from home.
    - Safe, Shared Streets. Design streets not just for vehicles, but as usable outdoor space for walking, bicycling and visual enjoyment.
    - Gathering Places. Provide places for people to socialize, including parks, sidewalks, courtyards and plazas, that are combined with shops and services. Program places for events and gatherings.
    - Active Recreation Areas. Provide adequate public recreational open space, including joint use open space, within walking distance of residents.
    - A Rich Cultural Environment. Integrate public art and contribute to the civic and cultural life of the City.
- Building Design
    - Recognize individual projects are the "building blocks" of great streets and neighborhoods. This requires particular attention to the way the building meets the sidewalk, providing a transition to pedestrian scale and elements that activate the street.
    - Respect historically significant districts and buildings, including massing and scale, and neighborhood context, while at the same time, encouraging innovative architectural design that expresses the identity of contemporary urban Los Angeles.

- Accommodate vehicular access and parking in a way that respects pedestrians and public spaces and contributes to the quality of the neighborhood.

- Express an underlying design philosophy (a "big idea") that is articulated and supported by all aspects of building design and initially conveyed through design sketches, drawings and specifications.

- Sustainability is the overarching goal of the Design Guide and essential to the concept of a livable Downtown.

Table 4-10-5, Downtown Design Guide Consistency Analysis, provides a discussion of the Project's consistency with each of the design principles for creating a livable downtown. As demonstrated, the Project would be generally consistent with most of these principles, and impacts would be less than significant.

Table 4.10-5
Downtown Design Guide Consistency Analysis

Goal	Consistency Discussion
District and Neighborhood Design	
Employment Opportunities. Maintain and enhance the concentration of jobs, in both the public and private sectors, that provides the foundation of a sustainable Downtown.	**Consistent.** The Project would provide approximately 4,500 square feet of commercial/retail uses which would provide additional employment opportunities to the Downtown area.
Housing Choices. Provide a range of housing types and price levels that offer a full range of choices, including home ownership, and bring people of diverse ages, ethnicities, household sizes, and incomes into daily interaction.	**Consistent.** While the Project would not provide opportunities for home ownership (the Project proposes apartments), The Project would include a range of housing types including studio, 1-, 2-, and 3-bedroom units that would be available for a range of income levels, and all ages, ethnicities, and household sizes.
Transportation Choices. Enable people to move around easily on foot, by bicycle, transit, and auto. Accommodate cars but fewer than in the suburbs and allow people to live easily without one.	**Consistent.** The Project would reduce vehicle miles traveled by providing a higher density infill development of new residential uses in close proximity to existing transit hubs, including Metro rail lines (Blue, Expo, Purple, and Red lines), Metro buses, LADOT DASH line, and the downtown employment center. In addition, the Project would encourage bicycling with the provision of ample bicycle parking. Finally, the Project would promote walkability based on its location downtown, in close walkable distance to jobs and other commercial/retail uses.
Shops and Services Within Walking Distance. Provide shops and services for everyday needs, including	**Consistent.** The Project includes approximately 4,500 square feet of commercial/retail uses

groceries, day care, cafes and restaurants, banks and drug stores, within an easy walk from home.	which could include cafes/restaurants, banks, drug stores, or any number of other small retail shops or restaurants.
Safe, Shared Streets. Design streets not just for vehicles, but as usable outdoor spaces for walking, bicycling, and visual enjoyment.	**Neutral.** The Project would not be designing the surrounding streets. However, the Project would promote pedestrian and bicycle access and connectivity to surrounding uses.
Gathering Places. Provide places for people to socialize, including parks, sidewalks, courtyards and plazas, that are combined with shops and services. Program places for events and gatherings.	**Consistent.** The Project includes common open space at the ground level, a landscaped roof deck, rooftop amenities, as well as private balconies and terraces. There may also be outdoor gathering spaces in conjunction with the proposed commercial/retail uses, although specific details are not known at this time.
Active Recreation Areas. Provide adequate public recreational open space, including joint use open space, within walking distance of residents.	**Consistent.** While the Project does not propose public recreational open space, the Project would include open space and amenities for residents, thereby lessening the demand for additional public recreational facilities and open spaces by Project residents.
A Rich Cultural Environment. Integrate public art and contribute to the civic and cultural life of the City.	**Inconsistent.** The Project does not include the integration of public art.
Building Design	
Recognize individual projects that are the "building blocks" of great streets and neighborhoods. This requires particular attention to the way the building meets the sidewalk, providing a transition to pedestrian scale, and elements that activate the street.	**Consistent.** The Project would revitalize the existing street by redeveloping an underutilized Site and replacing it with a new and modern development that would act as an anchor on the street. The Project includes ground floor commercial/retail uses, which would activate the street and bring pedestrians into the Project.
Respect historically significant districts and buildings, including massing and scale, and neighborhood context, while at the same time, encouraging innovative architectural design that expresses the identity of contemporary urban Los Angeles.	**Consistent.** As discussed in Section 4.5, Cultural Resources, of this IS/MND, the Project would result in no impact with respect to historic resources.
Accommodate vehicular access and parking in a way that respects pedestrians and public spaces and contributes to the quality of the neighborhood.	**Consistent.** Primary vehicular access would be provided off South Hill and Olive Streets. The Project tower fronts South Hill Street with the main residential lobby as well as a valet drop off area with access to the podium parking. South Olive Street has a second smaller residential lobby that services residential units in the podium. A valet drop off area is also provided with direct access to the underground parking, loading, and garbage areas. In addition, ground level commercial/retail uses would provide a pedestrian connection and would invite pedestrians into the Project Site.
Express an underlying design philosophy (a "big	**Consistent.** The Project would revitalize the

idea") that is articulated and supported by all aspects of building design and initially conveyed through design sketches, drawings, and specifications.	existing street by redeveloping an underutilized Site and replacing it with a new and modern development that would act as an anchor on the street. As discussed above in response to Checklist Question 1(c), the Project includes an underlying design philosophy that is currently conveyed in the plans and rendering and would ultimately be carried out the Project implementation.
Sustainability	
Sustainability is the overarching goal of the Design Guide and essential to the concept of a livable Downtown.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code, for water and energy conservation. The Project would exceed Title 24 standards with compliance with the City's Green Building Ordinance. The Project would also be consistent with the City of Los Angeles Building Code, including the Los Angeles Green Building Code (LAGBC) for all new buildings (residential and non-residential). The Code is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
Source: Downtown Design Guide, June 15, 2009. *Table: CAJA Environmental Services, November 2013.*	

City of Los Angeles Planning and Zoning Code

The Site is zoned [Q]R5-4D. The individual components of the Site's zoning are as follows:

- [Q] – Qualified Classification, or restrictions on a property as a result of a zone change, to ensure compatibility with surrounding property.
- R5 – Multiple Dwelling, which allows R4 uses (Multiple Dwellings), Clubs, Lodges, Hospitals, Sanitariums, Hotels.
- 4D – Height District 4, which for the R5 zone has no height limit. However, the "D" limitation restricts the floor-area-ratio (FAR) to 6.0:1.

The proposed commercial/retail and residential uses are permitted uses within the R5 zone. There are no height restrictions.

Floor Area

The Project would develop an existing surface parking lot with commercial and residential uses totaling approximately 529,083 square feet of development on a lot with a "lot area" of approximately 38,958

square feet. The "buildable area" is used for purposes of calculating the permissible floor area for the Project, and is defined as the lot areas plus the horizontal area of any private driveway, or area to the centerline of the adjoining public streets and alleys. The buildable area is 49,919 square feet, with a Project overall FAR of approximately 10.60:1. The Project Applicant is requesting a Transfer of Floor Area Rights (TFAR) for the amount not to exceed 295,335 square feet. Pursuant to Ordinance No. 181,574 and LAMC Section 14.5.6, the TFAR allows for the transfer of the unused allowable floor area of a lot from a Donor Site to a Receiver Site for projects involving transfers of 50,000 square feet or greater. The Donor Site in this case is the Los Angeles Convention Center, and the Receiver Site is the Project Site. Additionally, 22,629 square feet would be transferred to the Project by way of a private transfer from an adjacent site located at 830 South Olive Street. The transfer would result in a project that exceeds the base floor area ratio otherwise permitted, from 6.0:1 to 10.60:1. With approval of the TFAR, the Project's FAR would be within the permitted FAR for the Site.

Open Space

Table 4.10-6, Required Open Space, shows the Project's open space requirement. As shown therein, the Project is required to provide 66,150 square feet of open space. As shown in Table 4.10-7, Provided Open Space, the Project would provide 60,070 square feet of open space (31,220 square feet of common open space and 28,850 square feet of private balconies). Therefore, there would be an open space shortfall of approximately 6,080 square feet when compared to LAMC requirements.

Table 4.10-6
Required Open Space

Type	Quantity	Ratio	Total (sf)
= 1 Habitable Room	170 units	100 sf per unit	17,000
< 3 Habitable Rooms	193 units	100 sf per unit	19,300
= 3 Habitable Rooms	194 units	125 sf per unit	24,250
> 3 Habitable Rooms	32 units	175 sf per unit	5,600
Total Required	***589 units***	--	***66,150 sf***

Source: Chris Dikeakos Architects, Inc., December 16, 2013.

Table 4.10-7
Provided Open Space

Type	Total (sf)
Common Open Space at Level 1	1,975
Level 6 Landscaped Roof Deck	18,390
Level 6 Floor Garden Plaza, Indoor/Outdoor Flex Space	4,700
Common Open Space at Level 6 Amenity Indoor	6,155
Total Common	**31,220**
Private Balconies	28,850
Total Private	**28,850**

Project Total (Common + Private)	**60,070**
Source: Chris Dikeakos Architects, Inc., December 19, 2013.	

Parking

The required vehicle parking is shown in Table 4.10-8, Required Vehicle Parking. The residential portion of the Project is required to provide 646 spaces, while the retail portion is required to provide five spaces. The total number of required spaces would therefore be 651 spaces, which would reduced by 65 spaces for implementation of the bike parking ordinance, for a total of 586 required spaces. The Project would provide a total of 605 spaces on three underground and five above-grade podium levels.

Table 4.10-8
Required Vehicle Parking

Type	Quantity	Ratio	Total (spaces)
Residential			
Less Than 3 Habitable Rooms	363 units	1.00 space per unit	363
3 or More Habitable Rooms	226 units	1.25 space per unit	283
Total Residential	***589 units***	--	***646***
Commercial			
Retail	4,500 sf	1 space per 1,000 sf	5
Total Commercial	***4,500 sf***	--	***5***
		Subtotal Required	651
		15% reduction per Bike Parking Ordinance	(65)
		Total Required	**586**
Source: Chris Dikeakos Architects, Inc., December 19, 2013.			

Conclusion

The Project is consistent with the regional plans (SCAG) and local plans (City of Los Angeles), to the extent feasible and applicable, as discussed above. As such, impacts with respect to applicable land use plans, policies, and zoning would be less than significant.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A significant adverse effect could occur if a Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan.

The Project Site is located in an urbanized area of the City. The Project Site is completely paved as a surface parking lot. There are no known natural communities identified in local or regional plans or policies or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS) on the Project Site or in the Project vicinity. The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State habitat conservation plan. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site. Therefore, no impacts to any adopted habitat or conservation plans from the Project would occur.

11. MINERAL RESOURCES

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the Project would convert an existing or future regionally-important mineral extraction use to another use, or if the Project would affect access to a site used or potentially available for regionally-important mineral resource extraction.

Mineral Resources Zone-2 (MRZ-2) sites contain potentially significant sand and gravel deposits which are to be conserved. Any proposed development plan must consider access to the deposits for purposes of extraction. Much of the area within the MRZ-2 sites in Los Angeles was developed with structures prior to the MRZ-2 classification and, therefore, is unavailable for extraction.[42] MRZ-2 sites are identified in two community plan elements of the city's general plan, the Sun Valley and the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon community plans.[43]

The Project is not identified as an area containing mineral deposits of regional or statewide significance. Additionally, the Project Site is not located within an oil field or oil drilling area, and is not part of any Oil Drilling and Surface Mining Supplemental Use District.[44] Therefore, no impacts to mineral resources of regional or statewide significance would occur.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. A significant impact would occur if a project is located in an area used or available for extraction of a locally-important mineral resource and the Project converted an existing or potential future locally-important mineral extraction use to another use or if the Project affected access to a site in use or potentially available for locally-important mineral resource extraction.

The Project Site is not delineated as a locally important mineral resource recovery site on any City plans. Furthermore, the Site is surrounded by dense urban uses. Thus, the Site would not be an adequate candidate for mineral extraction. Therefore, no impacts to loss of availability of a locally important mineral resource would occur.

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[42] *City of Los Angeles Department of City Planning, Conservation Element, adopted September 2001, page II-58: http://cityplanning.lacity.org/cwd/gnlpln/consvelt.pdf, accessed November 5, 2013.*

[43] *Ibid.*

[44] *City of Los Angeles Department of City Planning, Safety Element Exhibit E, Oil Field and Oil Drilling Areas: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed November 5, 2013.*

12. NOISE

The section is based in part on the following technical modeling: Air Quality, Noise, and Greenhouse Gases Modeling, DKA Planning, November 2013.

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Unless Mitigation Incorporated. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. Table 4.12-1, A-Weighted Decibel Scale, provides examples of A-weighted noise levels from common sources.

Table 4.12-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Levels (dBA, L_{eq})
Threshold of pain	140
Jet takeoff at 100 meters	125
Jackhammer at 15 meters	95
Heavy diesel truck at 15 meters	85
Conversation at 1 meter	60
Soft whisper at 2 meters	35
SOURCE: United States Occupational Safety & Health Administration, Noise and Hearing Conversation Technical Manual, 1999.	

Noise Definitions

The noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (L_{eq}).

- Community Noise Equivalent Level. CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m.

to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

- Equivalent Noise Level. L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise that has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Effects of Noise

The degree to which noise can impact the environment ranges from levels that interfere with speech and sleep to levels that cause adverse health effects. Human response to noise is subjective and can vary from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Audible Noise Changes

Small perceptible changes in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and would likely cause a community reaction. A 10-dBA increase is heard as a doubling in loudness and would cause a community response.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of the distance.

Noise is most audible when traveling by direct line-of-sight.[45] Barriers, such as walls or buildings that break the line-of-sight between the source and the receiver can greatly reduce noise levels from the source since sound can only reach the receiver by diffraction. Sound barriers can reduce sound levels by up to 20 dBA. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Sensitive Receptors

[45] *Line-of-sight is a visual path between the noise source and the noise receptor.*

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. The nearest sensitive receptor to the Project Site is the South Park Hotel directly adjacent to the Project Site. This sensitive receptor represents the nearest sensitive receptor with the potential to be impacted by noise and vibration. Additional receptors are located further from the Project Site in the surrounding community and would be less impacted by noise and vibration than the above receptor.

Project Impacts

Construction

During construction, ground clearing, grading, structural, and other noise-generating activities would occur at the Project Site between the hours of 7:00 a.m. and 9:00 p.m. in accordance with the City of Los Angeles Municipal Code (LAMC). Table 4.12-2, Construction Noise Levels, summarizes projected noise levels at nearby sensitive receptors during construction. The nearest sensitive receptor is the South Park Hotel, directly adjacent to the Project Site. The Project would increase ambient noise levels above 75 dBA, as well as increase noise levels more than 5 dBA at the nearest sensitive receptors. Therefore, the Project would result in a potentially significant impact with respect to construction noise. However, as shown in Table 4.12-3, implementation of Mitigation Measures 12-1 through 12-3 would reduce construction noise levels at nearby sensitive receptors to less than 75 dBA. Construction equipment could produce intermittent audible noise increases at adjacent residential housing. However, these increases would be temporary and construction noise would be within the noise standards outlined in the LAMC. As such, with implementation of Mitigation Measures 12-1 through 12-3, impacts would be less than significant.

Table 4.12-2
Construction Noise Levels -Unmitigated

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, L_{eq})	New Ambient (dBA, L_{eq})	Increase
South Park Hotel	5	83.0	66.7	83.1	16.4
Total Family Support Clinic	20	83.0	66.7	83.1	16.4
Union Lofts	250	66.0	66.7	69.4	2.7
Stillwell Hotel	260	68.7	66.7	70.8	4.1
818 S. Grand (Lofts)	260	68.7	66.7	70.8	4.1
Eastern Columbia Lofts	320	63.9	66.8	68.6	1.8
Los Angelitos Childrens Center	430	64.3	66.7	68.7	2.0

Table 4.12-2
Construction Noise Levels -Unmitigated

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, L_{eq})	New Ambient (dBA, L_{eq})	Increase
Brockman Lofts	800	55.9	66.7	67.0	0.3
The Reserve Lofts	825	54.2	66.7	66.9	0.2
Grand Hope Park	850	53.9	66.7	66.9	0.2
Uni Park	970	52.7	66.7	66.9	0.2
Packard Lofts	1,200	50.9	66.7	66.8	0.1

Source: DKA Planning, November 2013..

Mitigation Measures

12-1 Construction Noise (Staging)

Construction staging areas shall be as far from sensitive receptors as possible.

12-2 Construction Noise (Sound Barriers)

Temporary sound barriers, capable of achieving a sound attenuation of at least 12 dBA (e.g., construction sound wall or sound blankets) and blocking the line-of-sight between the adjacent sensitive receptors shall be installed on the southern boundary of the project site between the proposed project and the SouthPark Hotel during subterranean grading of the parking garage. The barrier shall be erected on the property line and at least 15 feet high from the current grade, or tall enough to block the line of site from the top of the windows on the third floor of the SouthPark Hotel to any excavation activities within 60 feet of the property line facing the SouthPark Hotel. The barrier shall have a Sound Transmission Class of 35 or more and include exterior grade acoustical blankets that provide sound absorption and further reduce the reflection of sound waves.

12-3 Construction Noise (Mufflers)

All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices.

Table 4.12-3
Construction Noise Levels -Mitigated

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, L_{eq})	New Ambient (dBA, L_{eq})	Increase
South Park Hotel	5	68.0	66.7	70.4	3.7
Total Family Support Clinic	20	68.0	66.7	70.4	3.7
Union Lofts	250	51.0	66.7	66.8	0.1
Stillwell Hotel	260	53.7	66.7	66.9	0.2
818 S. Grand (Lofts)	260	53.7	66.7	66.9	0.2
Eastern Columbia Lofts	320	48.9	66.8	66.9	0.1
Los Angelitos Childrens Center	430	49.3	66.7	66.8	0.1
Brockman Lofts	800	40.9	66.7	66.7	0.0
The Reserve Lofts	825	39.2	66.7	66.7	0.0
Grand Hope Park	850	51.2	66.7	66.8	0.1
Uni Park	970	50.6	66.7	66.8	0.1
Packard Lofts	1,200	49.7	66.7	66.8	0.1

Source: DKA Planning, November 2013.

Operation

Vehicular Noise

During long-term operation of the Project, noise generated by the 3,309 new daily vehicle trips was modeled under future year (2017) "No Project" scenario and "With Project" conditions utilizing the FHWA Traffic Noise Model (TNM) 2.5 model. As shown in Table 4.12-4, the greatest Project-related noise increase would be 0.2 dBA L_{eq} along Olive Street from 9th Street to 8th Street during the PM peak hour.

Mobile noise generated by the Project would not cause the ambient noise levels measured at the property line of the affected uses to rise to the "normally unacceptable" or "clearly unacceptable" category or result in any 5-dBA or more increase in noise level. As a result, noise from vehicles accessing the Project would be less than significant.

Table 4.12-4
2017 Estimated Peak Hour Mobile Source Noise Levels

Roadway Segment	Peak Hour	Estimated dBA, CNEL		
		No Project (2017)	Project (2017)	Project Impact
Olive Street from 9th Street to 8th Street	AM	65.5	65.6	0.1
	PM	66.3	66.5	0.2
Olive Street from Olympic Blvd to 9th Street	AM	65.1	65.1	0.0
	PM	65.0	65.1	0.1
9th Street east of Hill Street	AM	65.4	65.4	0.0
	PM	66.3	66.3	0.0
9th Street west of Grand Avenue	AM	65.5	65.5	0.0
	PM	66.4	66.5	0.1
Hill Street from 8th Street to 7th Street	AM	64.3	64.4	0.1
	PM	64.7	64.8	0.1
Grand Avenue from 9th Street to 8th Street	AM	64.2	64.3	0.1
	PM	66.4	66.5	0.1

Source: DKA Planning, November 2013.

Parking Noise

The Project would be built on a site that has an existing surface parking lot. Parking noise is typically generated by independent car door slams, and rarely by simultaneous door slamming. Because the existing site already has parking activity around the perimeter of the site, parking noise from the new underground and podium parking structure would not significantly increase ambient noise levels at nearby sensitive receptors. As a result, impacts with respect to parking noise would be less than significant.

Stationary Noise

Section 41.40 and Chapter XI, Articles 1 through 6, of the LAMC requires that noise generated by mechanical equipment not exceed 5 dBA above ambient noise levels at adjacent property lines. Large ground level heating, ventilation, and air conditioning (HVAC) systems typically generate noise levels between 50 and 65 dBA at 50 feet.[46] Roof-top mounted equipment typically produces noise levels of up to approximately 56 dBA at 50 feet.[47] Noise levels would increase about 0.1 dBA at the nearest land use,

[46] *Los Angeles Department of City Planning, San Pedro Community Plan Draft EIR, August 2012.*

[47] *Los Angeles Department of City Planning, Androna Avenue Subdivision – Tentative Tract No. 53426 Subsequent Draft EIR, February 2010.*

the adjacent South Park Hotel. This increase is considered inaudible and would be less than the 5 dBA significance threshold for long-term ambient noise increases. Therefore, impacts with respect to stationary noise would be less than significant.

Mitigation Measures

12-4 Increased Noise Levels (Parking Structure Ramps)

Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:

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

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Unless Mitigation Incorporated. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Unlike noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible. Common sources of vibration include trains, buses, and construction activities.

Vibration Definitions

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.[48]

Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that may affect concentration or disturb sleep. In addition, high levels of ground-

[48] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.*

borne vibration may damage fragile buildings or interfere with equipment that is highly sensitive to ground-borne vibration.

Perceptible Vibration Changes

Unlike noise, ground-borne vibration is not an environmental issue that most people experience every day. The background vibration velocity level in residential areas is usually 50 RMS or lower, well below the threshold of perception for humans, which is around 65 RMS.[49] Most perceptible indoor vibration is caused by sources within buildings, such as movement of people or slamming of doors. Typical outdoor sources of ground-borne vibration are construction equipment, trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is typically not perceptible.

Project Impacts

Construction

There would be a variety of potential off-road and on-road mobile pieces of equipment that could generate groundborne vibration and noise. As shown in Table 4.12-5, the highest vibration-generating pieces of equipment to be used on the Project Site during construction are a vibratory roller and sonic, or vibratory, pile driver. In addition, there would be added truck traffic to the haul route exiting the Project Site. However, on-road truck vibration is not typically perceptible.

The nearest off-site residential structure is located directly adjacent to the construction boundary where occasional heavy equipment activity would occur, and could experience potential building damage at the significance threshold of 0.2 inches per second. Vibration annoyance levels could also exceed the 75 VdB threshold for residential land uses. Therefore, the Project would result in a potentially significant impact with respect to construction-related groundborne vibration. However, implementation of Mitigation Measures 12-4 through 12-9, provided below, would reduce vibration levels to nearby sensitive receptors below the potential building damage threshold of 0.2 inches per second. As such, impacts would be less than significant.

Table 4.12-5
Vibration Velocities for Construction Equipment

Equipment	PPV at 25 feet (Inches/Second)	Approximate L_V at 25 feet
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Pile Driver (Sonic or Vibratory)	0.170	93
Vibratory Roller	0.210	94

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.

[49] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.*

Mitigation Measures

12-5 Construction equipment shall utilize rubber tired equipment in place of steel-track equipment whenever feasible.

12-6 The construction contractor shall stage and warm-up construction equipment as far from nearby sensitive receptors as possible.

12-7 The construction contractor shall avoid utilizing high vibration construction equipment (e.g. large bulldozers) near surrounding sensitive receptors, to the maximum extent feasible.

12-8 The construction contractor shall avoid using vibratory rollers and packers near sensitive areas.

12-9 The construction contractor shall avoid impact pile-driving where possible. The construction contractor shall use drilled piles or the use of a sonic or vibratory pile driver where geological conditions permit their use.

Operation

The Project would not include significant stationary sources of groundborne vibration, such as heavy equipment operations. Operational groundborne vibration in the Project vicinity would be generated by vehicular travel on the local roadways. However, Project-related traffic vibration levels would not be perceptible by sensitive receptors. Thus, operational vibration impacts would be less than significant.

Finally, there would be added truck traffic to the haul route exiting the Project Site. However, on-road truck vibration is not typically perceptible.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. The majority of any long-term noise impacts would come from traffic traveling to and from the area. Off-site noise generated by traffic from the Project was modeled under future year (2017) "No Project" and "With Project" conditions utilizing the FHWA TNM 2.5 model. When calculating future traffic impacts, the traffic consultant took 57 additional projects into consideration. Thus, the future traffic results without and with the Project already account for the cumulative impacts from these other projects. Since the noise impacts are generated directly from the traffic analysis results, the "Future without Project" and "Future with Project" noise impacts described in this analysis already reflect cumulative impacts.

The Project would contribute to future increases in off-site noise levels at Project area roadways. Table 4.12-6 presents the cumulative increase in future traffic noise levels at study intersections (i.e., 2013 "No Project" conditions plus Project traffic). The maximum cumulative roadway noise increases would occur

along Olive Street from 9th Street to 8th Street during the AM peak hour (1.7 dBA L_{eq}), and along 9th Street west of Grand Avenue during the PM peak hour (2.1 dBA L_{eq}). These impacts are considered marginal and would be less than the 5 dBA significance threshold. Therefore, the Project's individual and cumulative mobile source noise impacts would be less than significant.

Table 4.12-6
Estimated Cumulative Peak Hour Mobile Source Noise Levels

Roadway Segment	Peak Hour	Estimated dBA, CNEL		
		Existing (2013)	Project (2017)	Project Impact
Olive Street from 9th Street to 8th Street	AM	63.9	65.6	1.7
	PM	64.7	66.5	1.8
Olive Street from Olympic Blvd to 9th Street	AM	63.9	65.1	1.2
	PM	63.9	65.1	1.2
9th Street east of Hill Street	AM	64.4	65.4	1.0
	PM	65.1	66.3	1.2
9th Street west of Grand Avenue	AM	64.0	65.5	1.5
	PM	64.4	66.5	2.1
Hill Street from 8th Street to 7th Street	AM	63.0	64.4	1.4
	PM	63.1	64.8	1.7
Grand Avenue from 9th Street to 8th Street	AM	63.0	64.3	1.4
	PM	65.2	66.5	1.3

Source: DKA Planning, November 2013.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Unless Mitigation Incorporated. Construction of the Project would contribute to cumulative construction noise levels. There are eight related projects that are proposed that could cause an increase in ambient noise at nearby sensitive receptors if construction were to occur simultaneously with the Project in this already urbanized area of the City. However, each of these projects would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. Each Project would also be subject to Section 112.05 of the LAMC, which prohibits any powered equipment or powered hand tool from producing noise levels that exceed 75 dBA at a distance of 50 feet from the noise source within 500 feet of a residential zone. Noise levels are only allowed to exceed this noise limitation under conditions where compliance is technically infeasible. With conformance with

LAMC Sections 41.40 and 112.05, and incorporation of Mitigation Measures 12-1 through 12-3, provided above, the Project's cumulative construction noise impact would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project would not be located within an airport land use plan or within two miles of a public airport or public use airport. As such, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would expose people residing or working in the project area to excessive noise levels. There are no nearby private airstrips. Therefore, no impact would occur.

13. POPULATION AND HOUSING

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. A significant impact would occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude.

Construction

Construction job opportunities created as a result of the Project are not expected to result in any substantial population growth in the area. The work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the timeframe in which their specific skills are needed to complete a particular phase of the construction process.

Additionally, the construction workers would likely be supplied from the region's labor pool. Construction workers would not be likely to relocate their household as a consequence of working on the Project, and as such, significant housing or population impacts would not result from construction of the Project. As such, construction-related population growth impacts would be less than significant.

Operation

The Site currently contains a paved surface parking lot, which would be removed in order to accommodate the Project. The surface parking lot is a public lot with a small booth for employees to accept payments to park.

There is no housing on the Site. The Project would build a residential tower with a total of 589 residential units and approximately 4,500 square feet of retail.

Population generation is shown in Table 4.13-1 and employee generation is shown in Table 4.13-2.

It is estimated that the Project would generate approximately 907 residents and generate approximately eight new employees.

Table 4.13-1
Project Estimated Population Generation

Land Use	Quantity	Population Generation Rates	Total Population
Residential	589 DU	1.54 person / DU	907
		Total Population Increase	**907**

Note: DU = dwelling unit
Source: Central City Community Plan, page I-3: http://cityplanning.lacity.org/complan/pdf/CCYCPTXT.PDF
Table: CAJA Environmental Services, November 2013.

Table 4.13-2
Project Estimated Employment Generation

Land Use	Size	Employee Generation Rates	Total Employees
Existing			
Surface Parking Lot	38,958 sf	Approx. 4	(4)
Proposed			
Retail	4,500 sf	2.71 employees / 1,000 sf	12
		Proposed Subtotal	**12**
		Project Total (Proposed - Existing)	**8**

Note: sf = square feet
Source: LAUSD 2012 Developer Fee Justification Study, February 9, 2012. Table 11.
Retail – Neighborhood Shopping Centers Rate of 2.71.
Table: CAJA Environmental Services, November 2013.

Localized Growth Forecasts

Table 4.13-3 shows the existing (2010) population, housing, and employment of the Central City Community Plan.

Table 4.13-4 shows the Southern California Association of Government's (SCAG) planned growth of the City of Los Angeles in population, housing, and employment to 2020.

The Project's 907 residents, 589 new dwelling units, and eight employees would be well within SCAG estimates of growth for the City between 2008 and 2020.

Table 4.13-3
Population, Housing and Employment of the Community Plan

	Population	Housing (units)	Employment (jobs)
2010	27,029	16,457	61,500

Central City Community Plan, page II-3: http://cityplanning.lacity.org/complan/pdf/CCYCPTXT.PDF
Table: CAJA Environmental Services, November 2013.

Table 4.13-4
Population, Housing and Employment of the City of Los Angeles

	Population	Housing (units)	Employment (jobs)
2008	3,770,500	1,309,900	1,735,200
2020	3,991,700	1,455,700	1,817,700
Change (2008-2020)	+221,200	+145,800	+82,500

SCAG 2012 Adopted Growth Forecasts: http://www.scag.ca.gov/forecast/index.htm
Table: CAJA Environmental Services, November 2013.

The 2013-2021 Housing Element of the General Plan was adopted on December 3, 2013. The Housing Element provides the number of housing units each community must plan and accommodate during the 8-year period is called the Regional Housing Needs Assessment (RHNA) allocation. The Housing Element does not alter the development potential of any site in the City, nor modify land use of the Zoning Code. It also does not undermine, in any way, neighborhood planning efforts such as Community Plans, Specific Plans or Historic Preservation Overlay Zones.

While the State requires the City to evaluate and plan for the existing capacity to accommodate future projected growth, the Housing Element does not have any material effect on development patterns, nor specify areas for increased height or density.[50] The Housing Element has identified 443 sites (123.3 acres) in the Central City Community Plan Area as having the housing capacity for 17,893 net units.[51] The Project would add 589 residential units and not conflict with the Housing Element, which requires that the City must show it has adequate land zoned to accommodate the RHNA allocation of 82,002 housing units for 2013-2021.[52]

[50] *City of Los Angeles, Housing Element, 2013-2021: http://planning.lacity.org/HousingInitiatives/HousingElement/Text/HousingElement_20140321.pdf*
[51] *City of Los Angeles, Housing Element, 2013-2021, December 3, 2013, Table 3.1, page 3-4.*
[52] *City of Los Angeles, Housing Element, 2013-2021, December 3, 2013, page 3-3.*

Overall, the Project would result in a less than significant impact with respect to population, housing, and employment growth.

Infrastructure Impacts

The Project Site is currently surrounded by a variety of uses, including commercial, office, parking, and residential, and is located within an urbanized area in the City. Thus, the construction of potential growth-inducing roadway or other infrastructure extensions would not be required. As development of the Project would be supported by the existing infrastructure such as roadways, impacts would be less than significant.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project would not result in the displacement of any existing housing units, as there are no housing units on the Site. As the Project would add new housing units to the Project Site, and would not displace substantial numbers of existing housing, no impact would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if a project would result in the displacement of existing occupied housing units, necessitating the construction of replacement housing elsewhere. As there are no housing units on the Site, the Project would not result in the displacement of any people. Therefore, no impact would occur.

14. PUBLIC SERVICES

This section is based on the following letters:

- Response from Captain Luke Milick, Los Angeles Fire Department, November 1, 2013.
- Response from Rena Perez, Director of Master Planning and Demographics, Los Angeles Unified School District, October 30, 2013.
- Response from Michael A. Shull, Assistant General Manager, Los Angeles Department of Recreation and Parks, December 20, 2013.
- Response from Tom Jung, Management Analyst II, Los Angeles Public Library, November 8, 2013.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:

i) Fire protection?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve a project, and a new or physically altered fire station would be necessary. LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed.

Pursuant to LAMC Section 57.09.07, the maximum response distance between high-density residential/commercial neighborhood land use and a LAFD station that houses an engine or truck company is 1.5 miles, or for a industrial and commercial land use is 1 mile (engine company) and 1.5 miles (truck company). If this distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems.[53]

The Project Site is served by three fire stations, as shown in Table 4.14-1, Fire Stations.

Table 4.14-1
Fire Stations

No.	Address	Distance	Equipment	Staff	Calls
9	430 E. 7th Street	0.8 mile	Truck Engine 2 ALS Ambulances 1 BLS Ambulance	15	ALS – 5,853 BLS – 3,788 Fire – 1,850

[53] *LAFD website: http://lafd.org/prevention/hydrants/division_9_fc.html, accessed October November 4, 2013.*

Table 4.14-1
Fire Stations

No.	Address	Distance	Equipment	Staff	Calls
10	1335 S. Olive Street	1 mile	Task Force ALS Rescue BLS Rescue	14	ALS – 2,338 BLS – 1,468 Fire – 1,138
11	1819 W. 7th Street	1.4 miles	Task Force ALS Rescue BLS Rescue	14	ALS – 4,249 BLS – 2,384 Fire – 1,505

Source: Response from Captain Luke Milick, Los Angeles Fire Department, November 1, 2013.
http://lafd.org/find-a-fire-station/275-fire-station-locator
http://lafd.org/find-a-fire-station/399-station-list
Task Force: group of fire apparatus that run together. When a truck runs with one engine, it is a Light Force, or when a truck run with two engines, it is a Task Force: http://lafd.org/apparatus/111-fire-a-rescue-resources/294-lafd-truck-company
Calls are for the entire year (2011). ALS: advanced life support; BLS: basic life support
Table: CAJA Environmental Services, November 2013.

The Project is within 0.8-mile of Fire Station 9, which has a Light Force (or truck that runs with one engine), and one mile from Fire Station 10, which has a Task Force (or Truck Company that runs with two engines). Since the Project Site is located within the distance identified by LAMC Section 57.09.07, the Project need not be constructed with automatic fire sprinkler systems and any additional fire protection as required by the LAFD Chief, unless other building and safety codes supersede this.

The fire stations had the following average response times in 2011 (latest year provided by the LAFD):[54]

- Fire Station 9: 4 minutes, 27 seconds
- Fire Station 10: 4 minutes, 37 seconds
- Fire Station 11: 4 minutes, 5 seconds

The LAFD deployment plan has been in place since mid-2011 and the goal is to reach: [55]

- EMS incidents within 5 minutes 90 percent of the time.
- All fires within 5:20 minutes 90 percent of the time.

Emergency vehicle access to the Project Site would continue to be provided from local and major roadways near the Project Site (i.e. 7th, 8th, 9th, Hill, and Olive Streets). All circulation improvements

[54] *Response from Captain Luke Milick, Los Angeles Fire Department, November 1, 2013.*
[55] *Ibid.*

proposed would be in compliance with the Fire Code, including any additional access requirements of the LAFD. Additionally, emergency access to the Project Site would be maintained at all times. Therefore, impacts related to emergency access would be less than significant.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The quantity of water necessary for fire protection varies with the type of development, occupancy rates, life hazard, and the degree of fire hazard. City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any case, a minimum residual water pressure of 20 pounds per square inch is to remain in the water system while the required gpm is flowing.[56]

Fire flow for the Project is set at 9,000 gallons per minute. The fire mains and hydrants appear adequate for the area, but another hydrant may be required. Specific requirements for fire access, hydrant placement, and fire protection equipment will be made during plan check.[57]

The following seven fire hydrants are the nearest to the Site:[58]

1. Hydrant (ID 14746 size 4D, 12-inch main) on east side of Olive Street, 286 feet south of 8th Street.
2. Hydrant (ID 9249 size 4D, 8-inch main) on west side of Olive Street, 337 feet south of 8th Street.
3. Hydrant (ID 9250 size 4D, 8-inch main) on southwest corner of Olive Street and 8th Street.
4. Hydrant (ID 15593 size 4D, 12-inch main) on southeast corner of 8th Street and Olive Street.
5. Hydrant (ID 9339 size 4D, 12-inch main) on the southwest corner of 8th Street and Hill Street.
6. Hydrant (ID 9236 size 4D, 12-inch main) on the east side of Hill Street, 288 feet north of 9th Street.
7. Hydrant (ID 15594 size 4D, 12-inch main) on the southeast corner of 8th Street and Hill Street.

As required prior to approval, the Project would submit a request to the City of Los Angeles Department of Water and Power (LADWP) to determine whether the pressure in the Project area is sufficient. If it is not sufficient, then upgrades to the existing infrastructure would be necessary.

To ensure that fire protection services are adequate within the proposed buildings and around the Project Site, Mitigation Measure 14-1 would reduce potential impacts on fire protection services to less than

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[56] *LAMC Sec. 57.09.06, Fire Flow: http://lafd.org/prevention/hydrants/division_9_fc.html, November 4, 2013.*

[57] *Response from Captain Luke Milick, Los Angeles Fire Department, November 1, 2013. Included in the Appendices.*

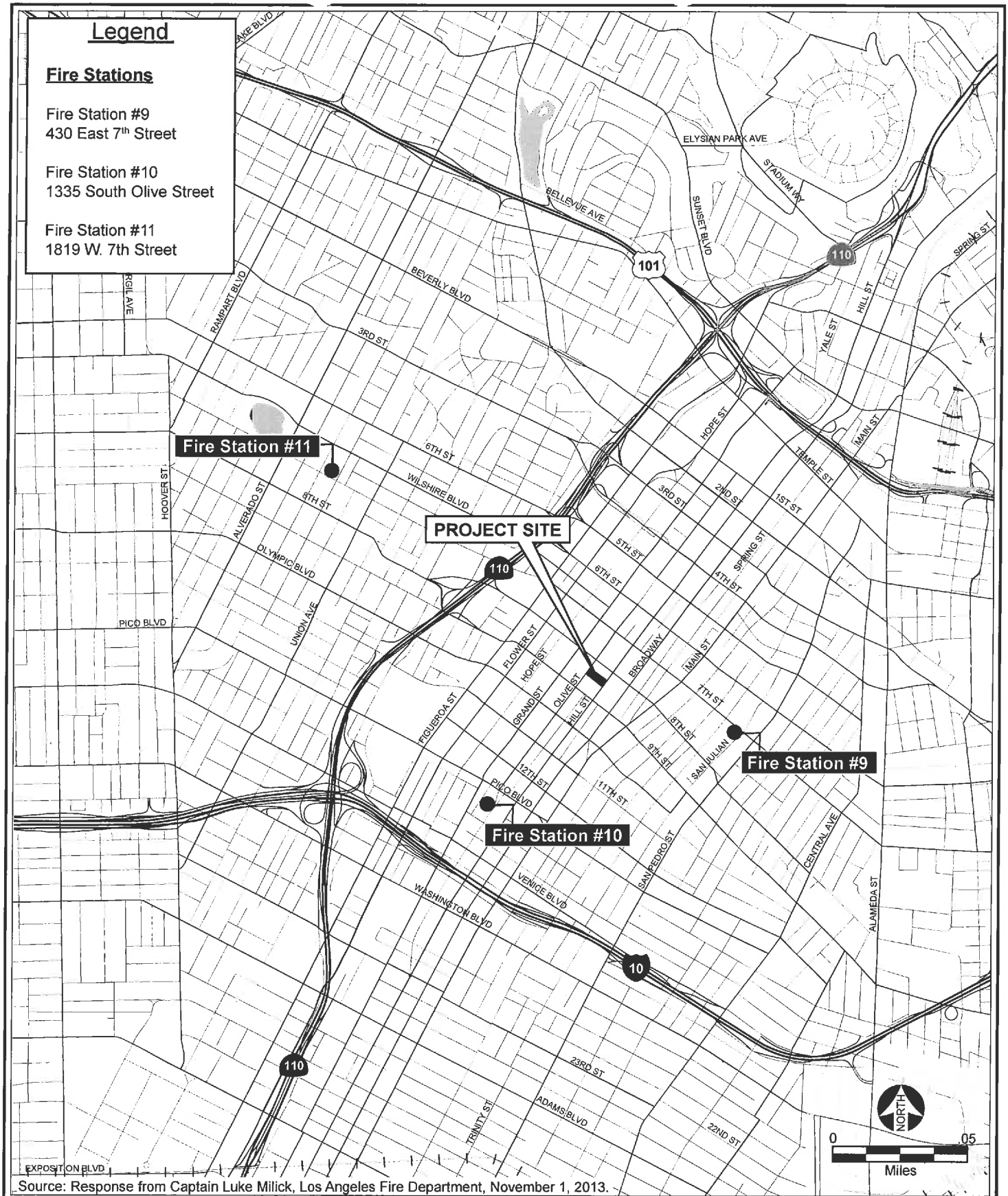
[58] *Navigate LA, City of Los Angeles, Bureau of Engineering, DWP (Fire Hydrants) Layer: http://navigatela.lacity.org/index01.cfm.*

significant. This measure allows the LAFD to ensure that the Project would not increase demand on the fire department to the extent that a new or expanded facility is needed, the construction of which may cause a significant impact on the environment.

Mitigation Measure

14-1 Public Services (Fire)

The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.



Source: Response from Captain Luke Milick, Los Angeles Fire Department, November 1, 2013.

CAJA Environmental Services, LLC

Figure 4.14-1
Fire Station Locations

ii) Police protection?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives.

The Project Site is served by the City of Los Angeles Police Department's (LAPD) Central Bureau, which oversees LAPD operations in the Central, Hollenbeck, Newton, and Rampart areas.[59] The Central Community Police Station, located at 251 East 6th Street, is approximately 1.3 miles driving distance from the Project Site. The Central Community Police Station area encompasses approximately 4.5 square miles, including the downtown communities of Chinatown, Little Tokyo, South Park, Central City East, Historic Core, Financial District, Artists Loft, Olvera Street, Jewelry District, the Convention Center, and Fashion District).[60] The boundaries of Central Area are as follows: 110 Freeway to the north, Washington Boulevard and 7th Street to the south, Metrolink Railroad Tracks to the east, and 110 Freeway to the west.[61]

Each police station area is divided into smaller Reporting Districts (RD). The Project Site is within RD 162,[62] which has an area bound by the following: 7th Street to the north, 9th Street to the south, Hill Street to the east, and Figueroa Street to the west.[63]

The police station is shown in Figure 4.14-2, Police Station Location.

The average response time to emergency calls for service in the Central Area during 2012 was 4.3 minutes. This response time is below the citywide average that is 5.7 minutes during 2012 and below the seven minutes response time that is a set standard. There are approximately 411 sworn officers and 25 civilian support staff deployed at the Central Station.

Crime statistics are shown in Table 4.14-2, Crimes Statistics Year-To-Date, and Table 4.14-3, Crime Statistics Year 2013.

There were 128 total crimes per 1,000 persons[64] in the Central Area and 51 total crimes per 1,000 persons[65] Citywide in 2012. This result can be assumed a function of the high density area of Downtown,

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59 *LAPD, Central Bureau: http://www.lapdonline.org/central_bureau*

60 *LAPD, Central Area: http://www.lapdonline.org/central_community_police_station/content_basic_view/1681.*

61 *Navigate LA, City of Los Angeles, Bureau of Engineering, LAPD Divisions Layer: http://navigatela.lacity.org/index01.cfm*

62 *City of Los Angeles Department of City Planning, Zoning Information and Map Access System, search for 820 Olive, website: http://zimas.lacity.org/.*

63 *Navigate LA, City of Los Angeles, Bureau of Engineering, LAPD Divisions Layer: http://navigatela.lacity.org/index01.cfm*

64 *7,876 crimes / 61,628 persons x 1,000 persons = 128 crimes per 1,000 persons.*

such as the Historic Core, Arts District, Chinatown, South Park, and Skid Row, and the high daytime worker population and increased nighttime visitor population to downtown area civic, cultural, sporting, and convention center events.

Table 4.14-2
Crime Statistics Year-To-Date

Type of Crime	Central	Citywide
Violent Crimes		
Homicide	8	220
Rape	18	507
Robbery	344	6,501
Aggravated Assault	290	6,354
Total Violent	**660**	**13,582**
Property Crimes		
Burglary	163	12,736
Motor Vehicle Theft	217	11,623
BTFV	633	21,274
Personal / Other Theft	1,439	23,230
Total Property	**2,452**	**68,863**
Total Part 1 Crimes	**3,112**	**82,445**

The numbers are Year-To-Date for the week ending on October 26, 2013.

Central Area: http://www.lapdonline.org/assets/pdf/cntprof.pdf

Citywide: http://www.lapdonline.org/assets/pdf/cityprof.pdf

Table: CAJA Environmental Services, November 2013.

Table 4.14-3
Crime Statistics 2012

Types of Crimes	RD 162	Central	Citywide
Murder	0	3	298
Rape	1	33	778
Robbery	21	523	8,949
Aggravated Assault	9	419	8,281
Burglary	11	226	16,224

[65] *191,512 crimes / 3,790,185 persons x 1,000 persons = 51 crimes per 1,000 persons.*

Table 4.14-3
Crime Statistics 2012

Types of Crimes	RD 162	Central	Citywide
Burglary / Theft Vehicle	45	882	26,327
Theft from Person	7	189	1,519
Other Theft	210	1,625	27,435
Vehicle Theft	13	335	15,356
Other Assault	61	1,663	32,114
Forgery / Counterfeit	6	82	2,481
Fraud	9	301	12,761
Embezzlement	5	28	651
Vandalism	28	628	18,704
Weapon	1	72	1,259
Pimp / Pandering	0	1	86
Other Sex Offense	5	148	3,306
Against Family Children	0	13	802
Disorderly Conduct	0	32	389
Vagrancy	2	87	1,601
All Other Violations	16	586	12,191
Total	**450**	**7,876**	**191,512**

Table: CAJA Environmental Services, November 2013.

Construction

Construction sites can be sources of attractive nuisances, providing hazards, and inviting theft and vandalism. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters that require their attention. Consequently, developers typically take precautions to prevent trespassing through construction sites. Most commonly, temporary fencing is installed around the construction sites.

The Project Site is generally shielded from access on the north by the existing parking structure and partially on the southwest by the 3-story residential building (South Park Hotel). The remaining sides (southeast at the adjacent surface parking lot, east at Hill Street, and west at Olive Street) would need to be secured during construction. The Project Applicant would employ construction security features, such as fencing, which would serve to minimize the need for LAPD services (see Mitigation Measure 14-2). This measure would reduce potential construction impacts on police protection services to less than significant.

Operation

Development of the Project would include construction of a residential tower containing ground floor retail uses. As such, the Project could potentially increase the number of police service calls due to an increase in onsite residents, employees, and customers. The potential for crime can be reduced with site-specific designs and features (see Mitigation Measure 14-3).

The Project would include standard security measures such as adequate security lighting, controlled residential access, and secure parking facilities. Retail access for pedestrians would be provided along Olive Street and Hill Street. Vehicular and pedestrian access would be provided off both Hill and Olive Streets. The Project tower fronts South Hill Street, with the main residential lobby as well as a valet drop off area with access to the podium parking. South Olive Street has a second, smaller residential lobby that services residential units in the podium. Although the Project would not require the construction of a new or expanded police station, the construction of which could cause a significant impact to the environment, and the impacts with regard to this issue area would be less than significant, Mitigation Measures 14-2 and 14-3 would further reduce the impacts associated with police services.

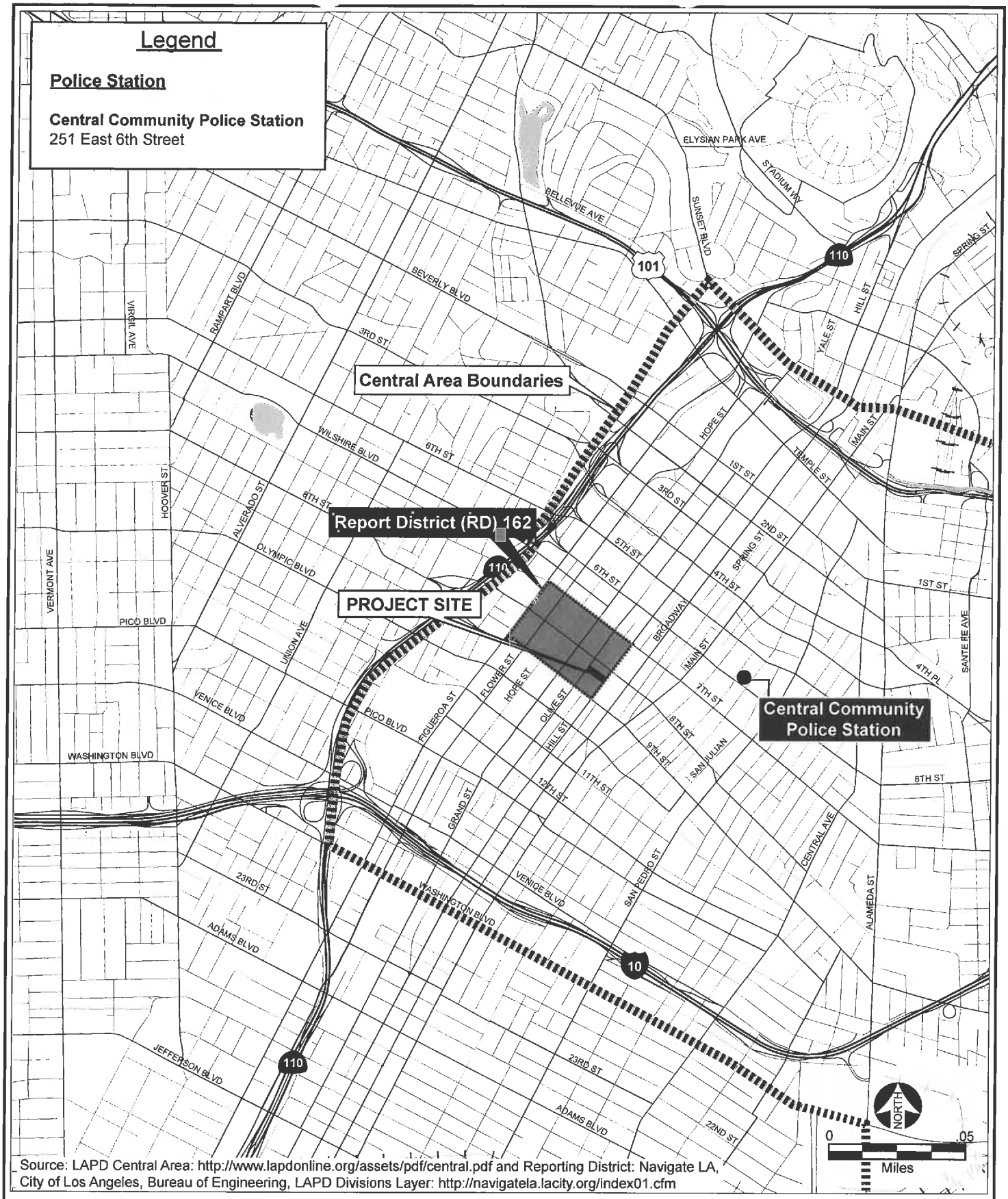
Mitigation Measures

14-2 Public Services (Police – Demolition/Construction Sites)

Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

14-3 Public Services (Police)

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



Source: LAPD Central Area: http://www.lapdonline.org/assets/pdf/central.pdf and Reporting District: Navigate LA, City of Los Angeles, Bureau of Engineering, LAPD Divisions Layer: http://navigatela.lacity.org/index01.cfm

CAJA Environmental Services, LLC

Figure 4.14-2
Police Station Location

iii) Schools?

Less than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for additional school facilities.

The Project Site is served by the following Los Angeles Unified School District (LAUSD) schools:[66]

Elementary (K-5):

- 9th Street Elementary, 835 Stanford Avenue

Middle School (6-8):

- Liechty Middle, 650 S. Union Avenue

High School (9-12):[67]

- Contreres Learning Center - Academic Leadership Community, 322 S. Lucas Avenue
- Contreres Learning Center - School of Social Justice, 322 S. Lucas Avenue
- Contreres Learning Center - Los Angeles School of Global Studies, 322 S. Lucas Avenue
- Civitas School of Leadership, 1200 W. Colton Street
- Cortines School of Visual and Performing Arts, 450 N. Grand Avenue
- Belmont Senior High, 1575 W. 2nd Street
- Los Angeles Teacher Preparatory Academy, 1575 W. 2nd Street
- Roybal Learning Center, 1200 W. Colton Street

The schools are shown in Figure 4.14-3, School Locations.

There are no anticipated new schools planned for the area.[68]

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[66] *LAUSD Resident School Identifier: http://rsi.lausd.net/ResidentSchoolIdentifier/.*

[67] *The Project is within a School Choice Area and in the Belmont Academic Zone. Schools and programs that are part of a "school choice area" pull enrollments from the school(s) that have resident areas, as defined by attendance boundaries. The individual school and calculated total capacities and enrollments for school choice areas are reported to show current and projected seating overage/shortage and overcrowding.*

[68] *Response from Rena Perez, Director of Master Planning and Demographics, Los Angeles Unified School District, October 30, 2013.*

As shown on Table 4.14-4, the Project would generate an increase of approximately 236 elementary, 59 middle, and 118 high school students, for a total increase of approximately 413 students. To be conservative, this analysis assumes that all students generated by the Project would be new to LAUSD.

Table 4.14-4
Project Estimated Student Generation

Land Use	Quantity	Elementary[1]	Middle[2]	High[3]	Total
Residential	589 DU	236	59	118	413

[1]Elementary: 0.4 students per household.
[2]Middle: 0.1 students per household.
[3]High: 0.2 students per household.
Source (rates): LAUSD 2012 Developer Fee Justification Study, February 9, 2012.
Table: CAJA Environmental Services, November 2013.

Proximity to Schools

The Project Site is not in close proximity to any public schools.[69] 9th Street Elementary is approximately 3,750 feet southeast. There are private schools, professional schools, and religious affiliated schools in the area. None are located within the nearest blocks around the Project Site. The nearest private schools include:

- Fashion Institute of Design and Merchandising, 919 S. Grand Avenue, approximately 660 feet west; and
- Chicago School of Professional Psychology, 617 W. 7th Street, approximately 1,140 feet north.

These private schools are professional schools that serve adult students. As such, construction activities would not have the potential to impact the normal operation of these schools, including bus routes and pedestrian walkways.

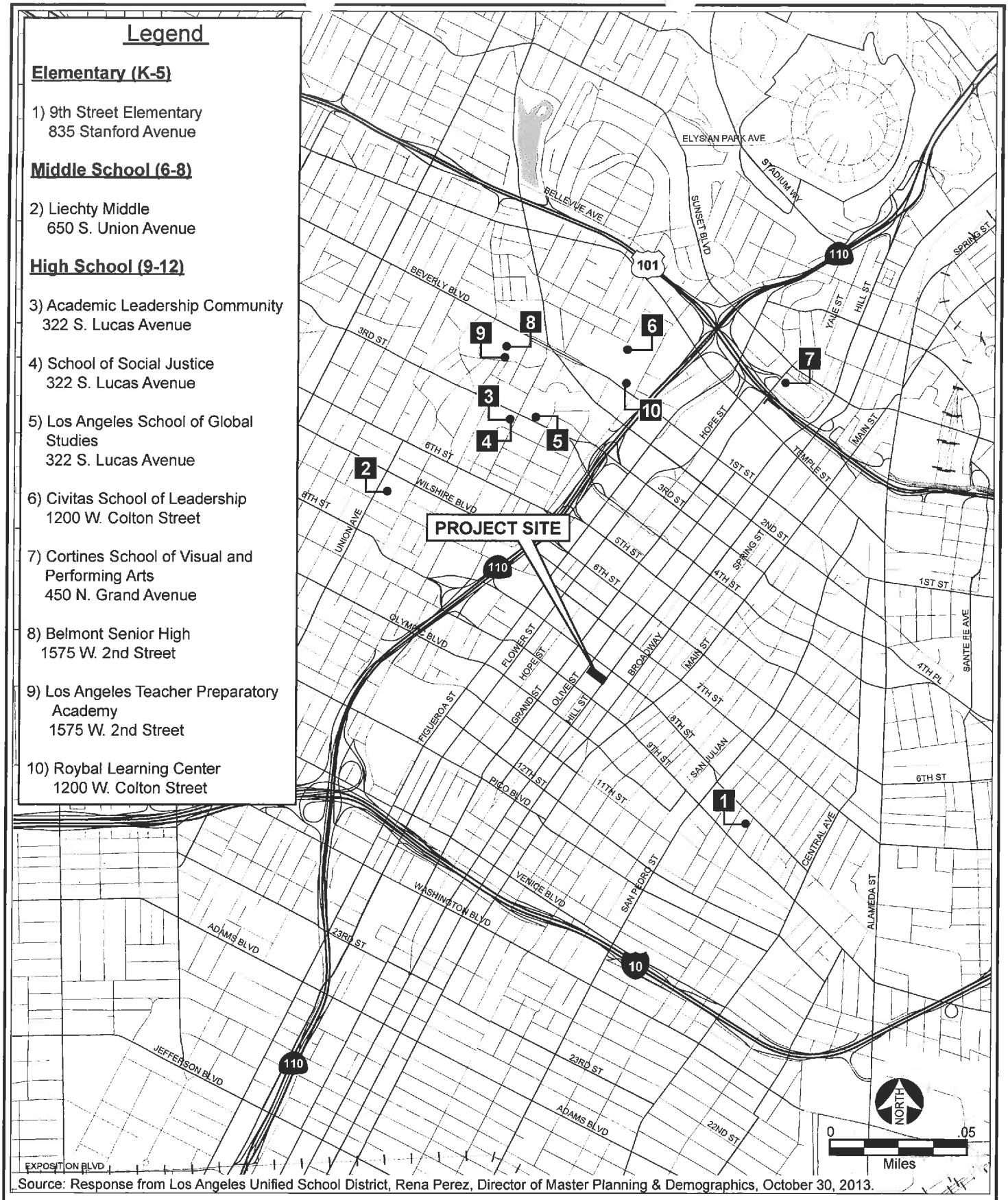
School Fees

California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school

[69] *LAUSD Map of East Area: http://home.lausd.net/apps/pages/index.jsp?uREC_ID=178746&type=d.*

facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by California Education Code Section 17620.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits, and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA, or other state or local law (Government Code Section 65996). Furthermore, per Government Code Section 65995.5-7, LAUSD has imposed developer fees for commercial/industrial and residential space. Overall, the payment of school fees in compliance with SB 50 would be mandatory and would provide full and complete mitigation of school impacts for the purposes of CEQA, therefore impacts would be less than significant.



Source: Response from Los Angeles Unified School District, Rena Perez, Director of Master Planning & Demographics, October 30, 2013.

CAJA Environmental Services, LLC

Figure 4.14-3
School Locations

iv) Parks?

Less than Significant Impact. A significant impact to parks would occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts.

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. A one-mile radius is the standard service radius for neighborhood parks, and a two-mile radius is the standard for community and regional parks.[70]

Table 4.14-5, Parks, lists the parks that are located near the Project Site.

The parks are shown in Figure 4.14-4, Park and Open Space Locations.

Table 4.14-5
Parks

Name	Address	Acres	Features
Neighborhood Parks (less than 10 acres and within one mile radius of the Project Site)			
Contreras Learning Center	322 S. Lucas Avenue	n/a	Pool (Summer use only)
6th & Gladys Park	611 Gladys Avenue	0.33	Basketball court
Spring Street Park	426 S. Spring Street	0.70	Seating
Alvarado Terrace Park	1342 S. Alvarado Street	0.96	Children's play area, gazebo.
Maguire Gardens	630 W. 5th Street	1.64	Seating
City Hall Park	200 N. Spring Street	1.75	Seating
Aliso Pico Recreation Center	370 S. Clarence Street	1.97	Auditorium, children's play area, basketball courts, indoor gym, volleyball courts, baseball diamond, tennis courts, community room, computer labs, cultural educational facility, kitchens, sports field, music room
Grand Hope Park	919 S. Grand Avenue	2.5	Playground, benches, fountain
Toberman Recreation Center	1725 Toberman Street	2.74	Auditorium, barbecue pits, baseball diamond (lighted), basketball courts (lighted/outdoor), children's play area, community room, indoor gym (without weights), picnic tables.
Pecan Recreation Center	127 S. Pecan Street	4.28	Basketball courts, children's play area, community room, handball courts, indoor gym, picnic tables, seasonal pool, volleyball courts
Pershing Square	532 S. Olive Street	5	Fountain, seating, concert stage
Community Parks (greater than 10 acres and within two mile radius of the Project Site)			
EXPO Center Rose Garden	3980 S. Menlo Avenue	10.39	Rose garden.
Vista Hermosa Park	100 N. Toluca Street	10.5	Trails, picnic grounds, playground, soccer field,

[70] *Response from Michael Shull, Assistant General Manager, LADRP, December 20, 2013.*

			amphitheater
Grand Park	200 N. Grand Avenue	12	Fountain, tables, dog park, event space
Echo Park	751 Echo Park Avenue	23.7	Lake, fishing, pedal boats, picnic tables
MacArthur Park	2230 W. 6th Street	29.87	Auditorium, children's play area, picnic tables, lake
Regional Park (greater than 50 acres and within two mile radius of the Project Site)			
None within 2 miles			
LADRP Facility Finder: http://www.laparks.org/dos/reccenter/reccenter.htm and http://www.laparks.org/dos/parks/parks.htm Written correspondence with Michael Shull, Assistant General Manager, LADRP, December 20, 2013.			

While the LADRP is currently in the process of implementing the 50 Parks Initiative, these are small pocket parks of less than half an acre, often only one tenth of an acre, and have a service radius of one-half mile. The LADRP doers not have current plans for construction or expansion of parks and recreational facilities that have a two-mile service radius, within a two-mile radius of the Project Site.[71]

The Public Recreation Plan, a portion of the Service Element of the City's General Plan sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0. The Central City Community Plan has a parkland acres-to-population ratio of neighborhood and community parks of 0.10.[72]

The Project would generate approximately 907 residents and approximately eight new employees. However, employees of commercial developments do not typically frequent parks or recreation centers during work hours, but are more likely to use parks or recreation centers near their homes during non-work hours. According to the standards provided in the Public Recreation Plan, the 907 new residents would require 3.63 acres to maintain the standard of four acres per 1,000 people. The City requires developers to dedicate parkland or pay fees in lieu of parkland dedication.

Table 4.14-6, Required Open Space, shows the Project's open space requirement. As shown therein, the Project is required to provide 66,150 square feet of open space. As shown in Table 4.14-7, Provided Open Space, the Project would provide 60,070 square feet of open space (31,220 square feet of common open space and 28,850 square feet of private open space from private balconies). Therefore, there would be an open space shortfall of approximately 6,080 square feet when compared LAMC requirements.

[71] *Ibid.*
[72] *Ibid.*

Table 4.14-6
Required Open Space

Type	Quantity	Ratio	Total (sf)
= 1 Habitable Room	170 units	100 sf per unit	17,000
< 3 Habitable Rooms	193 units	100 sf per unit	19,300
= 3 Habitable Rooms	194 units	125 sf per unit	24,250
> 3 Habitable Rooms	32 units	175 sf per unit	5,600
Total Required	***589 units***	--	***66,150 sf***

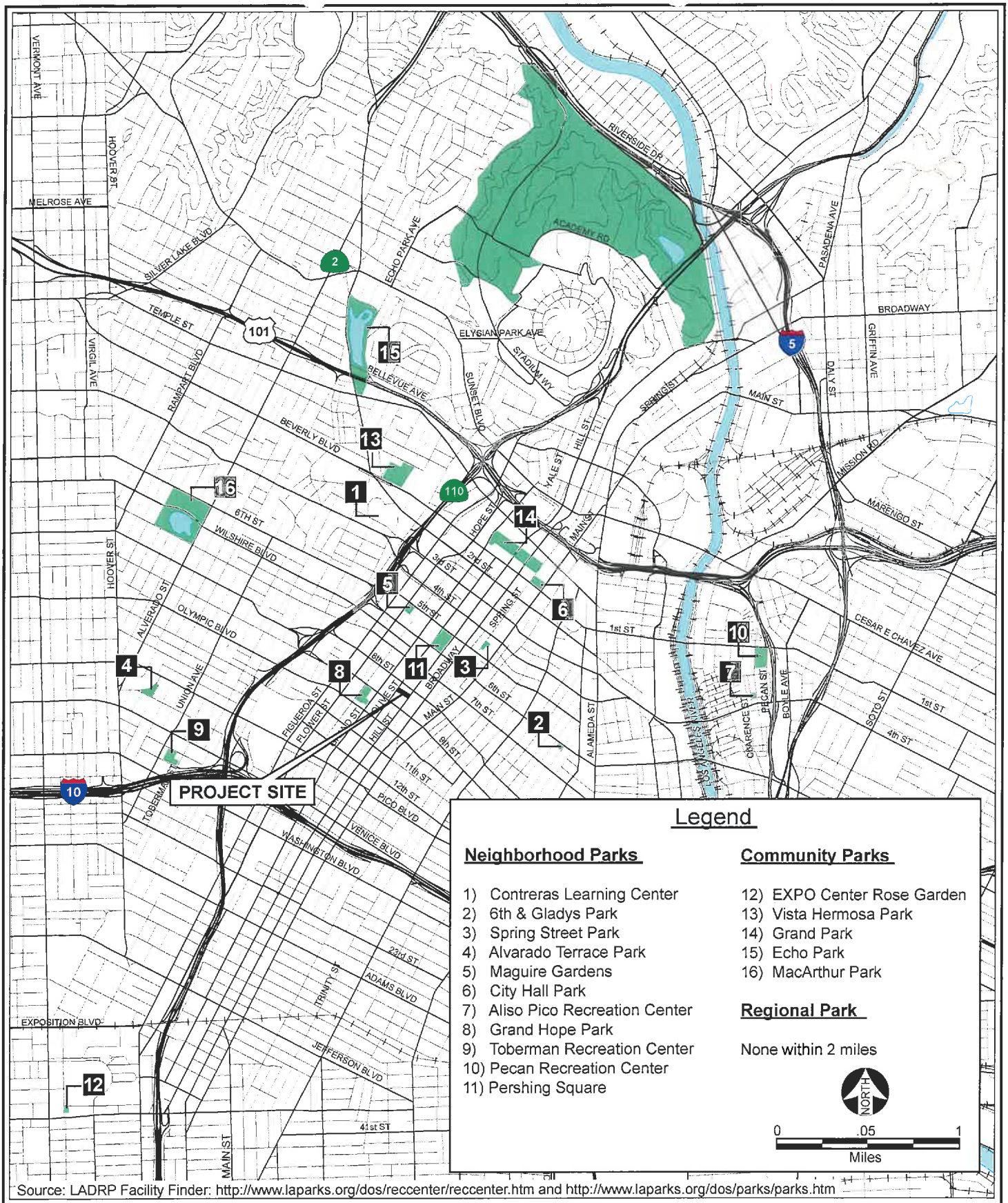
Source: Chris Dikeakos Architects, Inc., December 16, 2013.

Table 4.14-7
Provided Open Space

Type	Total (sf)
Common Open Space at Level 1	1,975
Level 6 Landscaped Roof Deck	18,390
Level 6 Floor Garden Plaza, Indoor/Outdoor Flex Space	4,700
Common Open Space at Level 6 Amenity Indoor	6,155
Total Common	**31,220**
Private Balconies	28,850
Total Private	**28,850**
Project Total (Common + Private)	**60,070**

Source: Chris Dikeakos Architects, Inc., December 19, 2013.

While the proposed onsite open space does not meet the required amount, the developer is required per Section 17.12 A or 17.58 of the Los Angeles Municipal Code to pay Quimby fees to the City to satisfy its obligations to maintain a ratio of 4 acres per 1,000 residents. Therefore, impacts to parks and recreation centers will be less than significant.



Source: LADRP Facility Finder: http://www.laparks.org/dos/reccenter/reccenter.htm and http://www.laparks.org/dos/parks/parks.htm

CAJA Environmental Services, LLC

Figure 4.14-4
Park and Open Space Locations

v) Other public facilities?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities, such as libraries, which would exceed the capacity to service the Project Site.

The City of Los Angeles Public Library (LAPL) provides library services throughout the City. On February 8, 2007, the Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes criteria for new libraries, which recommends new size standards for the provision of LAPL facilities: 12,500 square feet for communities with a population of less than 45,000, 14,500 square feet for communities with a population of more than 45,000, and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

The Central Library is the closest library to the Site, approximately 0.5-mile northeast along Olive and 5th Streets.[73] The Little Tokyo Branch Library is also nearby, approximately 1.0 mile east along Los Angeles Street.

The two libraries are shown in Figure 4.14-5, Library Locations.

Table 4.14-8 describes the libraries that would serve the Project.

There are no plans to expand the Central Library or the Little Tokyo Branch Library. There are no plans for new libraries to serve this community.[74]

The Project would generate approximately 907 residents and approximately eight new employees. However, employees of commercial developments do not typically frequent libraries during work hours, but are more likely to use libraries near their homes during non-work hours. The additional residents represent a negligible amount of the current service population and would be accommodated in the future service population of the Central Library, which serves the entire City. The Little Tokyo Branch would also serve the additional resident population. Therefore, impacts to library service would be less than significant.

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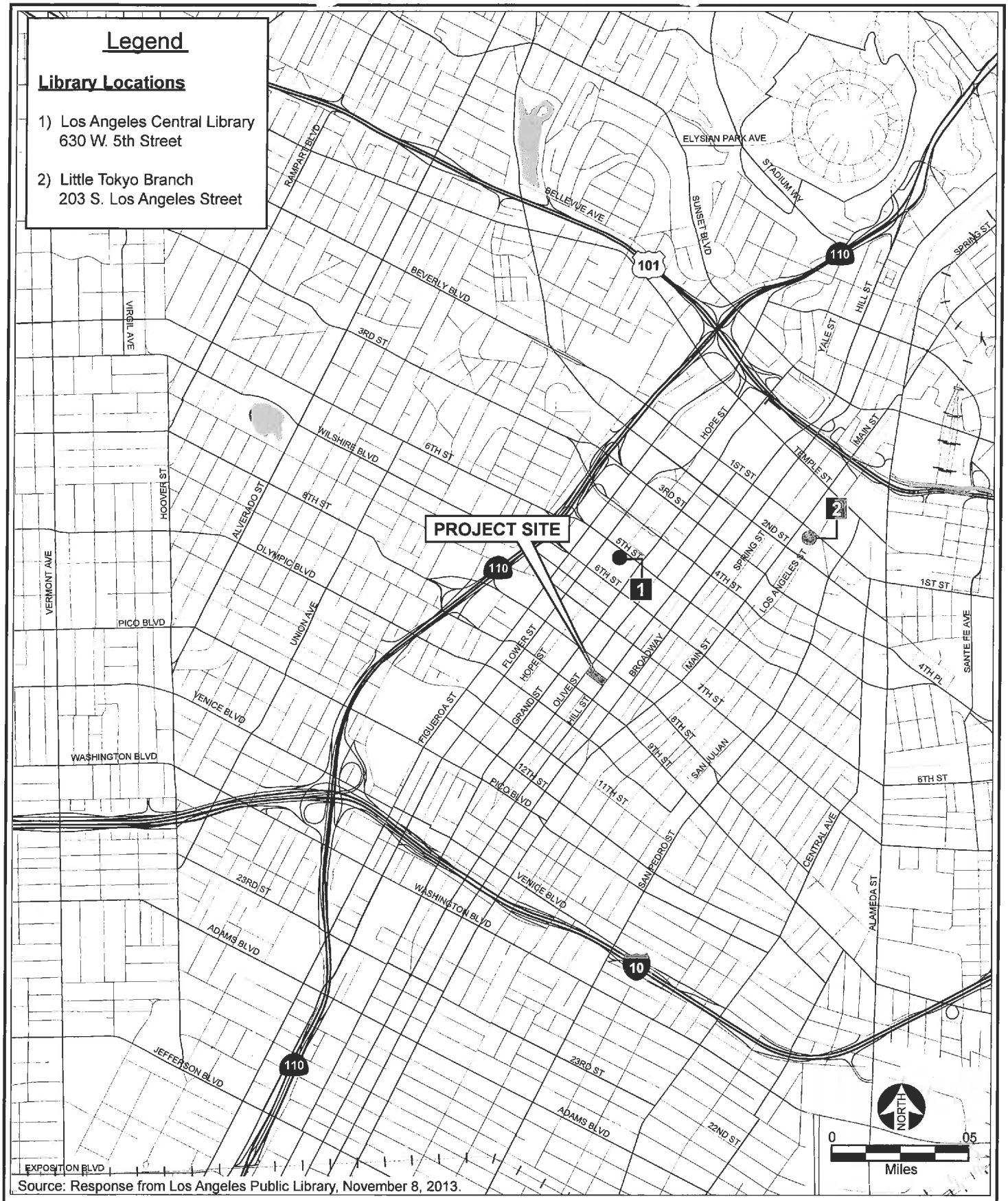
[73] *Los Angeles Public Library locations: http://www.lapl.org/branches.*

[74] *Response from Tom Jung, Management Analyst II, Los Angeles Public Library, November 8, 2013..*

Table 4.14-8
Los Angeles Public Libraries

Name	Address	Size (sf)	Collection Size / Circulation	Staffing	Current / Future Service
Los Angeles Central Library	630 W. 5th St.	538,000	2.6 million / 1.2 million	275	3,792,621 / 4,298,891
Little Tokyo Branch	203 S. Los Angeles St.	12,500	67,107 / 143,317	8.25	48,889 / 52,939

Staffing – full-time equivalent
Current Service population (2010 Census); Future Service population (estimated by 2020 by SCAG).
Source: Response from Los Angeles Public Library, November 8, 2013.
Table: CAJA Environmental Services, November 2013.



Source: Response from Los Angeles Public Library, November 8, 2013.

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Figure 4.14-5
Library Locations

15. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities.

The Project would generate approximately 907 residents and approximately eight new employees. However, employees of commercial developments do not typically frequent parks or recreation centers during work hours, but are more likely to use parks or recreation centers near their homes during non-work hours.

While the proposed onsite open space does not meet the required amount, and while the increased number of residents may lead to physical deterioration of facilities or accelerate deterioration, the payment of Quimby fees (identified as Mitigation Measure 14-5) would be used to offset the increased demand and provide a fund for future recreational facilities provided by the LADRP. Therefore, impacts would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment.

The Project does not include construction or expansion of recreational facilities. There would be private residential recreational amenities, built as part of the residential building. Therefore, impacts would be less than significant.

16. TRANSPORTATION AND TRAFFIC

This section is based on the following report: Traffic Impact Study for Proposed Olive (820) Mixed-Use Project Downtown Los Angeles, Crain & Associates, October 2013.

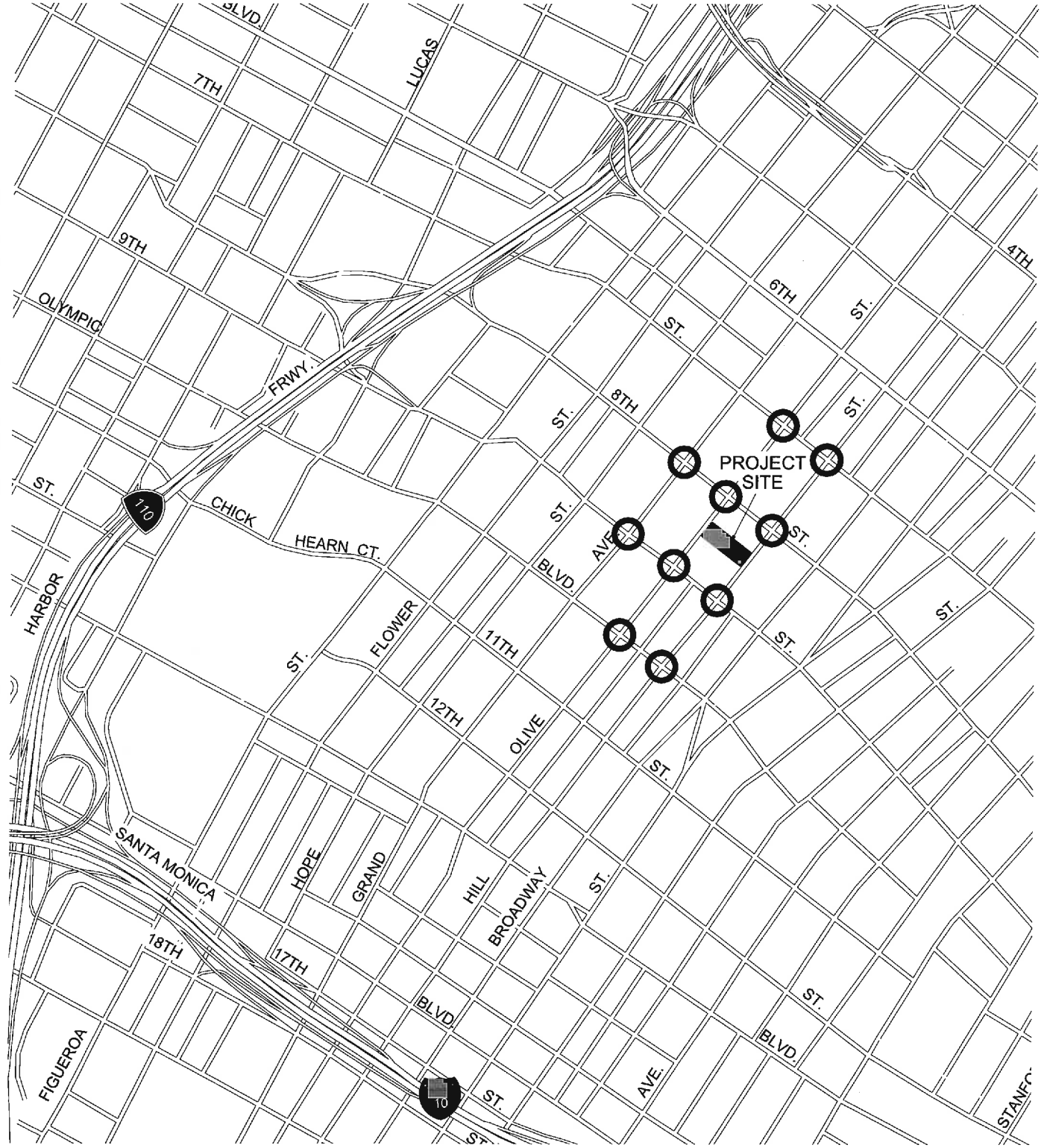
a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. A significant impact may occur if roadways and intersections that would carry project-generated traffic would exceed adopted City of Los Angeles Department of Transportation (LADOT) thresholds of significance.

To assess the Project's traffic-related impact on area roadways, an analysis of current traffic conditions was conducted on the streets and highways serving the Project area. The following 10 intersections were selected for analysis in consultation with LADOT in order to determine potential Project-related impacts:

1. Olive Street and 7th Street
2. Hill Street and 7th Street
3. Grand Street and 8th Street
4. Olive Street and 8th Street
5. Hill Street and 8th Street
6. Grand Avenue and 9th Street
7. Olive Street and 9th Street
8. Hill Street and 9th Street
9. Olive Street and Olympic Boulevard
10. Hill Street and Olympic Boulevard

These study intersections are located along the primary access routes to and from the Project Site and are expected to be most directly affected by Project-generated traffic. The locations of these study intersections relative to the Project Site are shown in Figure 4.16-1, Study Intersection Location Map.



Source: Crain & Associates, October 2013.

CAJA Environmental Services, LLC

Figure 4.16-1
Study Intersection Location Map

Project Setting

The Project Site is within the Central Business District of the City of Los Angeles, being within the City Center Project Area established by the Community Redevelopment Agency (CRA) and the Central City Community Plan Area of the City of Los Angeles General Plan. The Site, at 820 Olive Street, is located mid-block on Olive Street between 8th Street and 9th Street and spans from Hill Street on the east to Olive Street on the west.

The surrounding area is developed with a mixture of commercial, quasi-public and residential uses. Immediately adjacent to the Project Site are a large public parking structure bordering to the north and a three-story commercial/hotel building and surface parking lot bordering to the south. Generally, multi-family residential, office, retail, and industrial uses occupy the areas to the south and east of the Site. To the north and west of the Site is the downtown business and financial district with high-rise office buildings.

The Project Site and surrounding uses are well served by Major and Secondary Highways, such as 7th Street, 8th Street, 9th Street, Olympic Boulevard, Grand Avenue, Olive Street, and Hill Street. In addition, two freeways, the Harbor Freeway and the Santa Monica Freeway, are within one-half mile and one mile of the site, respectively, and provide regional access. These and other transportation facilities are described below.

Freeways

The Harbor Freeway (I-110) is an eight-to-ten-lane facility in the study area, and interchanges with the Hollywood, Santa Ana and Santa Monica Freeways. It provides convenient access between the Project Site and the greater Los Angeles metropolitan area. The Harbor Freeway begins as Interstate 110 in San Pedro to the south, becoming State Route 110 as it passes through downtown Los Angeles and continues northeasterly as the Pasadena Freeway into the City of Pasadena. The Harbor Freeway interchanges with the Santa Monica Freeway approximately one mile southwest of the Site. There is a northbound on-ramp on 8th Street and a northbound off-ramp on 9th Street. A southbound on-ramp is provided on 8th Street at Bixel Street, while southbound off-ramps are located on 8th Place.

The Santa Monica Freeway (I-10) is located within one mile south of the Site. It extends easterly from the City of Santa Monica through downtown Los Angeles, and continues easterly as the San Bernardino Freeway into San Bernardino and Riverside Counties. The Santa Monica Freeway has four lanes in each direction, with auxiliary lanes between some ramp locations. There is an eastbound on-ramp on Flower Street at 18th Street and another eastbound on-ramp on Los Angeles Street. An eastbound off-ramp is located on Grand Avenue at 18th Street. A westbound on-ramp is on Grand Avenue at 17th Street. The closest westbound off-ramp is on Los Angeles Street at 17th Street. The Santa Monica Freeway has a full interchange with the Harbor Freeway approximately one-half mile southwest of the Site.

Streets and Highways

7th Street, an east-west Modified Major Highway II, operates two travel lanes in each direction with left channelization at major intersections. Parking is restricted during peak hours along 7th Street, with limited parking available during off-peak hours.

8th Street, an east-west Modified Secondary Highway, operates as a one-way westbound street between Garland Avenue and Santee Street near the Project Site. West of Garland Avenue and east of Santee Street, 8th Street operates as a two-way street. West of Figueroa Street, 8th Street has five westbound lanes. East of Figueroa Street, it has three to four westbound lanes. During off-peak hours, short-term parking is generally permitted along both sides of the one-way street.

9th Street, an east-west Modified Secondary Highway, operates as a one-way eastbound street between Golden Avenue and Santee Street near the Project Site. West of Garland Avenue and east of Santee Street, 9th Street operates as a two-way street. West of Flower Street, 9th Street has five eastbound lanes. East of Flower Street, it has three to four eastbound lanes. Both sides of the one-way street generally provide short-term parking during off-peak hours.

Olympic Boulevard is an east-west Modified Major Highway with two to three lanes in each direction west of Figueroa Street. It generally has two lanes per direction east of Flower Street. Short-term parking is permitted along segments of Olympic Boulevard during off-peak hours.

Grand Avenue, a Modified Major Highway Class II, operates one-way southbound with three vehicular lanes and a bike lane between 5th and 18th Streets. North of 5th Street and south of 18th Street, Grand Avenue operates as a two-way street. Short-term parking is permitted along portions of Grand Avenue on both sides, except during PM peak hours.

Olive Street, a Modified Secondary Highway, operates one-way northbound with three vehicular lanes and a bike lane between 5th and 18th Streets. North of 5th Street and south of Washington Boulevard, Olive Street operates as a two-way street. Short-term parking is allowed along limited portions of Olive Street on both sides, except during PM peak hours.

Hill Street, a Modified Secondary Highway, operates one to two lanes in each direction with left channelization at major intersections. Parking is generally permitted along some portions of Hill Street.

Existing Public Transit

The Project area is well served by a number of public transit operators, including the Los Angeles County Metropolitan Transportation Authority (Metro) and LADOT. The Project Site's proximity to Union Station, approximately 1.5 miles to the northeast, also links it to Amtrak, Metrolink, and Metro Rail services as well as to numerous bus routes operated by the Metro and LADOT.

Metro Bus Transit

The study area's major streets provide bus transit access between downtown Los Angeles and the greater metropolitan area. Frequent peak-hour service reaches a variety of destinations within and outside the study area. Metro operates more than 30 local and limited stop routes within reasonable walking distance (one-quarter mile) of the Project Site. Operating adjacent or proximate to the Site are Lines 14, 37, 70, 71, 76, 78, 79, 96, 378 and 770 along Grand Avenue traveling southbound and Olive Street traveling northbound; Lines 2, 4, 28, 81, 83, 90, 91, 94, 728 and 794 along Hill Street; Lines 2, 4, 30, 40, 45, 84, 330 and 745 along Broadway; Lines 28, 33, 38, 55, 83, 355, 733 and 728 along Spring Street; Lines 51, 52 and 352 along 7th Street; Lines 66 and 81 along 8th Street traveling westbound and 9th Street traveling eastbound; and Lines 28 and 728 along Olympic Boulevard. Most of these routes have average headways of five to 20 minutes during peak hours.

Metro Rail Lines

The Metro also operates a rail system, which travels between downtown Los Angeles and surrounding communities and cities. Located one-quarter to one-half mile northwest of the Project Site is the 7th Street/Metro Center Station, served by the Blue Line, Expo Line, Purple Line, Red Line, and Silver Line (bus rapid transit).

The Blue Line runs north-south between downtown Los Angeles and downtown Long Beach. It runs at-grade to the south, and transitions to below grade along Flower Street between 11th and 12th Streets and continues underground to 7th/Metro Center Station. The 7th Street/Metro Center Station is also served by numerous Metro bus lines, several Commuter Express lines, DASH routes and other municipal transit lines. The Blue Line runs seven days a week from approximately 4:00 AM to midnight. Headways are five to 20 minutes overall, with weekday PM peak period headways of approximately five minutes.

The Expo Line operates between downtown Los Angeles and the City of Culver City (with an extension to the City of Santa Monica currently under construction and scheduled for completion in 2015, prior to completion of the Project) along a route with above grade, surface and below grade segments. This line also serves the Pico Station and 7th/Metro Center. Running seven days a week, the Expo Line is in operation from approximately 5:30 AM to midnight. Overall headways range from 10 to 20 minutes, with weekday PM peak period headways of approximately 12 minutes.

Also served by the station, the Purple Line runs from the Koreatown neighborhood to downtown. Overlapping the Purple Line from downtown to the Wilshire/Vermont Station, the Red Line then splits off and travels through the Hollywood community and northward to the North Hollywood community in the San Fernando Valley. Both the Red and Purple Lines travel below grade and operate with headways of approximately 5-10 minutes on weekdays and 5-15 minutes on weekends.

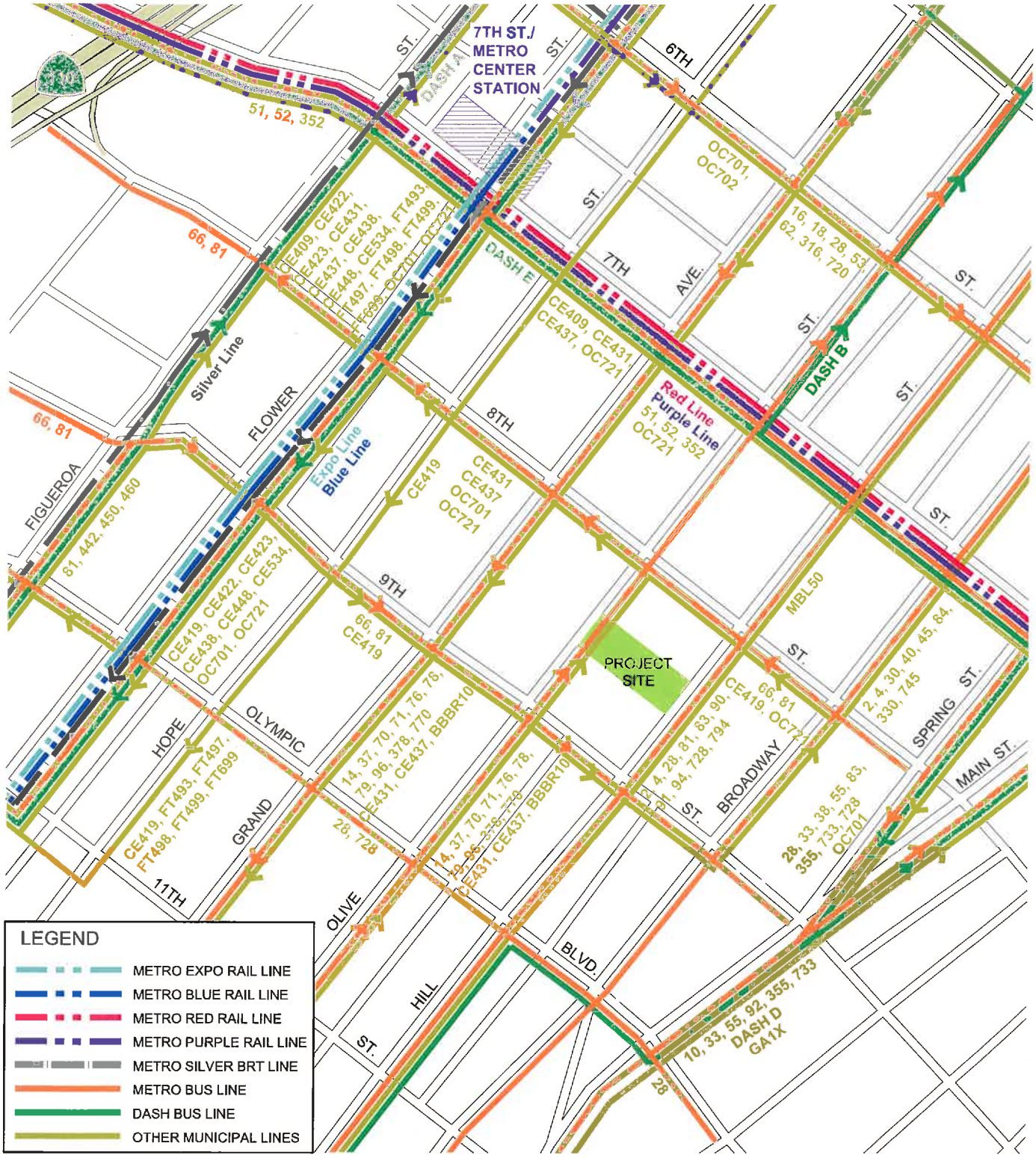
LADOT DASH Bus Transit

LADOT operates DASH (Downtown Area Short Hop), the downtown shuttle bus transit system. DASH operates primarily on weekdays; however, it also provides weekend service for the majority of the downtown area. DASH Route B operates on weekdays providing service between the Chinatown area and the Financial District. Running between the City West area and the Fashion District, DASH Route E operates on weekdays and weekends. Nearest the Project Site, Routes B and E have stops at the intersection of Olive Street and 7th Street. DASH Route D operates on weekdays between Union Station and the South Park area, with the nearest stop to the Project Site at the Hill Street/Olympic Boulevard intersection. Average headways on DASH routes are approximately five to 15 minutes.

Other Bus Transit

Several other transit operators also provide bus services within the vicinity of the Project Site. These operators include LADOT Commuter Express, Santa Monica Municipal Bus Lines, Orange County Transportation Authority Inter-County Express, Montebello Bus Lines, and Foothill Transit Silver Streak.

As is evident from the above information, the Project Site and surrounding area are well served by public transit. When transfer opportunities are considered, the Site is accessible to and from the greater Los Angeles region via public transit. Thus, it is expected that many of the person trips generated by the Project will utilize public transit as the primary transportation mode instead of private vehicles. The public transit system servicing the study area is depicted in Figure 4.16-2, Adjacent Public Transportation Routes.



Source: Crain & Associates, October 2013.

Not to Scale

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Figure 4.16-2
Adjacent Public Transportation Routes

Analysis of Existing (2013) Traffic Conditions

Traffic volumes for existing conditions at the 10 study intersections were obtained from recent manual traffic counts conducted by Crain & Associates in late September 2013 when most of the Los Angeles Unified School District (LAUSD) schools were in session. All of the counts covered the weekday peak traffic periods of 7:00 to 10:00 AM and 3:00 to 6:00 PM. Peak-hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute volumes for all vehicular movements at the intersection. The existing peak-hour volumes at the study intersections are depicted in Figure 4.16-3, Existing (2013) Traffic Volumes – AM Peak Hour, and Figure 4.16-4, Existing (2013) Traffic Volumes – PM Peak Hour. Information pertaining to intersection geometrics, bus stop locations, on-street parking restrictions and traffic signal operations were obtained from field checks, City engineering plans and recent traffic studies in the study area.

The methodology used for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in the Transportation Research Board Circular 212, Interim Materials on Highway Capacity.[75] In the discussion of the Critical Movement Analysis (CMA) for signalized intersections, procedures were developed for determining operating characteristics of an intersection in terms of the "Level of Service" (LOS) provided for different levels of traffic volume and other variables, such as the number of traffic signal phases. Level of Service describes the quality of traffic flow. Levels of Service A to C denote conditions in which traffic operations are proceeding quite well, with no interruptions in traffic flow due to traffic volumes. Level D, a more constrained condition, is the level for which a metropolitan area street system is typically designed. Level E represents volumes at or near roadway capacity, which will result in possible stoppages of momentary duration and occasional unstable flow. Level F is a forced-flow condition; occurring when a facility is overloaded and vehicles experience stop-and-go traffic with delays of long duration and increasing queue lengths.

A determination of the LOS at an intersection where traffic volumes are known or have been projected can be obtained through a summation of the critical movement volumes at that intersection. Critical movement volumes are the highest total of conflicting traffic (on a per lane basis) for each signal phase. Once the sum of critical movement volumes has been obtained, the values indicated in Table 4.16-1 can be used to determine the applicable LOS.

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[75] *Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.*

Table 4.16-1
Critical Movement Volume Ranges* For Determining Levels of Service

Service	Phase	Phase	More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	Not Applicable		

**For planning applications only (i.e., not appropriate for operations and design applications). Also a computerized traffic signal coordination system, such as Automated Traffic Surveillance and Control (ATSAC), increases these values by approximately seven percent. With the addition of a further upgrade, such as Adaptive Traffic Control System (ATCS), an additional three percent increase in these values occurs.*

Capacity is defined to represent the maximum total hourly movement volume that has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of LOS E, as indicated in Table 4.16-2. The CMA values used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. The LOS corresponding to a range of CMA values is shown in Table 4.16-2.

Table 4.16-2
Level of Service Definitions for Signalized Intersections*

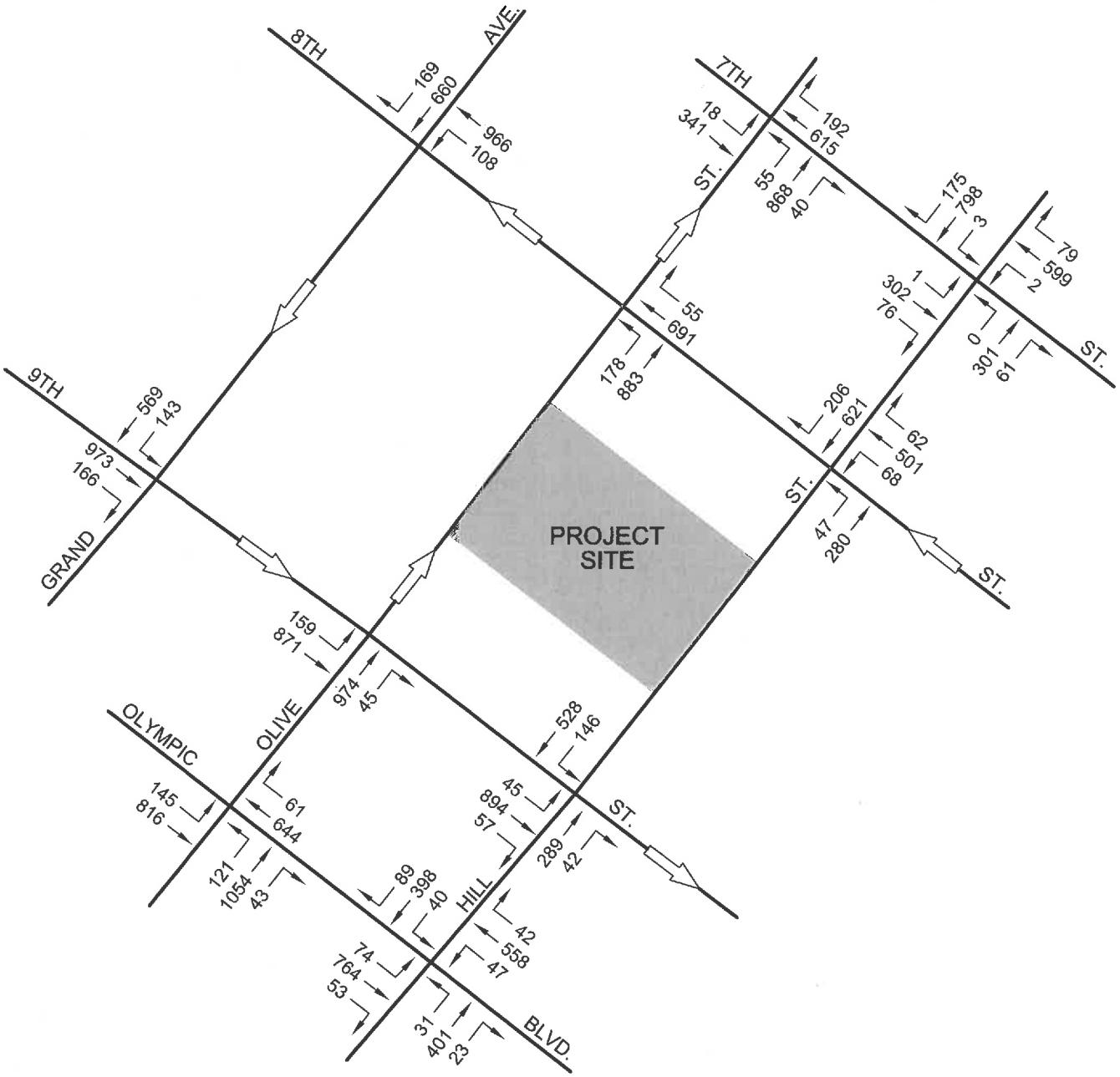
Level of Service	Volume/Capacity Ratio	Delay per Vehicle (sec/veh)	Definition
A	0.000 - 0.6000	<= 10	Excellent. No vehicle waits longer than one red light and no approach is fully used.
B	0.601 - 0.700	<= 10-20	Very Good. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	> 20-35	Good. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	> 35-55	Fair. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	> 55-80	Poor. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	> 80	Failure. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously

			increasing queue lengths.
* Source: LADOT Traffic Study Policies and Procedures, June 2013.			

By applying this analytical procedure to the study intersections, the CMA values and the corresponding LOS for existing traffic conditions were determined. Existing condition results of the Critical Movement Analysis for the study intersections are calculated as shown in Table 4.16-3. These results indicate that all of the study intersections are currently operating at Levels of Service ranging from A to C in both peak hours.

Table 4.16-3
Level of Service (LOS) Summary: Existing (2013) Traffic Conditions

No.	Intersection	AM Peak Hour		PM Peak Hour	
		CMA	LOS	CMA	LOS
1	Olive Street and 7th Street	0.387	A	0.395	A
2	Hill Street and 7th Street	0.429	A	0.323	A
3	Grand Avenue and 8th Street	0.261	A	0.429	A
4	Olive Street and 8th Street	0.249	A	0.361	A
5	Hill Street and 8th Street	0.264	A	0.401	A
6	Grand Avenue and 9th Street	0.243	B	0.408	A
7	Olive Street and 9th Street	0.345	A	0.423	C
8	Hill Street and 9th Street	0.473	A	0.555	A
9	Olive Street and Olympic Blvd.	0.493	A	0.523	A
10	Hill Street and Olympic Blvd.	0.369	A	0.441	A
Source: Crain & Associates, October 2013.					



Source: Crain & Associates, October 2013.

Not to Scale

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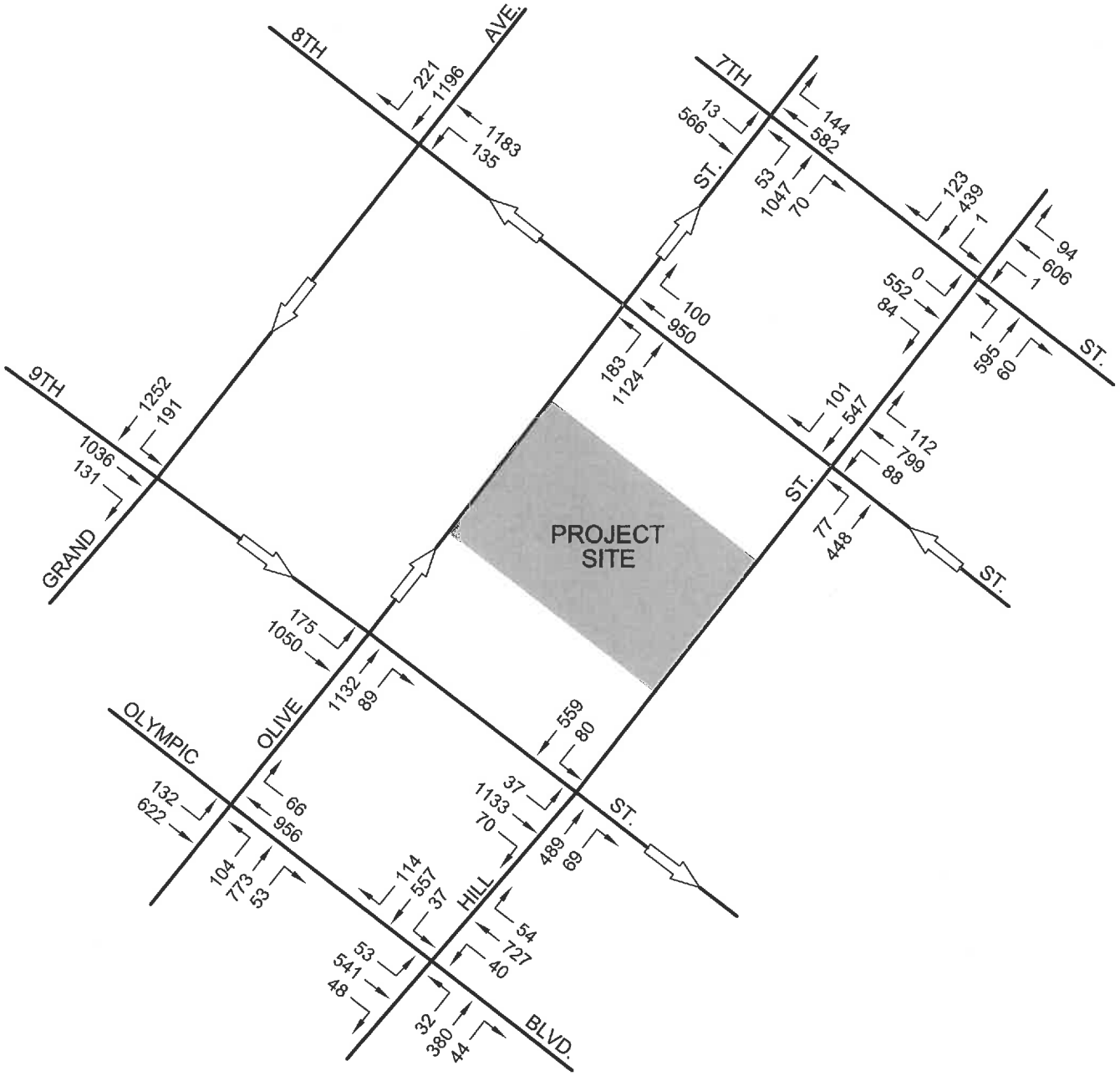
Figure 4.16-3
Existing (2013) Traffic Volumes
AM Peak Hour



Source: Crain & Associates, October 2013.

Not to Scale

CAJA Environmental Services, LLC

Figure 4.16-4
Existing (2013) Traffic Volumes
PM Peak Hour

Project Traffic

Trip Generation

The traffic generating characteristics of many land uses, including the residential and commercial uses proposed for the Project, have been surveyed and analyzed in studies done under the auspices of the Institute of Transportation Engineers (ITE). This information has been used to develop trip generation rates and formulas that are published periodically by ITE in a handbook titled *Trip Generation*, the most recent version of which is the 9th Edition. This handbook is nationally recognized and used for most traffic impact studies in the City of Los Angeles and the surrounding region.

The trip generation rates and formulas applied to the Project uses were approved by LADOT and are presented in Table 4.16-4. These rates and formulas were used to determine the daily and peak-hour trips generated by both the existing and proposed uses on a typical weekday. The ITE rates and formulas were used as indicated in Table 4.16-4. These rates/formulas present a conservative condition, as they do not account for such trip-reducing factors as "internal" trips, extensive transit usage, or "pass-by" trips. These factors play a significant role in determining the actual traffic generating characteristics of a project and, therefore, adjustments to the traffic generation estimates based upon the ITE rates and formulas were deemed appropriate for this analysis and were approved by LADOT.

Table 4.16-4
Project Trip Generation Rates

ITE Land Use Code	Land Use/Description	ITE Trip Generation Formula
220	Apartment	
	Daily:	T = (6.06 *A) + 123.56
	AM Peak Hour:	T = (0.49 *A) + 3.73
	Inbound:	20%
	Outbound:	80%
	PM Peak Hour:	T = (0.55 *A) + 17.65
	Inbound:	65%
	Outbound:	35%
932	Retail/Restaurant	
	Daily:	127.15 Trips per KSF of Building Area
	AM Peak Hour:	10.81 Trips per KSF of Building Area
	Inbound:	55%
	Outbound:	45%
	PM Peak Hour:	9.85 Trips per KSF of Building Area
	Inbound:	60%
	Outbound:	40%

Source: ITE Trip Generation, 9th Edition, 2012.
ITE Land Use Code = Land-Use category code in the ITE Trip Generation Manual
T = Trip
A = Area in KSF
Residential: The apartment (LU 220) equations were conservatively applied to the entire residential area. The detailed mix of condominiums and apartments may change over time

and the LU 220 peak hour rates are higher than LU 230 (Condominium).
Retail/Rest: The High-Turnover Restaurant (LU 932) rates were conservatively applied to the entire restaurant/retail area. The detailed mix of uses may change over time and the LU 932 rates are higher than for LU 820 (Shopping Centers).

Trip reductions are expected to occur as a result of internal trips within the Project Site. This type of trip may occur within developments having more than one use. It is generally recognized that residents or patrons of a site will utilize other on-site uses if they are conveniently located and provide useful services or amenities, with the level of interaction dependent upon the number of residents or patrons, service providers, accessibility, and other factors. For the Project, some of the future residents would be expected to patronize the on-site restaurant and commercial uses, thereby reducing some of the vehicles that might otherwise generated on the local street system by the residential units, restaurant, and commercial uses. It was estimated that approximately five percent of the restaurant/commercial traffic would be attributable to the residents.

The use of public transportation is another important consideration in the evaluation of the Project's trip generation. As discussed previously, the Project is well served by various transit operators and routes. These operators provide both local and regional routes that are readily accessible to future Project residents, visitors, patrons, and employees. The standard trip generation rates do not account for significant transit usage. Therefore, in consultation with LADOT, a 15 percent adjustment was made to the Project's trip generation to account for transit usage.

A large number of Site residents and patrons are likely to choose "walk-in" or biking rather than driving as a mode of transportation. This area has a large number of other facilities and employers within walking distance from the Site. Furthermore, parking for employees or shoppers at the nearby facilities is relatively scarce and expensive. Per the 2010 Bicycle Plan, adopted on March 1, 2013, the City of Los Angeles has proposed and partially implemented a comprehensive citywide bicycle improvement plan, especially in the Downtown area. In addition, the Project proposes to provide bicycle lockers for residents, employees, and retail patrons. This combination will reduce the likelihood of persons using automobiles to travel to and from the Site to nearby jobs and retailers. Instead, both residents and retail patrons of the Project would be more likely than at a typical suburban location to choose walking as their mode of transport. Therefore, in consultation with LADOT, a five percent adjustment was made to the Project trip generation to account for walk-in/bicycle usage.

The trip reduction factors for the Project also account for "pass-by" trips. As these trips pass by the Project Site, attractions provided by the Project or other factors would result in some of those trips stopping at the Project Site. Such trips are considered to consist of an interim stop along a trip that would have existed without development of the Project and, therefore, vehicles making these stops are not considered newly generated Project trips. LADOT has developed recommended pass-by trip reduction percentages for various land uses and sizes. Based on these recommendations, it was estimated that the restaurant/commercial uses within the Project would experience a 20 percent trip reduction due to pass-by traffic. Table 4.16-5 summarizes the various Project trip reduction factors used in the analysis.

Table 4.16-5
Project Trip Reduction Factors

	Internal Trips	Transit Trips	Walk-In/Bicycle Trips	Pass-By Trips
Condominium	*	15%	5%	0%
Restaurant/Commercial	5%	15%	5%	20%

**Based on other uses.*
Source: Crain & Associates, October 2013.

Table 4.16-6 shows the estimated daily and peak-hour trip generation for the proposed uses. The Project is expected to generate approximately 3,309 net daily trips, including 264 trips during the AM peak hour and 302 trips during the PM peak hour. As approved by LADOT, these trips reflect adjustments to account for transit trips, internal trips and pass-by trips per the factors shown in Table 4.16-5.

Table 4.16-6
Project Trip Generation

LU	Use/Description	Size	Units	Daily	AM Peak Hour			PM Peak Hour		
					I/B	O/B	Total	I/B	O/B	Total
Proposed Uses										
220	Apartment	589	DU	3,693	58	234	292	222	120	342
932	Retail/Restaurant	4,500	SF	572	27	22	49	26	18	44
Subtotal [A]				**4,265**	**85**	**256**	**341**	**248**	**138**	**386**
Internal Linkages										
Apartment		Based on Commercial		(29)	(1)	(1)	(2)	(1)	(1)	(2)
Retail/Restaurant		5%		(29)	(1)	(1)	(2)	(1)	(1)	(2)
Subtotal [B]				(58)	(2)	(2)	(4)	(2)	(2)	(4)
Transit										
Apartment		15%		(550)	(9)	(35)	(44)	(33)	(18)	(51)
Retail/Restaurant		15%		(81)	(4)	(3)	(7)	(4)	(3)	(6)
Subtotal [C]				**(631)**	**(13)**	**(38)**	**(51)**	**(37)**	**(21)**	**(57)**
Walk-in/Bicycle Trips										
Apartment		5%		(156)	(2)	(10)	(12)	(9)	(5)	(14)
Retail/Restaurant		5%		(23)	(1)	(1)	(2)	(1)	(1)	(2)
Subtotal [D]				**(179)**	**(3)**	**(11)**	**(14)**	**(10)**	**(6)**	**(16)**
[E] Driveway/Adj. Int. Trips = [A] + [B] + [C] + [D]				**3,397**	**67**	**205**	**272**	**199**	**109**	**309**
[F] Retail / Restaurant Center Pass-by Trips		**20%**		(88)	(4)	(3)	(8)	(4)	(3)	(7)
[G] Area Int. Trips (Proposed Uses) = [E] + [F]				**3,309**	**63**	**202**	**264**	**195**	**106**	**302**

Source: Crain & Associates, October 2013.

Trip Distribution

Estimation of the directional distribution of the Project trips was the next step in the analytical process. This trip distribution pattern was determined by considering the nature of the proposed land uses, existing traffic patterns, characteristics of the surrounding street system, geographic location of the Project Site, and the proximity of major travel routes. Based on these factors, the trip distribution shown in Table 4.16-7 was estimated for the Project and was approved by LADOT.

Table 4.16-7
Directional Trip Distribution of Project Traffic

Direction	Project
North	20%
South	25%
East	25%
West	30%
	100%
Source: Crain & Associates, October 2013.	

The above directional distribution percentages were then disaggregated and assigned to specific routes and intersections that are expected to be used to access the Project Site. These trip assignment percentages, also approved by LADOT, are presented in Figure 4.16-5, Project Trip Distribution Percentages. By applying these percentages to the Project trip generation, Project traffic volumes at the study intersections were calculated for the AM and PM peak hours, as shown in Figures 4.16-6 and 4.16-7, respectively.

Source: Crain & Associates, October 2013.

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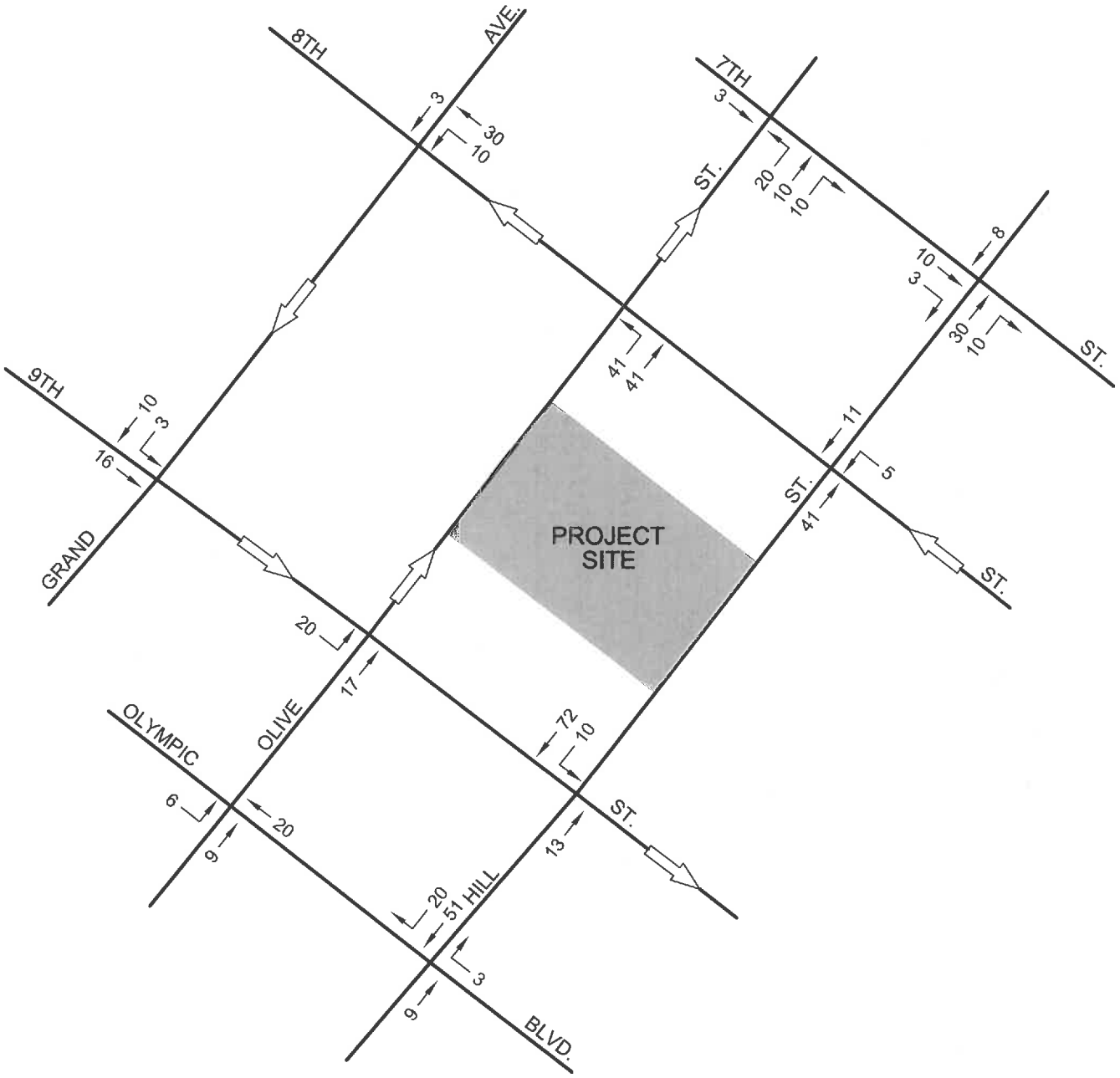
Figure 4.16-5
Project Trip Distribution Percentages



Source: Crain & Associates, October 2013.

Not to Scale

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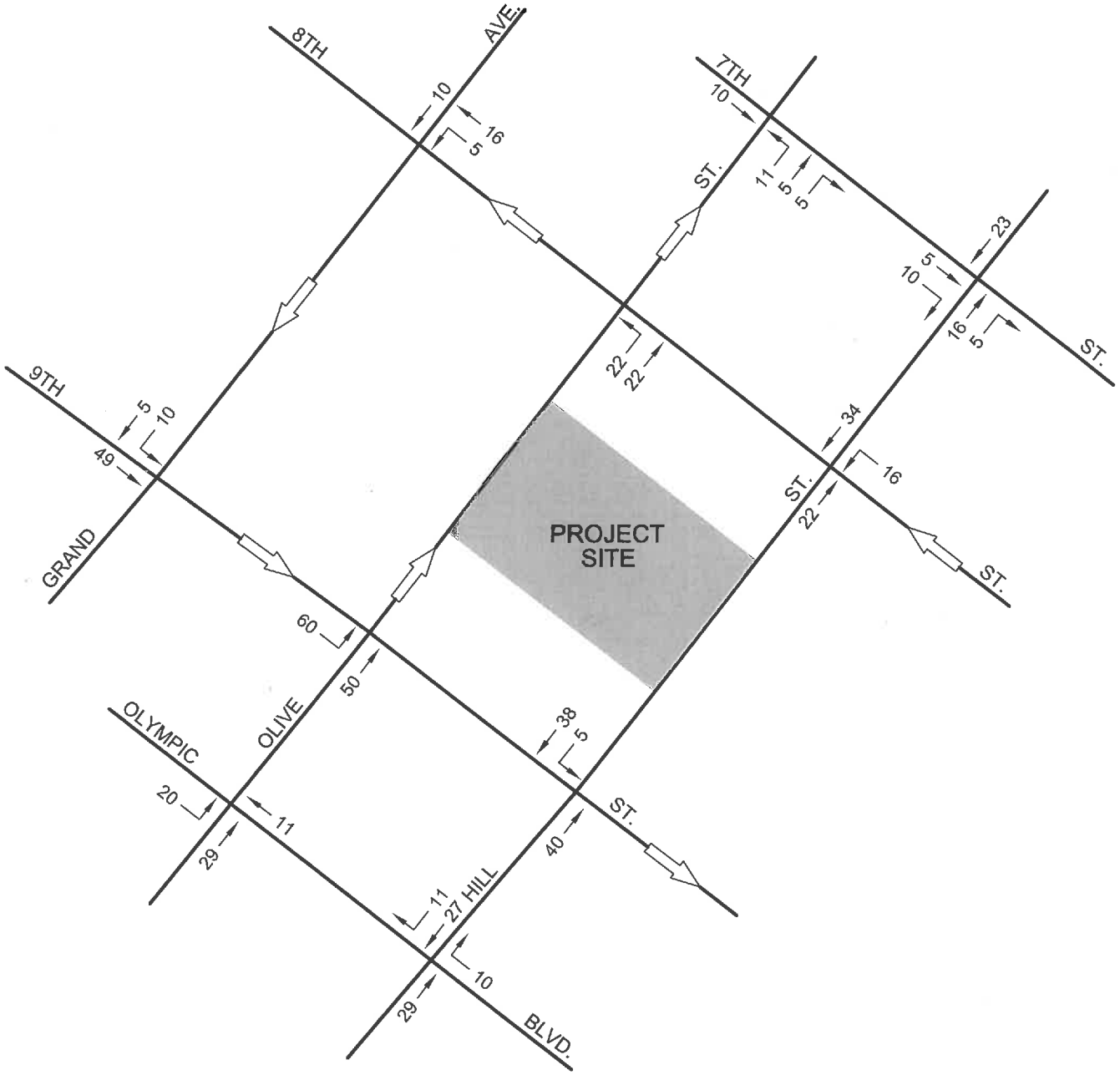
Figure 4.16-6
Net Project Traffic Volumes
AM Peak Hour



Source: Crain & Associates, October 2013.

Not to Scale

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Figure 4.16-7
Net Project Traffic Volumes
PM Peak Hour

Significant Traffic Impact Criteria

LADOT defines a significant traffic impact attributable to a project based on a "stepped scale" with intersections experiencing high volume-to-capacity ratios being more sensitive to additional traffic than those operating with more available capacity. According to LADOT policy, a significant impact is identified as an increase in the CMA value due to project-related traffic of 0.010 or more when the final (with project) Level of Service is E or F, a CMA increase of 0.020 or more when the final Level of Service is D, or a CMA increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table 4.16-8.

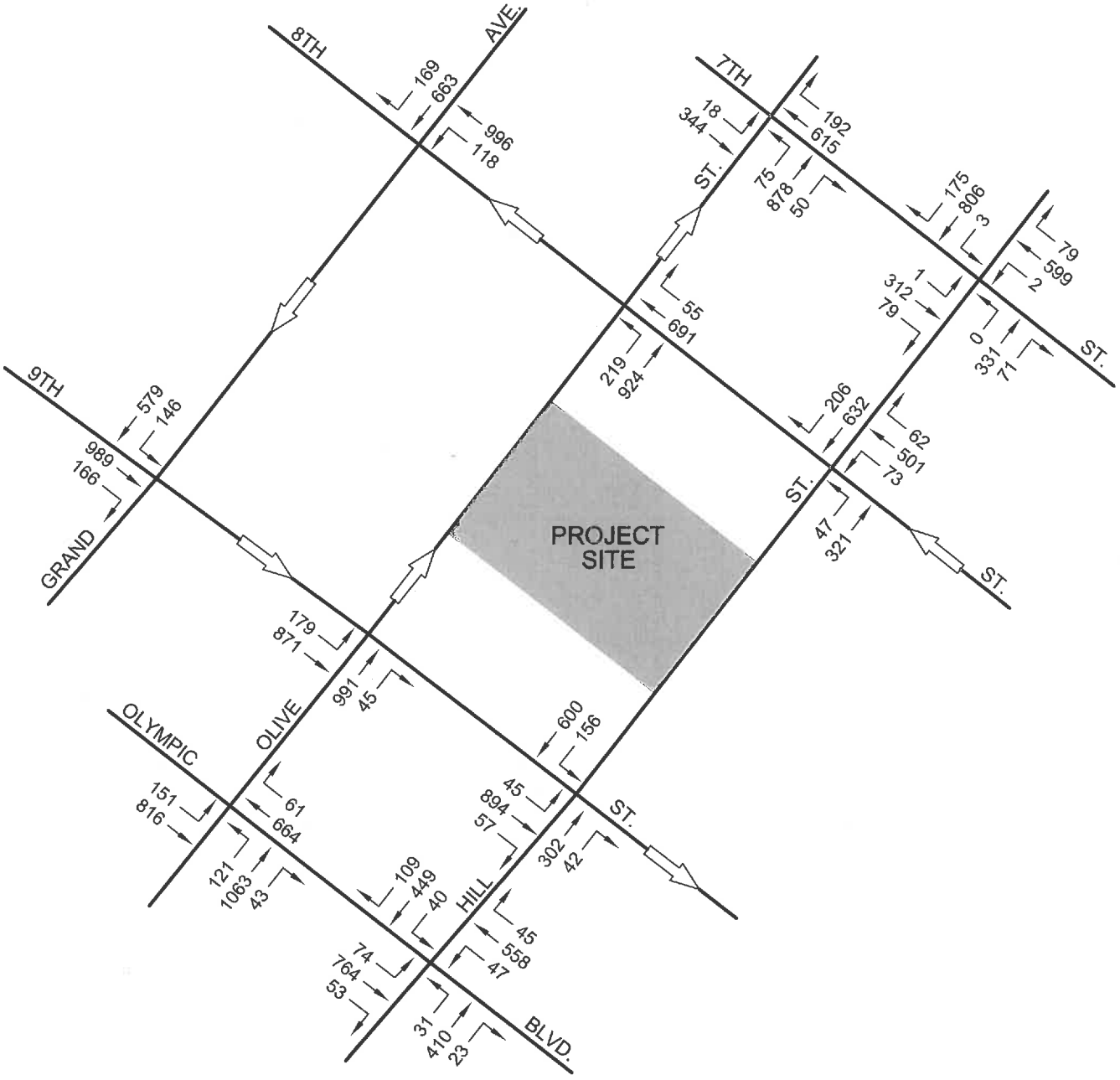
Table 4.16-8
LADOT Criteria for Significant Traffic Impact

LOS	Final CMA Value	Project-Related Increase in CMA Value
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010
Source: Crain & Associates, October 2013.		

Existing (2013) With Project Conditions

The analysis of existing traffic conditions at the study intersections was performed as described previously. The estimates shown in Figures 4.16-3 and 4.16-4 are the "benchmark" volumes used in determining Project traffic impacts on the existing street system. Traffic volumes generated by the Project were then added to the existing (2013) volumes to form the "Existing With Project" intersection volumes, as depicted on Figures 4.16-8 and 4.16-9 for the AM and PM peak hours, respectively. These volumes were used to determine traffic impacts directly attributable to the Project.

Table 4.16-9 presents the results of the CMA and LOS analysis of the Existing (2013) and Existing (2013) With Project conditions. As shown in Table 4.16-9, none of the ten study intersections would be significantly impacted by Project traffic under Existing (2013) conditions.



Source: Crain & Associates, October 2013.

Not to Scale

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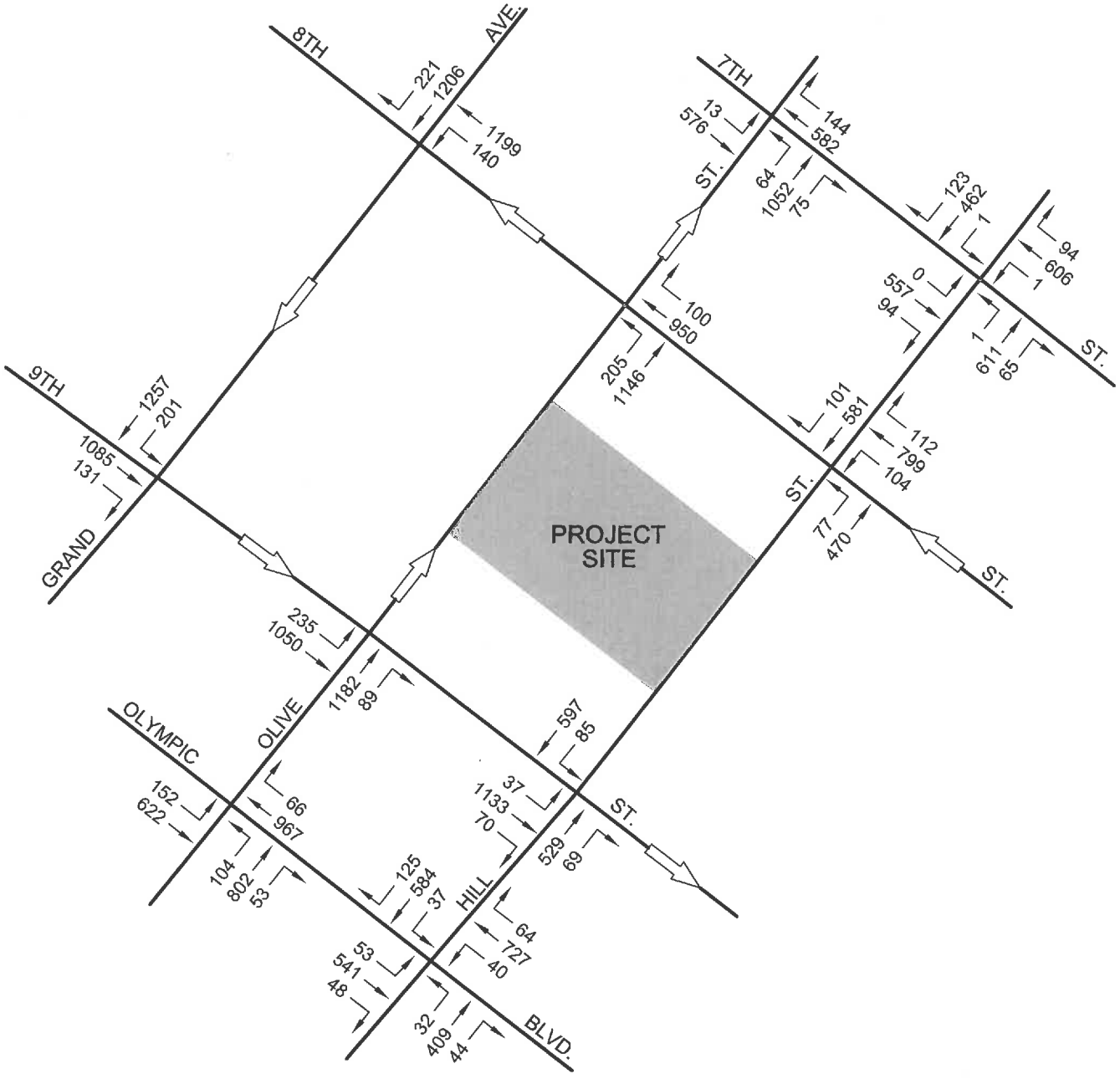
Figure 4.16-8
Existing (2013) Traffic Volumes With Project
AM Peak Hour



Source: Crain & Associates, October 2013.

Not to Scale

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Figure 4.16-9
Existing (2013) Traffic Volumes With Project
PM Peak Hour

Table 4.16-9
CMA and LOS Summary
Existing (2013) With Project Traffic Conditions

No.	Intersection	Peak Hour	Existing		Existing + Project		
			CMA	LOS	CMA	LOS	Impact
1	Olive Street and 7th Street	AM	0.387	A	0.393	A	0.006
		PM	0.395	A	0.399	A	0.004
2	Hill Street and 7th Street	AM	0.429	A	0.431	A	0.002
		PM	0.323	A	0.330	A	0.007
3	Grand Avenue and 8th Street	AM	0.261	A	0.269	A	0.008
		PM	0.429	A	0.435	A	0.006
4	Olive Street and 8th Street	AM	0.249	A	0.259	A	0.010
		PM	0.361	A	0.366	A	0.005
5	Hill Street and 8th Street	AM	0.264	A	0.267	A	0.003
		PM	0.401	A	0.416	A	0.015
6	Grand Avenue and 9th Street	AM	0.243	A	0.249	A	0.006
		PM	0.408	A	0.421	A	0.013
7	Olive Street and 9th Street	AM	0.345	A	0.353	A	0.008
		PM	0.423	A	0.448	A	0.025
8	Hill Street and 9th Street	AM	0.473	A	0.521	A	0.048
		PM	0.555	A	0.585	A	0.030
9	Olive Street and Olympic Boulevard	AM	0.493	A	0.506	A	0.013
		PM	0.523	A	0.547	A	0.024
10	Hill Street and Olympic Boulevard	AM	0.369	A	0.393	A	0.024
		PM	0.441	A	0.457	A	0.016

Source: Crain & Associates, October 2013.

Future (2017) Without and With Project Conditions

A number of other development projects are either planned or are currently under construction in the vicinity of the Project Site. These "related projects" could potentially contribute to future traffic increases at the study locations being analyzed. For this reason, analysis of future traffic conditions includes traffic that could be generated by these other "related projects" in the Project area. Adding the traffic projected to be generated by these "related projects" to the Existing (2013) Condition produces the baseline traffic volumes for the analysis of Future (2017) conditions. Although the related projects may not be fully completed until after 2017, for the purposes of providing a conservative analysis of the potential cumulative effects of the Project and related projects, the traffic generated by these known related projects in the study area was added to future baseline traffic volumes. The resulting total future volumes represent the Future (2017) Without Project condition. Finally, project traffic was analyzed as an incremental addition to the Future (2017) With Project condition.

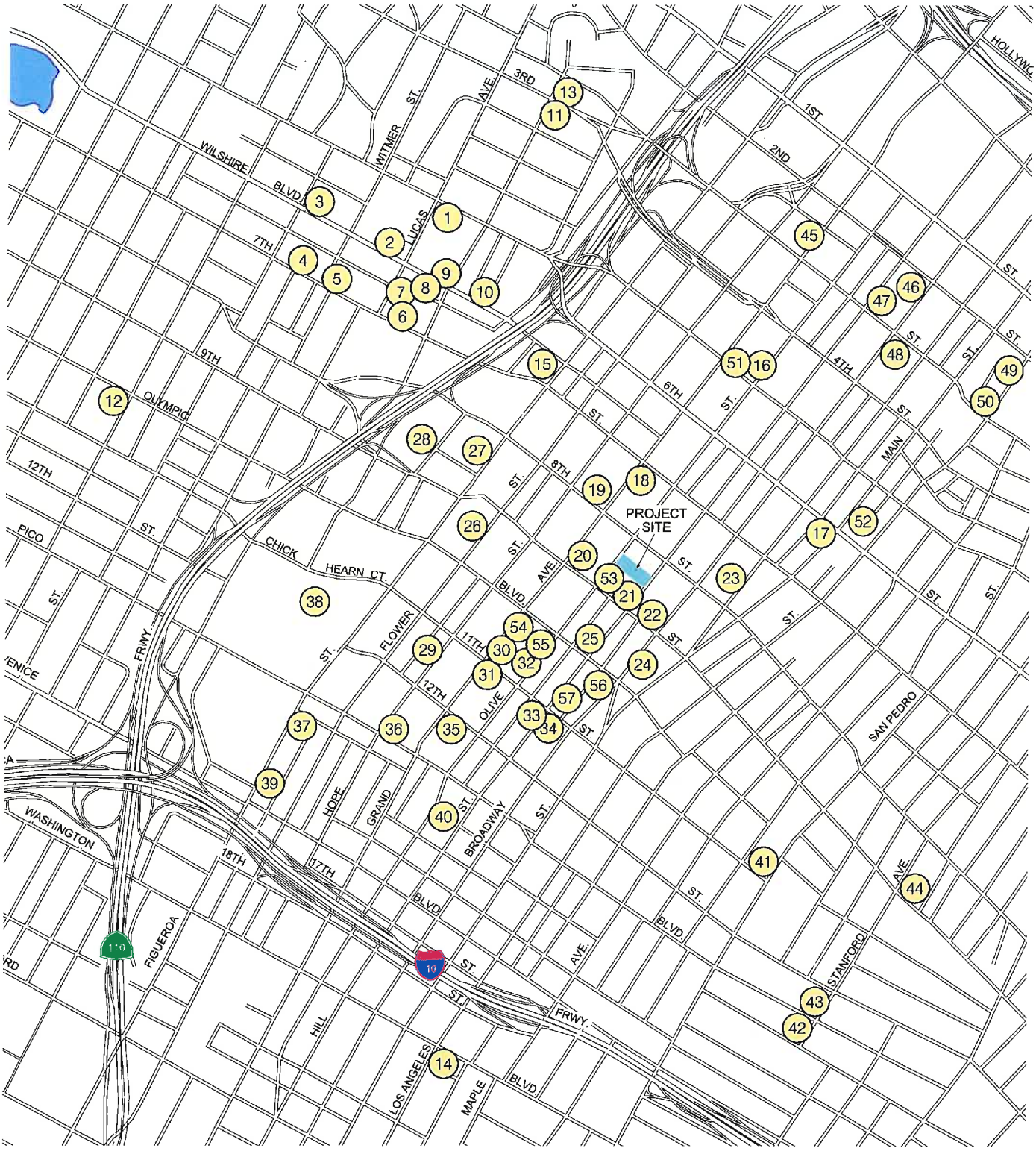
Related Projects

As noted above, a list of related projects in the study area that might be developed within the study time frame was obtained from LADOT and recent studies of projects in the area. The Los Angeles Unified

School District was also contacted to determine if any school-oriented projects are being considered in the project vicinity. A review of this information indicated that a total of 57 related projects in the Project vicinity could add traffic to the study intersections.

The locations of these related projects are shown in Figure 4.16-10, Related Project Locations. The number of trips expected to be generated by the related projects were provided by LADOT and recent traffic studies performed for these projects. The related project descriptions and trip generation estimates are summarized in Table 4.16-10.

For the analysis of Future (2017) Without Project traffic conditions, the trip generation associated with the related projects was assigned to the study area street system, using methodologies similar to those previously described for the Project trip assignment. The total related projects traffic volumes assigned to the study intersections are illustrated in Figures 4.16-11 and 4.16-12 for the AM and PM peak hours, respectively.



Source: Crain & Associates, October 2013.

Not to Scale

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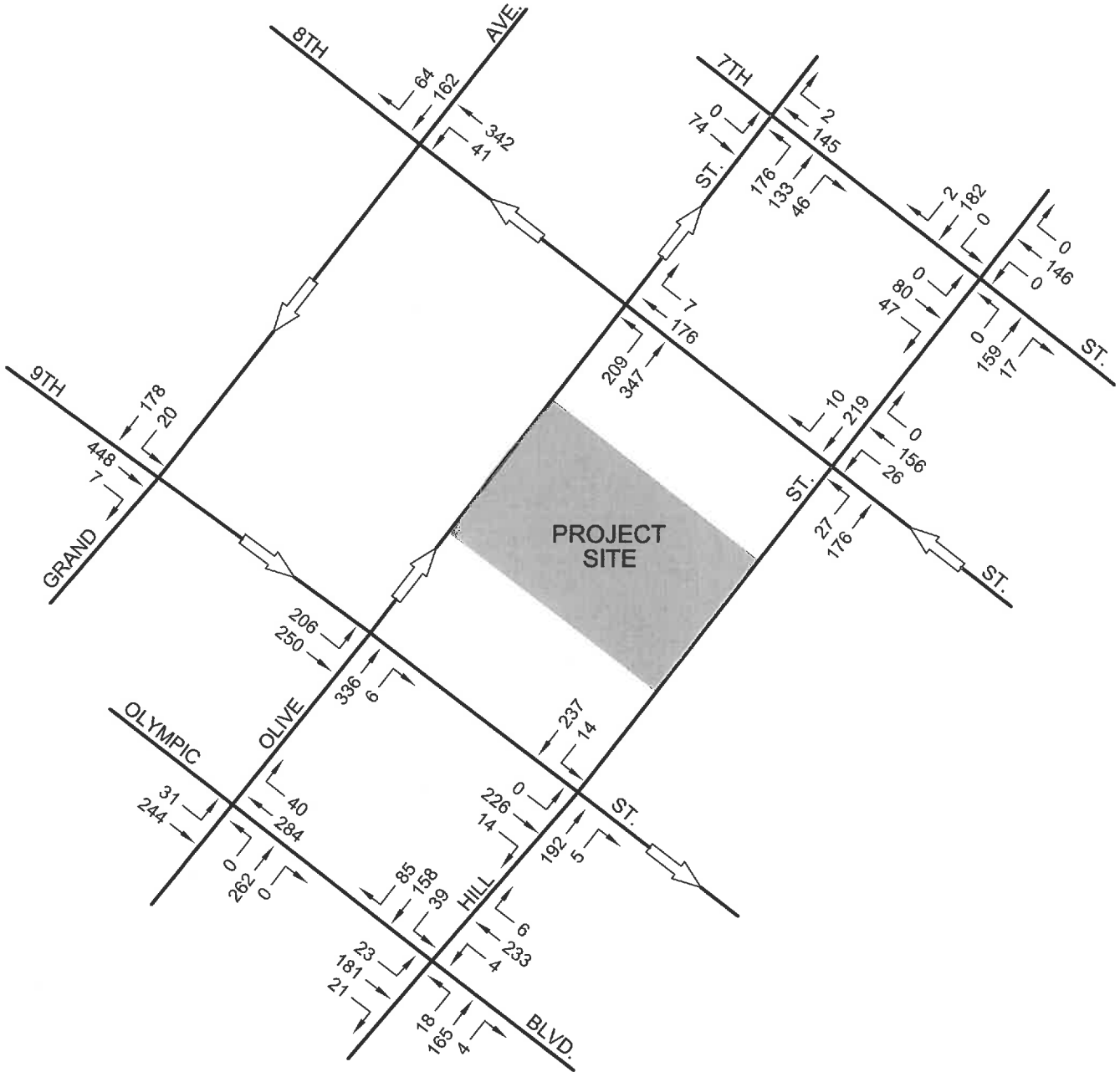
Figure 4.16-10
Related Project Locations



Source: Crain & Associates, October 2013.

Not to Scale

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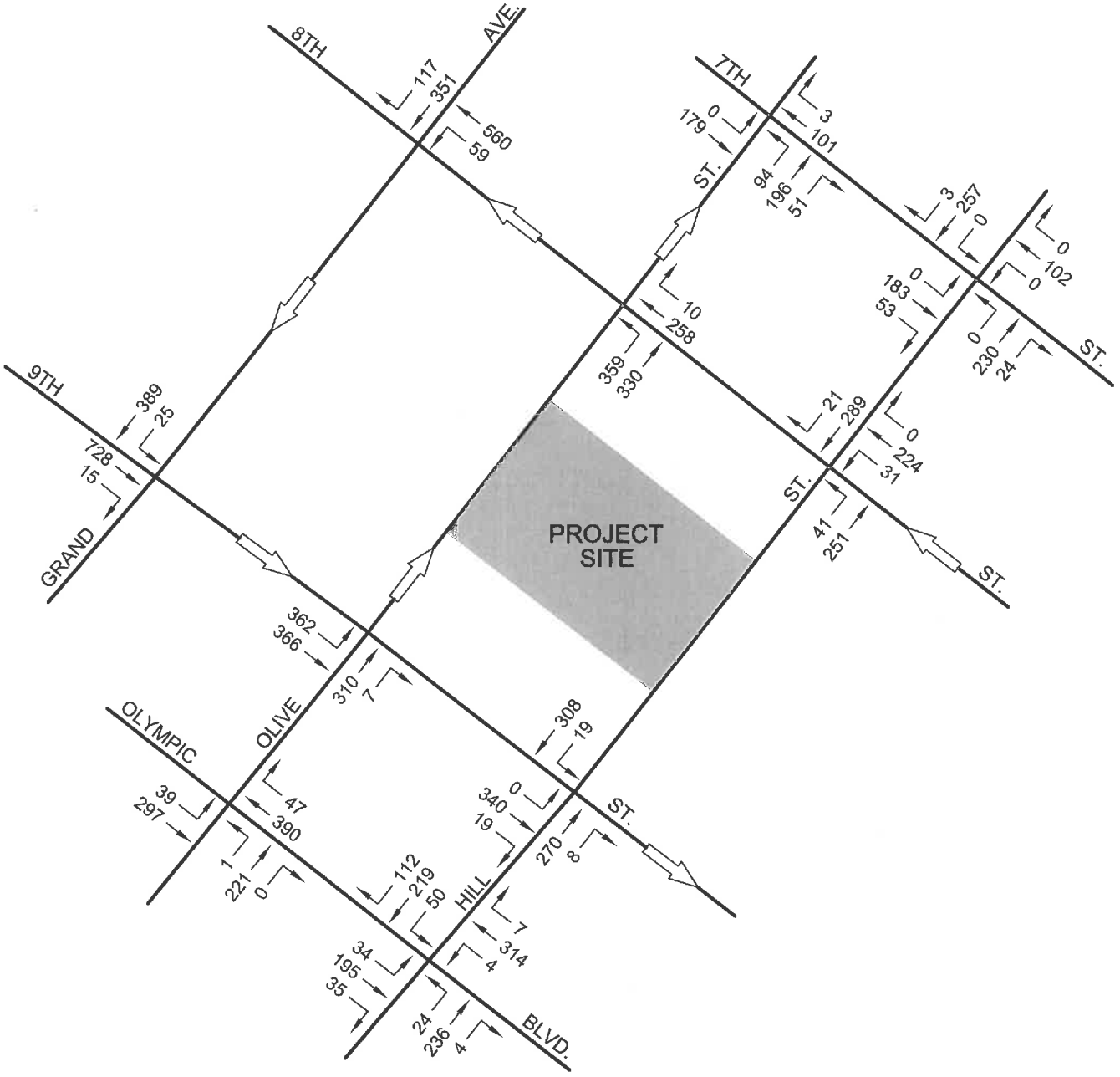
Figure 4.16-11
Total Related Projects Traffic Volumes
AM Peak Hour



Source: Crain & Associates, October 2013.

Not to Scale

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Figure 4.16-12
Total Related Projects Traffic Volumes
PM Peak Hour

Table 4.16-10
Related Projects Location and Description

No.	Project Name	Address	Land Use / Description	Size		Daily	AM Peak Hour			PM Peak Hour		
							In	Out	Total	In	Out	Total
1	Bixel & Lucas [1]	6th St between Bixel St. & Lucas Ave	Apartment	648	du	4,200	61	195	256	232	155	387
			Retail	39,996	sf							
2	(Good Samaritan) New Medical Office [2]	1239 W Wilshire Blvd	Medial Office	56,450	sf	2,040	111	29	140	59	151	ý10
3	Valencia Mixed-Use Project [3]	1501 W Wilshire Blvd	Apartment	218	du	1,163	4	3	7	31	30	61
			Retail	6,000	sf							
			Restaurant	1,500	sf							
4	Mixed-Use Project [3]	1329 W 7th Street	Apartment	94	du	662	27	26	53	31	30	61
			Retail	2,000	sf							
5	7th / Witmer Mixed-Use Project [3]	1247 W 7th Street	Condominium	186	du	1,486	7	6	13	34	34	68
			Retail	6,200	sf							
6	Lucas & 7th Mixed Use [3]	1135 W. 7th Street	Condominium	130	du	798	22	22	44	32	31	63
			Retail	7,037	sf							
7	Mixed-Use Project [3]	662 S Lucas Ave	Condominium	130	du	1,064	32	32	64	47	47	94
			Retail	7,037	sf							
8	Office [4]	1130 W Wilshire Blvd	Office	86,844	sf	530	91	12	103	14	69	83
9	Mixed-Use Project [3]	1111 W Wilshire Blvd	Apartment	214	du	1,728	34	33	67	53	53	106
			Retail	7,743	sf							
10	TenTen Wilshire Expansion [3]	1027 W Wilshire Blvd	Condominium	402	du	1,498	57	56	113	68	68	136
			Retail	4,728	sf							
11	Mixed-Use Project [3]	1254 W 3rd St	Hotel	160	rm	1,157	38	38	76	44	43	87
			Retail	7,740	sf							
12	Gas Station / Mini Market Expansion [5]	1600 W Olympic Blvd	Gas Station	8	fp	1,302	41	40	81	54	53	107
13	LAUSD CLAHS #12 [6]	1211 W Miramar St	High School	500	st	855	143	67	210	31	34	65
14	Washington Blvd Opportunity – Mercy Housing [3]	220 E. Washington Blvd	Specialty Retail	7,750	sf	5,319	202	202	404	233	233	466
			Restaurant	7,750	sf							
			Apartment	357	du							
15	Wilshire Grand Mixed-Use Project [7]	930 W Wilshire	Hotel	560	rm	3,624	725	75	800	94	764	858
			Residential	100	du							
			Office	1,500,000	Sf							

			Retail/Restaurant	275,000	sf							
16	Park Fifth Project [3]	503 S Olive Street	Condominium	900	du	1,284	30	29	59	58	57	115
			Retail	19,000	sf							
			Restaurant	19,200	sf							
17	6th & Main Residential Project [3]	601 S Main Street	Condominium	777	du	3,690	139	139	278	161	160	321
			Retail	20,000	sf							
18	Mixed-Use Project [3]	710 S Grand Ave	Apartment	700	du	3,131	91	90	181	131	131	262
			Retail	27,000	sf							
			Restaurant	5,000	sf							
19	8th/Hope/Grand Mixed-Use Project [3]	609 W 8th St	Condominium	225	du	4,908	97	97	194	201	200	401
			Hotel	200	rm							
			Retail	30,000	sf							
			Restaurant	32,000	sf							
20	Embassy Tower Mixed-Use Project [3]	848 S Grand Ave	Condominium	420	du	9,574	239	239	478	470	469	939
			Retail	38,500	sf							
21	9th/Olive Mixed-Use [3]	860 S Olive St	Condominium	303	du	3,007	123	122	245	132	132	264
			Restaurant	9,680	sf							
22	Northeast Tower (Mixed-use) [3]	215 W 9th St	Condominium	210	du	1,100	31	31	62	49	49	98
			Retail	9,000	sf							
23	Mixed-Use Project [3]	745 S Spring St	Condominium	247	du	2,841	66	66	132	128	128	256
			Retail	10,675	sf							
24	Mixed-Use Project [3]	928 S Broadway	Apartment	670	du	4,715	125	125	250	191	190	381
			Condominium	17	du							
			Retail	58,800	sf							
25	Olympic & Hill Mixed-Use Project [3]	301 W Olympic Blvd	Apartment	300	du	2,496	67	67	134	113	112	225
			Retail	14,500	sf							
			Restaurant	8,500	sf							
26	FIDM Campus Expansion [3]	939 S Flower St	School	95,799	sf	0	0	0	0	-2	-2	-4
			Apartment	112	du							
27	Smart & Final [8]	845 S Figueroa St	Discount Supermarket	21,122	sf	0	1	0	1	35	35	70
28	Metropolis Mixed-Use Project [9]	851 S Francisco St	Condominium	836	du	8,010	307	318	625	387	512	899
			Office	988,225	sf							
			Hotel	480	rm							
			Retail	46,000	sf							

29	Amacon Project [3]	1133 S Hope St	Condominium	159	du	1,063	26	25	51	46	46	92
			Restaurant	6,827	sf							
30	Glass Tower Mixed-Use Project [3]	1050 S Grand Avenue	Condominium	151	du	973	30	29	59	43	43	86
			Retail	3,472	sf							
			Restaurant	2,200	sf							
31	Mixed-Use Project [3]	1150 S Grand Ave	Condominium	351	du	2,881	108	107	215	123	122	245
			Retail	12,500	sf							
			Restaurant	12,500	sf							
32	Apartments [10]	1027 S Olive St	Apartment	100	du	632	10	38	48	38	21	59
33	11th & Hill Project [3]	1115 S Hill St	Condominium	172	du	543	-3	-2	-5	22	21	43
			Restaurant	6,850	sf							
34	Herald Examiner [11]	146 W 11th St	Condominium	575	du	5,416	137	211	348	280	268	548
			Retail	39,610	sf							
			Office	39,725	sf							
35	G12 Mixed-use [3]	1200 S Grand Ave	Apartment	640	du	4,357	90	90	180	138	137	275
			Retail	45,000	sf							
36	SPR-Mixed-Use (Onyx) [3]	1306 S Hope St	Apartment	419	du	2,826	56	56	112	93	93	186
			Retail	42,400	sf							
37	Mixed-Use Project (AVANT) [12]	1340 S Figueroa St	Condominium	273	du	2,031	23	86	109	123	64	187
			Spa	10,000	sf							
			Restaurant	9,000	sf							
38	Convention Center Modernization & Farmers Field [13]	1110 W 11th St	Convention Center	72,000	seat	19,460	Neg.	Neg.	Neg.	9,777	225	10,002
	Convention Center Only W/O Farmers Field					n/a	Neg.	Neg.	Neg.	44	225	269
39	1500 S Figueroa - MU [3]	1500 S Figueroa St	Apartment	190	du	1,199	43	42	85	56	55	111
			Live/Work	10	du							
			Retail	10,922	sf							
40	Condominiums [14]	1340 S Olive St	Condominium	150	du	879	11	55	66	52	26	78
41	The City Market Mixed-Use Project [15]	1057 S San Pedro St	University	1,400	st	14,300	636	635	1,271	795	794	1,589
			Retail	176,733	sf							
			Cinema	744	seat							
			Apartment	877	du							
			Condominium	68	du							

			Hotel	210	rm							
			Office	294,641	sf							
42	Condominium [14]	810 E Pico Bl	Condominium	131	du	619	7	37	44	36	18	54
43	Manufacturing[16]	800 E 12th St	Manufacturiing	320,497	sf	962	172	49	221	77	137	214
44	LAUSD 9th St Span K-8 [17]	820 S Towne Ave	Elementary School	100	st	129	25	20	45	7	8	15
			Middle School	405	st	656	120	99	219	32	33	65
						785	145	119	264	39	41	80
45	Grand Avenue (Parcel M-2 Rev) [15]	237 S Grand Ave	Other	1,648	st	20,075	776	775	1,551	1,232	1,232	2,464
			Apartment	412	du							
			Retail	449,000	sf							
			Office	681,000	sf							
46	Retail/Restaurant [3]	201 S Broadway	Retail/Restaurant	27,675	sf	0	-41	-40	-81	35	35	70
47	Zen Mixed-Use Project (Kawada Tower) [3]	250 S Hill St	Condominium	330	du	1,551	62	62	124	69	69	138
			Retail	12,000	sf							
48	Mixed-Use Project [3]	400 S Broadway	Apartment	430	du	2,628	89	89	178	121	120	241
			Retail	10,000	sf							
			Other	5,000	sf							
49	Mixed-Use Project (Ava Little Tokyo) [3]	200 S Los Angeles St	Condominium	570	du	4,688	138	138	276	183	182	365
			Apartment	280	du							
			Retail	50,000	sf							
50	Mixed-Use Project [3]	225 S Los Angeles St	Condominium	300	du	1,910	112	112	224	63	63	126
			Retail	3,400	sf							
51	Mixed-Use Project [3]	427 W5th St	Condominium	900	du	1,284	30	29	59	58	57	115
			Retail	19,000	sf							
			Quality Restaurant	192,000	sf							
52	Mixed-Use Project [3]	534 S Main St	Apartment	160	du	2,014	58	57	115	69	69	138
			Retail	18,000	sf							
			Other	3,500	sf							
53	Mixed-Use Project [3]	840 S Olive	Condominium	303	du	3,007	123	122	245	132	132	264
			Other	9,680	sf							
54	Mixed-Use Project [3]	1000 S Grand Ave	Apartment	274	du	2,216	61	60	121	100	99	199
			Other	12,000	sf							
55	Mixed-Use Project [3]	1001 S Olive St	Apartment	225	du	1,581	30	29	59	51	50	101
			Other	5,000	sf							

56	Broadway Mixed-Use Project [3]	955 S Broadway	Apartment	218	du	1,393	39	39	78	24	23	47
			Retail	3,900	sf							
57	Hill Street Mixed-Use Project [3]	920 S Hill St	Apartment	216	du	1,311	49	48	97	61	61	122
			Retail	3,900	sf							

[1] Supplemental Traffic Analysis for Bixel & Lucas Project, Crain & Associates, June 22, 2011.
[2] Daily, AM and PM total trips are from LADOT database; AM and PM inbound/outbound not provided, assumed ITE Medical Office Building land use inbound/outbound percentages.
[3] Daily, AM and PM total trips are from LADOT database; AM and PM inbound/outbound not provided, assumed 50%/50% split.
[4] Daily, AM and PM total trips are from LADOT database; AM and PM inbound/outbound not provided, assumed ITE General Office Building land use inbound/outbound percentages.
[5] Daily, AM and PM total trips are from LADOT database; AM and PM inbound/outbound not provided, assumed ITE Gas Station with Convenience Mkt land use inbound/outbound percentages.
[6] Daily, AM and PM total trips are from LADOT database; AM and PM inbound/outbound not provided, assumed ITE Elementary School land use inbound/outbound percentages.
[7] Transportation Study for the Wilshire Grand Redevelopment Project, Gibson Transportation Consulting, Inc;, April 2010.
[8] Daily, AM and PM total trips from LADOT database reflect credit for existing office.
[9] metropolis Master Plan Project Traffic Impact Analysis Update - Modified Project Description & "Sunnyvale" Analysis, Crain & Associates, May 25, 2012.
[10] Daily, AM and PM total trips are from LADOT database; AM and PM inbound/outbound not provided, assumed ITE Apartment land use inbound/outbound percentages.
[11] Traffic Analysis for Herald Examiner Mixed-Use Project, Crain & Associates, December 2005.
[12] Traffic Impact Study for Mixed-Use Project at 1340 S Figueroa St, Crain & Associates, October 2008.
[13] Daily trip generation is from LADOT database; PM trip generations are from Convention Center Modernization and Farmers Field Project EIR Transportation Study, The Mobility Group. AM trip generations are considered negligible. Due to infrequency of Farmers Field weekday events, the trip generations for the normal weekday commute periods was determined to be negligible, only Convention Center portion trips are assumed in the study.
[14] Daily, AM and PM total trips are from LADOT database; AM and PM inbound/outbound not provided, assumed ITE Condominium land use inbound/outbound percentages.
[15] AM and PM total trips are from LADOT database; AM and PM inbound/outbound not provided, assumed 50%/50% split; Daily trip generation not provided, assumed (AM+PM) multiplied.
[16] Traffic Impact Report for the Proposed Figueroa & Adams Apartments, Crain & Associates, July 2008.
[17] Supplemental Trip Generation Analysis for the Lorenzo Project, KOA Corporation, November 2009.

Highway System Improvements

A number of traffic improvements have been implemented in the study area in recent years to make more efficient and effective use of the existing street system. All of the signalized study intersections are now operating under the City's Adaptive Traffic Control System (ATCS), in addition to the previously implemented ATSAC (Automated Traffic Surveillance and Control) System. ATCS/ATSAC is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system and modifies traffic signal timing in real time to maximize capacity and decrease delay. The ATSAC signal enhancements have been recognized to increase intersection capacities by approximately seven percent at locations where it has been installed, and the upgraded ATCS system is able to increase capacity by an additional three percent for a total intersection capacity increase of ten percent. These intersection capacity improvements have been incorporated in the analysis of Existing (2013) and Future (2017) traffic conditions.

In order to accurately forecast Future (2017) conditions in the Project area, an investigation into anticipated transportation improvements to the street system serving the study area was conducted. A review of the Bureau of Engineering's "Uniform Project Reporting System" website found no street improvement projects that could affect any of the ten study intersections or future year analyses. Additional mitigation measures or improvements proposed by private development projects were not assumed, as those projects and their mitigations are often delayed or do not go forward as anticipated. Therefore, the existing traffic lane and capacity conditions at the study intersections were also assumed for the future year base analyses.

Analysis of Future (2017) Traffic Conditions, Without and With Project

The analysis of future traffic conditions at the study intersections was performed using the same Critical Movement Analysis procedures previously described. As indicated above, no changes affecting study intersection capacity were assumed in this analysis.

The Future (2017) Without Project traffic volumes were developed as follows:

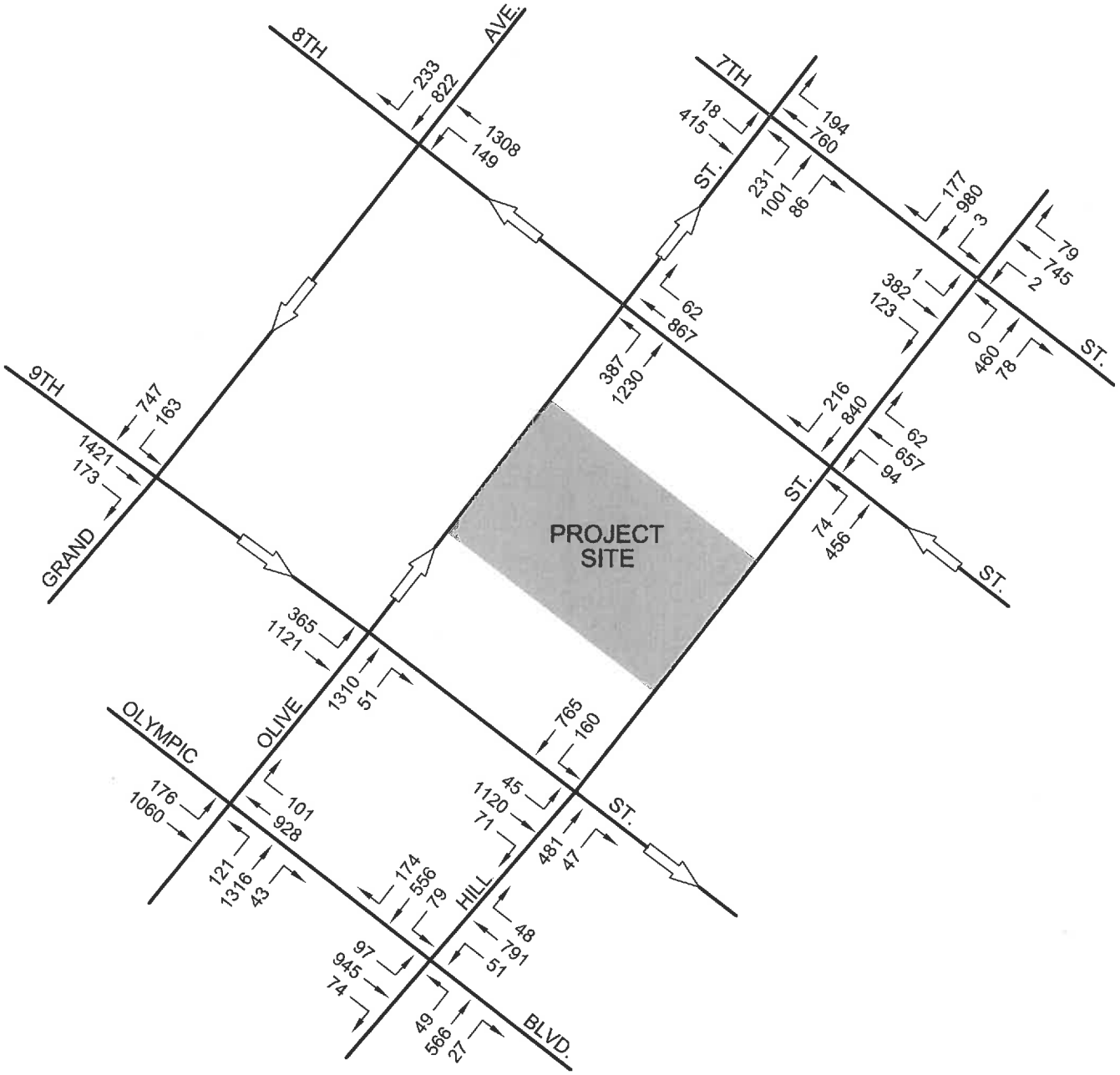
- As described previously, future benchmark traffic volumes for the Future (2017) Without Project conditions were determined by combining the Existing (2013) counts, area ambient traffic growth, and the total traffic volumes associated with the related projects. The results of that summation are illustrated in Figures 4.16-13 and 4.16-14 for the AM peak hour and PM peak hour, respectively.
- Traffic volumes generated by the Project as shown in Figures 4.16-6 and 4.16-7 were then combined with the appropriate benchmark volumes to develop the Future (2017) With Project traffic volumes. The resulting volumes, which are shown in Figures 4.16-15 and 4.16-16 for the AM peak hour and PM peak hour, respectively, were then analyzed to determine the traffic impacts directly attributable to the Project.

The results of the future year analyses are summarized in Table 4.16-11. The Project impact is not anticipated to exceed the City of Los Angeles significance threshold at any of the 10 study intersections. Therefore, no mitigation measures are necessary.

Table 4.16-11
Level of Service (LOS) Summary
Future (2017) Without and With Project Traffic Conditions

No.	Intersection	Peak Hour	Existing		Existing + Project		
			CMA	LOS	CMA	LOS	Impact
1	Olive Street and 7th Street	AM	0.504	A	0.511	A	0.007
		PM	0.494	A	0.498	A	0.004
2	Hill Street and 7th Street	AM	0.539	A	0.541	A	0.002
		PM	0.451	A	0.459	A	0.008
3	Grand Avenue and 8th Street	AM	0.373	A	0.381	A	0.008
		PM	0.631	B	0.637	B	0.006
4	Olive Street and 8th Street	AM	0.366	A	0.378	A	0.012
		PM	0.530	A	0.545	A	0.015
5	Hill Street and 8th Street	AM	0.389	A	0.393	A	0.004
		PM	0.618	B	0.633	B	0.015
6	Grand Avenue and 9th Street	AM	0.382	A	0.387	A	0.005
		PM	0.657	B	0.669	B	0.012
7	Olive Street and 9th Street	AM	0.521	A	0.529	A	0.008
		PM	0.655	B	0.679	B	0.024
8	Hill Street and 9th Street	AM	0.457	A	0.469	A	0.012
		PM	0.600	A	0.617	B	0.017
9	Olive Street and Olympic Boulevard	AM	0.680	B	0.693	B	0.013
		PM	0.745	C	0.768	C	0.023
10	Hill Street and Olympic Boulevard	AM	0.500	A	0.503	A	0.003
		PM	0.621	B	0.634	B	0.013

Source: Crain & Associates, October 2013.



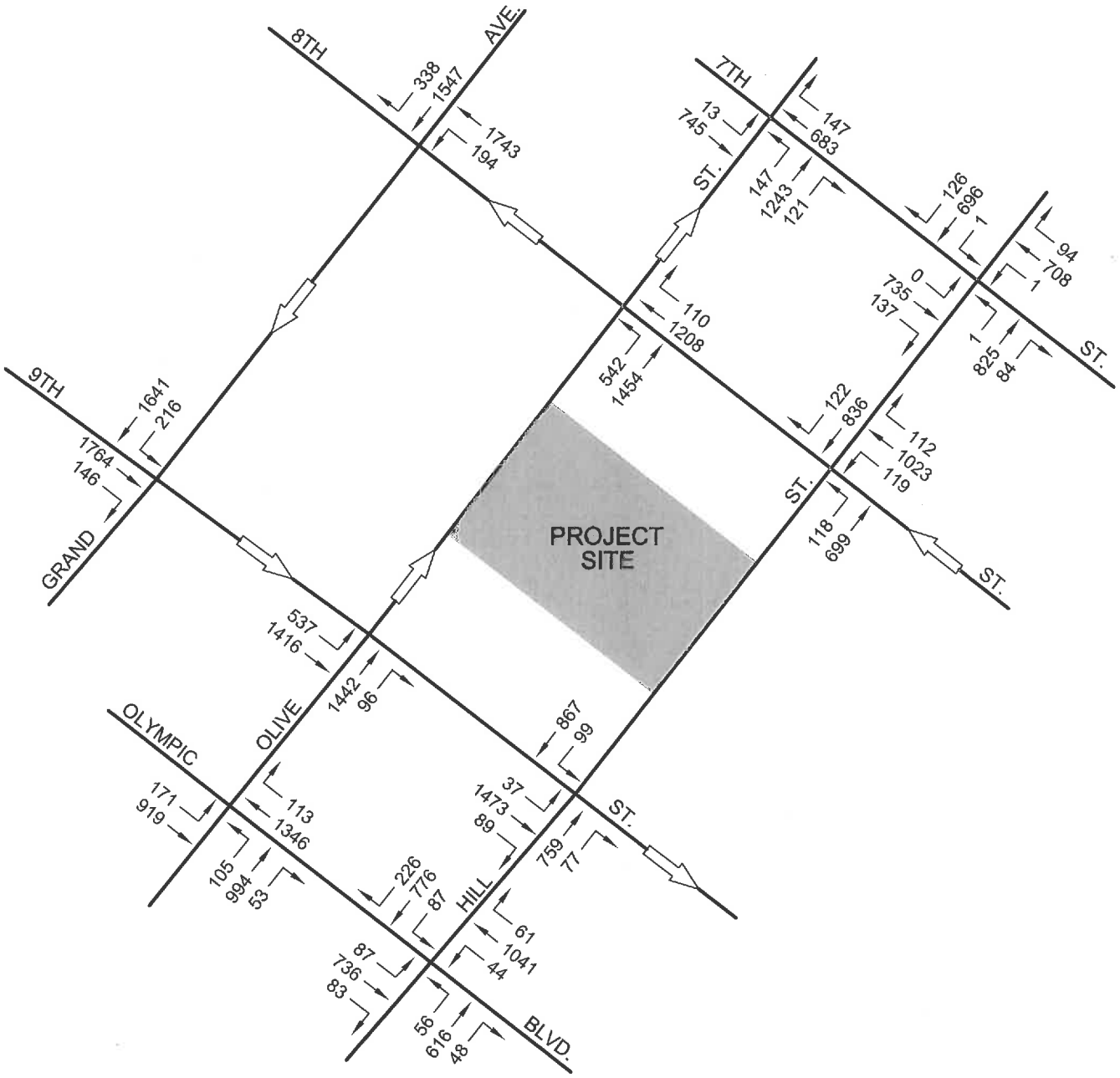
Source: Crain & Associates, October 2013.

NORTH

Not to Scale

CAJA Environmental Services, LLC

Figure 4.16-13
Future (2017) Traffic Volumes Without Project
AM Peak Hour



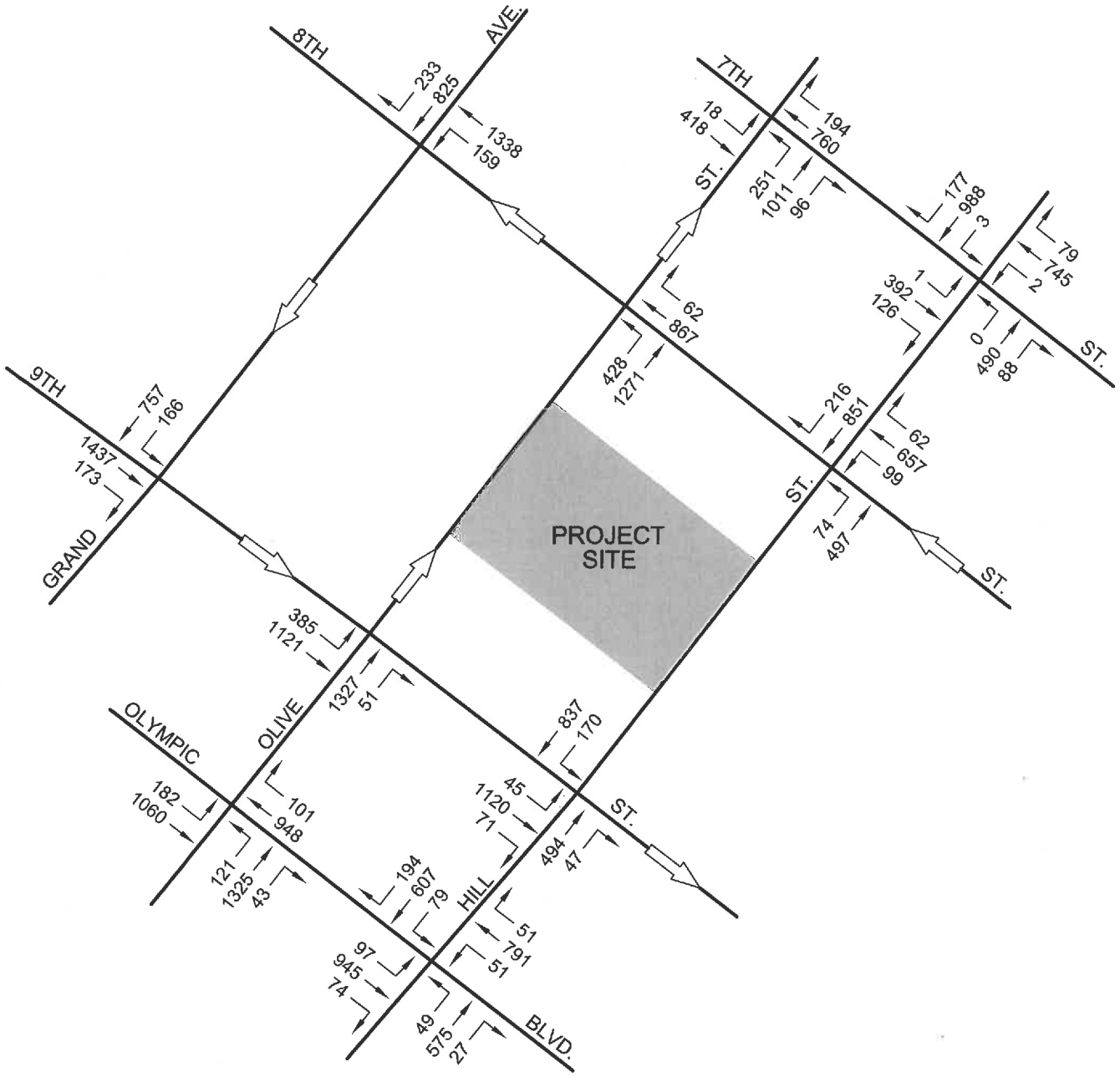
Source: Crain & Associates, October 2013.

NORTH

Not to Scale

CAJA Environmental Services, LLC

Figure 4.16-14
Future (2017) Traffic Volumes Without Project
PM Peak Hour

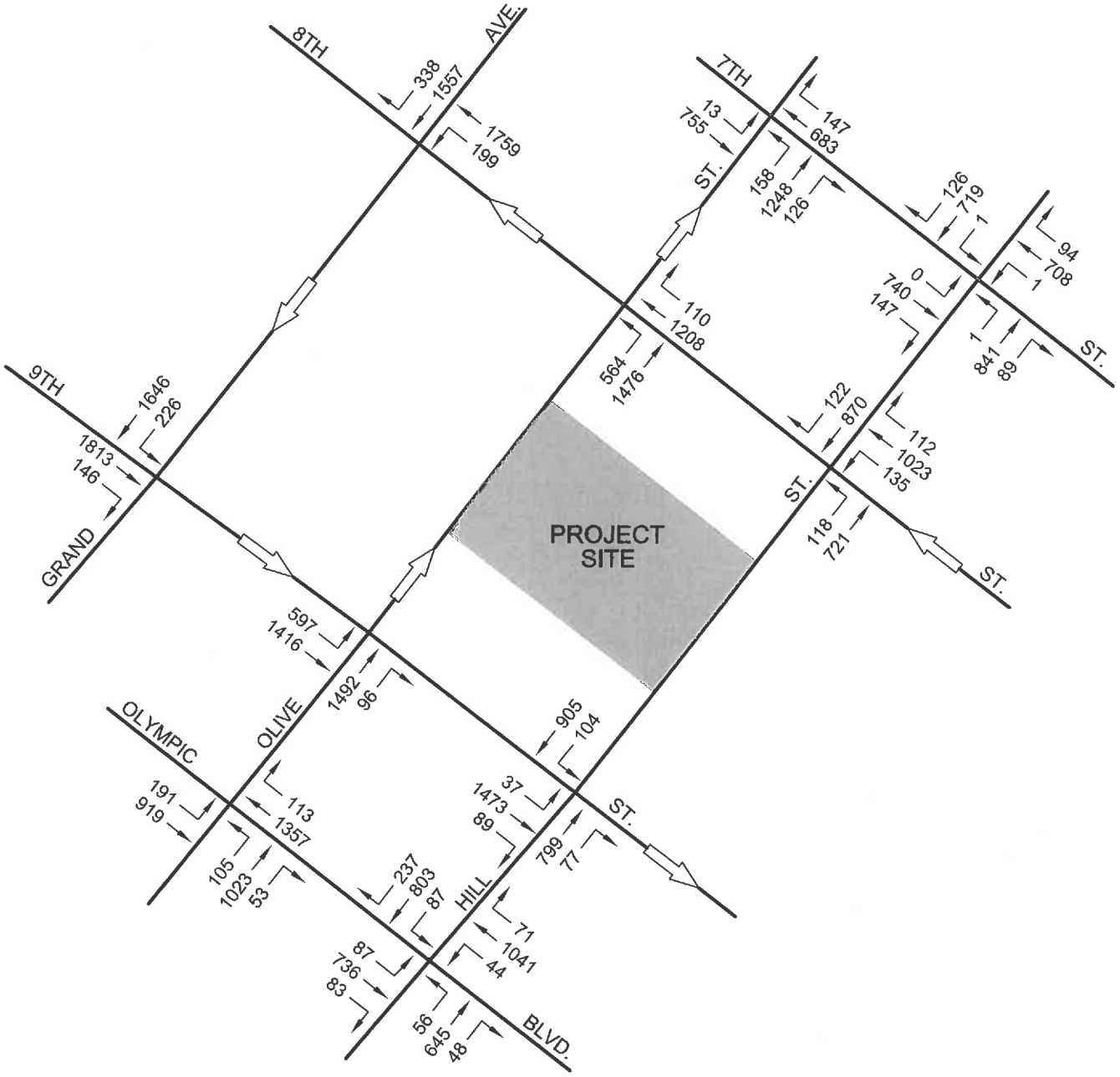


Source: Crain & Associates, October 2013.

Not to Scale

CAJA Environmental Services, LLC

Figure 4.16-15
Future (2017) Traffic Volumes With Project
AM Peak Hour



Source: Crain & Associates, October 2013.

Not to Scale

CAJA Environmental Services, LLC

Figure 4.16-16
Future (2017) Traffic Volumes With Project
PM Peak Hour

b) Would the project conflict with an applicable congestion management program, including but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. A significant impact may occur if the adopted California Department of Transportation (Caltrans) and Los Angeles County Metropolitan Transportation Authority (Metro) thresholds for a significant project impact would be exceeded. The Congestion Management program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network that includes all state highways and some arterials within the County of Los Angeles. If the level of service standard deteriorates on the CMP network, then local jurisdiction must prepare a deficiency plan to be in conformance with the Los Angeles County CMP. The intent of the CMP is to provide information to decision makers to assist in the allocation of transportation funds through the State Transportation Improvement Program (STIP) process.

The CMP's countywide approach includes designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's Level of Service standards. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add 50 or more trips during the peak hours. The nearest arterial CMP monitoring stations are located at:

- Wilshire Boulevard and Alvarado Boulevard (approximately 1.5 miles northwest of the Project Site); and
- Washington Boulevard and Alameda Street (approximately 2 miles southeast of the Project Site).

A review of the Project trip distribution and Project traffic additions in the study area shows that the Project would not add 50 or more trips to any of these CMP intersections during either peak hour. It is estimated that the Project would contribute vehicle trips to the CMP monitoring intersections as follows:

- Wilshire Boulevard and Alvarado Boulevard (AM peak hour: approximately 13 net trips; PM peak hour: approximately 15 net trips).
- Washington Boulevard and Alameda Street (AM peak hour: approximately 13 net trips; PM peak hour: approximately 15 net trips).

As these volumes are below the threshold of 50 trips, no further CMP intersection analysis is warranted.

In addition, any CMP freeway monitoring segment where a project is expected to add 150 or more trips in any direction during the peak hours is required to be analyzed. The nearest CMP freeway monitoring segment with the highest Project trip volume is the Harbor Freeway (I-110) at 9th Street. An examination was made of the potential for Project-related freeway impacts within the Project study area. It is estimated that the Project would contribute 13 northbound and 40 southbound net new trips during the AM peak hour and 39 northbound and 21 southbound net new trips during the PM peak hour at this freeway monitoring location. These would be less than the 150 vehicle per hour directional threshold identified in

the CMP. Therefore, the Project does not trigger the need for any detailed freeway analyses under the CMP.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. This question would apply to the Project only if it were an aviation-related use. The Project Site does not contain any aviation-related uses and the Project does not include development of any aviation-related uses, nor is it near any airports. As such, due to its nature and scope, development of the Project would not have the potential to result in a change in air traffic patterns. Therefore, no impact related to air traffic patterns would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. A significant impact may occur if a project were to include a new roadway design, introduce a new land use or project features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project access or other features were designed in such a way as to create hazardous conditions. The Project does not include any sharp curves, dangerous intersections, or incompatible uses. No off-site traffic improvements are proposed or warranted in the area surrounding the Project Site. Therefore, impacts resulting from hazardous design features would be less than significant.

e) Would the project result in inadequate emergency access?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site. Primary driveway accesses for the Project parking structure are to be via one driveway along Olive Street and another driveway along Hill Street. Right-turn-in/right-turn-out restrictions are to be placed on the Olive Street driveway to reflect Olive Street being a northbound one-way street.

Emergency access to the Project structure would be available along the two public street frontages as well as via the aforementioned access driveways connecting the two streets. Although development of the Project would result in a net increase in trip generation, traffic impacts are not considered significant by LADOT standards (see the response to Question 16(a) above). No off-site traffic improvements are proposed or warranted in the area surrounding the Project Site. Therefore, development of the Project would not result in inadequate emergency access to the Project Site or surrounding area. Nevertheless, Mitigation Measure 16-1 has been provided to ensure that impacts with respect to emergency access are less than significant.

Mitigation Measure

16-1 Emergency Access

The Applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact. A significant impact may occur if a project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. As discussed in the response to Question 16(a) above, although the Project would generate an increase in the number of trips, traffic impacts would be less than significant by LADOT standards and no off-site traffic improvements are warranted in the area surrounding the Project Site. Development of the Project would not alter any existing bus routes. Additionally, the Project would not alter any existing or planned future City-designated bike paths or lanes.

As discussed in detail under Question 16(a) above, the Project Site vicinity is well served by a number of public transit operators. There are Metro Rail Lines (Blue, Red, Purple and Expo), and approximately 30 bus lines operated by Metro, LADOT, Santa Monica Municipal Bus Line, Orange County Transportation Authority Inter-County Express, Montebello Bus Lines, and Torrance Transit with stops within approximately one-quarter mile walking distance of the Project Site. In order to be conservative, 120 service buses/trains per hour during weekday peak hours (30 lines with 15 minute headways) were assumed for this analysis.

Potential Project impacts on transit were assessed by determining whether Project-associated transit trips can be absorbed by the available capacity on the rail and bus lines serving the area. Project transit impacts were analyzed using the transit trips results from the Project automobile trip generation calculations in Table 4.16-6. In Table 4.16-6, adjustments for transit trips are combined with the walk-in trips. In order to be conservative, both types of trips are considered Project transit trips. In addition, an average automobile occupancy factor of 1.2 was utilized to translate the Table 4.16-6 automobile trip generation to person trips. As shown in Table 4.16-12 below, on an average weekday, the Project would generate a transit demand of approximately 631 person trips per day, including 51 person trips during the AM peak hour and 57 person trips during the PM peak hour. This equates to an estimated average of less than one transit rider per peak hour transit vehicle serving the area. Given that the capacity of a standard bus is 40 riders, an articulated bus capacity is 60 riders, and a train capacity is greater, this level of ridership is not considered to have a significant impact. Additionally the project will not interfere with any bus shelters, bicycle or pedestrian infrastructure. The project will also comply with code requirements to provide short and long term bicycle parking on site. Therefore, Project impacts related to alternative transportation policies would be less than significant.

Table 4.16-12
Project Transit Impact Summary

	Daily	AM Peak Hr.	PM Peak Hr.
Project Transit Automobile Trip Credit:	631	51	57
Project Transit Person Trips:	757	61	68
(1.2 person trips per automobile trip)			
Average Project Ridership per Transit Vehicle		0.8	0.9
(based on 120 trains and buses)			
Source: Crain & Associates, October 2013.			

17. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. A significant impact may occur if a project would discharge wastewater whose content exceeds the regulatory limits established by the governing agency. The Los Angeles Water Quality Control Board (LAWQCB) implements programs to protect all waters in the coastal watersheds for Los Angeles and Ventura counties. LAWQCB's Water Quality Control Plan for the Los Angeles Region (the "Basin Plan") establishes guidelines for all municipalities and other entities that use water and/or discharge into the Santa Monica Bay.[76] Wastewater reclamation and treatment in the City of Los Angeles is provided by the City of Los Angeles Department of Public Works' Bureau of Sanitation (LABS), which operates two treatment plants (Hyperion and Terminal Island) and two water reclamation plants in accordance with the treatment requirements of the LAWQCB and/or water reclamation requirements of the Basin Plan.

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment.[77] Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LAWQCB's discharge policies for Santa Monica Bay. Additionally, the City's Sewer Allocation Ordinance (Ordinance No. 166,060) limits the annual increase in wastewater flow to HTP to five mgd.

The Project is required to comply with the monthly allocation set forth by the ordinance, prior to issuance of building permits. The Project would not be able to connect to the City's wastewater system until capacity is available and, therefore, would not cause LABS to exceed LAWQCB treatment requirements.

Further, the HTP is a public facility and is, therefore, subject to the State's wastewater treatment requirements. Therefore, the Project would have a less than significant impact with regard to wastewater treatment.

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[76] *Water Quality Control Plan, Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, California Regional Water Quality Control Board Los Angeles Region (4)(adopted June, 1994, updated July 2006).*

[77] *Integrated Resource Program, City of Los Angeles, Wastewater System: http://www.lacitysan.org/irp/Wastewater.htm, accessed October 28, 2013.*

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded.

Wastewater Generation, Treatment Facilities, and Infrastructure

As shown on Table 4.17-1, Project Estimated Wastewater Generation, the Project is estimated to generate an increase of approximately 93,821 gallons per day (gpd) (or 0.094 mgd) of wastewater.

Table 4.17-1
Project Estimated Wastewater Generation

Land Use	Size	Average Daily Flow per Type	Total (gpd)
Existing			
Surface Parking Lot (removed)	38,958 sf	20 gallons / 1,000 sf	(779)
Proposed			
Residential	589 units	160 gallons / unit	94,240
Retail	4,500 sf	80 gallons / 1,000 sf	360
		Proposed Subtotal	**94,600**
		Project Total (Proposed - Existing)	**93,821**

Note: sf = square feet; gpd = gallons per day
Source: City of Los Angeles CEQA Thresholds Guide, 2006, Exhibit M.2-12 Sewage Generation Factors.
Auto Parking rate – 20 / 1,000 gross square feet
Retail rate – 80 / 1,000 gross square feet.
Residential: Apt. – 2 Bedroom, rate provides an average to accommodate the units that are less than 2-bedroom (studio, lofts, 1-bedroom), exactly 2-bedrooms, and greater than 2-bedrooms (townhouses and penthouse).
Table: CAJA Environmental Services, November 2013.

The wastewater generated by the Project would be similar to other commercial and residential uses in the area. No industrial discharge into the wastewater or drainage system would occur. Additionally, there is adequate treatment capacity within the HTP system, and thus, the increase in wastewater generation would not have a significant impact on treatment plant capacity.

As the HTP complies with the state's wastewater treatment requirements and the Project's wastewater generation is well within the existing capacity, the Project would not exceed the wastewater treatment requirements of LAWQCB. Therefore, impacts with regard to wastewater treatment requirements would be less than significant.

Additionally, water conservation measures required by City ordinance (e.g., installation of low flow toilets and plumbing fixtures, limitations on hose washing of driveways and parking areas, etc.) would be implemented as part of the Project and would help reduce the amount of Project-generated wastewater.

The Project Site would be served by LABS, which provides municipal wastewater services to the City. The sewer infrastructure includes:[78]

- 14-inch vitrified clay pipe (VCP) line in Olive Street, which flows south to a 14-inch VCP line in Pico Boulevard, which flows east.
- 24-inch VCP line in Hill Street, which flows south to a 27-inch VCP line in Hill Street, which flows south to a 27-inch B/C line in 18th Street, which flows west.

The Project Site is currently a surface parking lot and the immediate area and uses are adequately served by the existing wastewater conveyance system. As part of the building permit process, the lead agency would confirm and ensure that there is sufficient capacity in the local and trunk lines to accommodate the Project's wastewater flows.

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 (this is formally described in Mitigation Measures 17-1 and 17-2). Implementation of these prescribed mitigation measures would ensure that the Project's impacts to the wastewater conveyance system would be less than significant.

Wastewater generated by the Project would continue to be conveyed to the HTP. The HTP has a design capacity to treat approximately 450 mgd and currently treats an average daily flow of approximately 362 mgd.[79] Thus, a remaining capacity of approximately 88 mgd is sufficient to treat the Project's estimated increase of approximately 0.094 mgd of wastewater.

Therefore, with the implementation of Mitigation Measures 17-1 and 17-2, impacts to wastewater treatment facilities and existing infrastructure would be less than significant.

Mitigation Measures

17-1 Utilities (Wastewater – Construction)

As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and operation phases. If the public sewer has

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[78] *Navigate LA, City of Los Angeles, Bureau of Engineering, Sewer Information Layer: http://navigatela.lacity.org/index01.cfm*

[79] *LABS, Wastewater, About Wastewater, Facts and Figures, Treatment Plants, Hyperion Treatment Plant, website: http://www.lacitysan.org/wastewater/factsfigures.htm, accessed October 30, 2013.*

insufficient capacity, then the Project Applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity.

17-2 Utilities (Wastewater)

The Project Applicant shall implement any upgrade to the wastewater system serving the Project Site that is needed to meet municipal requirements.

Water Consumption and Treatment Facilities

The City of Los Angeles Department of Water and Power (LADWP) provides municipal water services to the City and is responsible for providing water to the Project Site. The Los Angeles Board of Water and Power Commissioners adopted a Water Supply Assessment for the proposed project on May 20, 2014 (Resolution No. 014205). As shown on Table 4.17-2, Project Estimated Water Consumption, the Project is estimated to consume a new increase of approximately 96,326 gallons per day (gpd) (or 108 acre-feet per year) of water. The estimated new water demand takes into account the water conservation mitigation measures included below in Mitigation Measure 17-4.

Table 4.17-2
Project Estimated Water Consumption

Land Use	Quantity	Water Use Factor (gpd/unit)	Base Demand (gpd)	Required Ordinances Water Savings	Proposed Water Demand (gpd)
Existing					
Surface Parking Lot (removed)	38,958 sf	0			0
Proposed					
Studio	158 du	75	11,850		
1 Bedroom Loft	12 du	110	1,320		
1 Bedroom	193 du	110	21,320		
1 Bedroom + Den	40 du	110	4,400		
2 Bedroom Townhouse	6 du	150	900		
2 Bedroom	154 du	150	23,100		
2 Bedroom + Den	20 du	150	3,000		
3 Bedroom + Den Penthouse	2 du	190	380		
4 Bedroom + Den Penthouse	4 du	230	920		
Total Residential Condo	589 du		67,100	0	67,100
Restaurant: Full Service	116 seat	30	3,480	620	2,860
Cooling Towers	1,409 ton	36.64	50,227	9,301	40,926
Parking Structure	605 stall	0.246	149	0	149

Table 4.17-2
Project Estimated Water Consumption

Land Use	Quantity	Water Use Factor (gpd/unit)	Base Demand (gpd)	Required Ordinances Water Savings	Proposed Water Demand (gpd)
Landscaping	6,110 sf		364	125	239
Proposed Water Demand Total					**111,274**
Less Existing to be Removed Total					0
Less Additional Conservation					-14,948
Net Additional Water Demand					**96,326**

Note: sf = square feet; gpd = gallons per day
Source: Los Angeles Department of Water and Power Water Supply Assessment for the 820 South Olive Street Project, May 20, 2014

LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of LAAFP is 600 mgd with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season.

The Project's water consumption increase of approximately 96,326 gallons per day, or 0.096 million gallons per day (mgd), represents approximately 0.19 percent and 0.06 percent of the remaining capacity currently available at LAAFP during the summer and non-summer months, respectively. Therefore, impacts to water treatment facilities and existing infrastructure would be less than significant.

LADWP can generally supply water to development projects within its service area, except under extraordinary circumstances. Additionally, given the incremental increase in water consumption for the Project, and compliance with applicable water conservation ordinance and regulations such as California Code of Regulations (CCR), Title 20, Section 1604; CCR Title 22; City Ordinances 165,004 and 166,080; the Project would not require or result in the construction of new water treatment facilities.

The Project Site is currently a surface parking lot and the immediate area and uses are adequately served by the existing water conveyance system.

If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project. Implementation of Mitigation Measures 17-3 and 17-4 would ensure that the Project's impacts to the water conveyance system would be less than significant.

Water Supply Assessment

State CEQA Guidelines Section 15083.5 requires a lead agency to identify water systems to provide water supply assessments for projects over specified thresholds. For any residential subdivision project Senate Bill (SB) 221 requires that the lead agency include a requirement that a sufficient water supply shall be available to serve the residential development. A residential subdivision is a proposed residential development of more than 500 dwelling units.

The Project is subject to SB 221 as it includes a residential development of more than 500 dwelling units. The Project includes 589 dwelling units.

SB 610 requires a water supply assessment to evaluate whether total projected water supplies will meet the projected water demand for certain development projects that are otherwise subject to CEQA review. Existing law identified those certain projects as follows:

(a) Residential developments of more than 500 dwelling units;

(b) Shopping centers or businesses employing more than 1,000 persons or having more than 500,000 square feet of floor space;

(c) Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet;

(d) Hotels or motels with more than 500 rooms;

(e) Industrial or manufacturing establishments housing more than 1,000 persons or having more than 650,000 square feet of 40 acres;

(f) Mixed use projects containing any of the foregoing; or

(g) Any other project that would have a water demand at least equal to a 500-dwelling unit project.

The Project is subject to SB 610 as it would include 589 residential units.

A Water Supply Assessment fulfilling this requirement was adopted by the Los Angeles Board of Water and Power Commissioners on May 20, 2014. The Assessment confirms that with the incorporation of Mitigation Measure 17-4 as well as the Low Impact Development Ordinance (Ordinance No. 181,899), there will be sufficient water supply for proposed project.

Mitigation Measures

17-3 Utilities (Water – Construction)

As part of the normal construction/building permit process, the Project Applicant shall confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phases.

17-4 Utilities (Water)

The Project Applicant shall implement any upgrade to the water infrastructure serving the Project Site that is needed to meet municipal requirements. In addition to the requirements of the Low Impact Development Ordinance, the applicant shall implement the following conservation measures:

- High-efficiency toilets with flush volume of 1.0 gallons of water per flush
- Kitchen faucets with flow rate of 1.5 gallons per minute or less
- High-efficiency clothes washers (residential) – water factor of 4.0 or less
- Showerheads with flow rate of 1.5 gallons per minute or less
- Drought Tolerant Plants – 70 percent of total landscaping
- Cooling Tower Conductivity Controllers or Cooling Tower pH Conductivity Controllers
- Leak detection system for swimming pools and Jacuzzi
- Drip/subsurface irrigation (Micro-irrigation)
- Proper Hydro-zoning (groups plants with similar water requirements together)
- Zoned irrigation

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. A significant impact may occur if the volume of storm water runoff increases to a level exceeding the capacity of the storm drain system serving the Project Site or if a project would substantially increase the probability that polluted runoff would reach the storm drain system. There is a stormwater 36-inch reinforced concrete pipe (RCP) main line in Olive Street that flows south to a 42-inch RCP main line that flows south.[80]

Runoff currently flows toward the existing storm drain system, and development of the Project would not alter the amount of runoff from the Project Site. The entire Project Site is covered with impermeable surfaces for the surface parking lot (hardscape and paving). The Project Site would continue to be covered

[80] *Navigate LA, City of Los Angeles, Bureau of Engineering, Storm Drains (Storm Drain Inlets and Storm Pipes) Layer: http://navigatela.lacity.org/index01.cfm.*

with impermeable surfaces, with some ornamental vegetation around the Auto Court.

As discussed above, the Project would comply with the City's Low Impact Development (LID) Ordinance , which includes stormwater best management practices. Low Impact Development (LID) is a stormwater management strategy that seeks to prevent impacts of runoff and stormwater pollution as close to its source as possible. It is an ordinance passed in 2011 amending LAMC 64.70 (the City's stormwater ordinance) and expanding on the City's existing Standard Urban Stormwater Mitigation Plan (SUSMP) requirements. LID is different from the previous SUSMP, requiring a larger scope of development and redevelopment projects to comply with stormwater measures, and incorporating new LID practices and measures.

All development and redevelopment projects that create, add, or replace 500 square feet or more of impervious area need to comply with the LID Ordinance. Projects must comply with the LID Best Management Practices (determined on a case-by-case basis by Public Works), and if not feasible, only then do SUSMP BMPs apply.

No substantial increase in the rate or amount of surface runoff is expected to occur with Project development, and no new stormwater drainage facility would be required to serve the Project. Therefore, a less than significant impact would occur.

d) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California, which is obtained from the Colorado River Aqueduct. These sources, along with recycled water, are expected to supply the City's water needs in the years to come.

The Project would result in an increased demand of 108 acre-feet per year (AFY). The Los Angeles Board of Water and Power Commissioners adopted a Water Supply Assessment for the proposed project on May 20, 2014 (Resolution No. 014205). The Assessment states that the 108 AFY increase in total water demand falls within the available and projected water supplies for normal, single-dry, and multiple-dry years through the year 2035 as described in LADWP's Urban Water Management Plan. The Assessment confirms that with the incorporation of Mitigation Measure 17-4, above, as well as the Low Impact Development Ordinance (Ordinance No. 181,899), there will be sufficient water supply for proposed project and LADWP will be able to meet the proposed water demand for the project as well as existing and planned future water demands of its service area.

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. Wastewater generated by the Project would continue to be conveyed to the Hyperion Treatment Plant (HTP). The HTP has a design capacity to treat approximately 450 mgd and currently treats an average daily flow of approximately 362 mgd.[81] Thus, a remaining capacity of approximately 88 mgd is sufficient to treat the Project's estimated increase of approximately 0.110 mgd of wastewater. Therefore, impacts to wastewater treatment would be less than significant.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. 43 percent of the waste generated in the City is disposed of at the Sunshine Canyon City/County Landfill (the "Sunshine Canyon Landfill"), with 20 percent to Chiquita Canyon Landfill, and the remaining amounts sent to over a dozen other landfills, recycling, refuse-to-energy, or resource recovery facilities.[82]

According to CalRecycle (California Department of Resources Recycling and Recovery), the Sunshine Canyon Landfill is estimated to close in 2037. It has approximately 112.3 million cubic yards (cy) of remaining capacity out of a total capacity of 140.9 million cy, and a maximum permitted daily intake of 12,100 tons per day (tpd).[83]

As of September 30, 2013, Sunshine Canyon Landfill accepted approximately 7,800 tpd during the week and 3,000 tpd on Saturday (due to reduced hours of operation).[84] Therefore, the Sunshine Canyon Landfill has a remaining daily capacity intake of approximately 4,300 tpd during each weekday and 9,100 tpd on Saturday.

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81 *LABS, Wastewater, About Wastewater, Facts and Figures, Treatment Plants, Hyperion Treatment Plant, website: http://www.lacitysan.org/wastewater/factsfigures.htm, accessed October 29, 2013.*

82 *City of Los Angeles, Fact Sheet: Solid Waste Facilities: http://www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPfacilitySystemInfrastructureFactSheet_032009.pdf*

83 *State of California Department of Resources Recycling and Recovery, Solid Waste Facility Listing/Details Page, Facility/Site Summary Details: Sunshine Canyon City/County Landfill (19-AA-2000), website: http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-2000/Detail, accessed October 29, 2013.*

84 *Sunshine Canyon Landfill Newsletter, Summer 2013, website: http://www.sunshinecanyonlandfill.com/home/newsletter/Summer_2013_newsletter.pdf, accessed October 29, 2013. This is the latest newsletter and data available at this time.*

Construction

Construction of the Project would generate minimal amounts of construction and demolition debris that would need to be disposed of at area landfills. Construction and demolition debris includes concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. California Assembly Bill (AB) 939, also known as the Integrated Waste Management Act, requires each city and county in the state to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As such, much of this material would be recycled and salvaged to the maximum extent feasible. Materials not recycled would be disposed of at local landfills.

Removal of the surface parking lot would produce demolition waste and recycling opportunities of raw materials. Construction of the 529,083[85] square feet of new buildings would generate approximately 1,159 tons of construction waste.[86] Project construction would last approximately 24 months. Therefore, Project construction would generate approximately 2.41 tons per day of construction waste.[87]

A majority of the City's construction and demolition waste currently goes to the Puente Hills Landfill.[88] The Puente Hills Landfill closed on October 31, 2013, when its permit expired. However, there are other County Sanitation Districts' facilities available for disposal and recycling, including the nearby Puente Hills Materials Recovery Facility (MRF) that shares the same entrance as the Landfill. The Puente Hills MRF accepts all kinds of waste for recycling and disposal, including commercial, construction/demolition, and residential wastes.[89]

The Puente Hills MRF is permitted to accept 4,400 tons per day and 24,000 tons per week of municipal solid waste.[90] In 2014, the Puente Hills Intermodal Facility will be complete[91] and provide a Materials Recovery Facility/Transfer Station for the Waste to Rails system to the Mesquite Regional Landfill in Imperial County.[92] The Mesquite Landfill can accept 20,000 tons per day, with an overall capacity of 600 million tons and a lifespan of 100 years.[93] The Mesquite Landfill would have adequate capacity to accept the Project's demolition and construction waste.

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[85] *Source for total building square footage: Chris Dikeakos Architects, Inc., September 26, 2013.*

[86] *Based on 4.02 pounds of nonresidential construction and 4.38 lbs for residential construction per square foot. (Source: U.S. Environmental Protection Agency Report No. EPA530-98-010. Characterization of Building Related Construction and Demolition Debris in the United States, June 1998, Table A-2, page A-1).*

[87] *24 months x 20 working days per month = 480 working days. 1,159 tons / 480 days = 2.41 tons per day.*

[88] *City of Los Angeles, Fact Sheet: Solid Waste Facilities: http://www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPfacilitySystemInfrastructureFactSheet_032009.pdf*

[89] *County Sanitation Districts, Puente Hills Landfill Closing on October 31, 2013: http://www.lacsd.org/news/displaynews.asp?NewsID=214&TargetID=1, accessed October 29, 2013.*

[90] *County Sanitation Districts, Puente Hills MRF Fact Sheet: http://www.lacsd.org/news/displaynews.asp?NewsID=214&TargetID=1, accessed October 29, 2013.*

[91] *County Sanitation Districts, Waste-By-Rail: http://www.lacsd.org/solidwaste/wbr/default.asp, October 29, 2013.*

[92] *Puente Hills Landfill: http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3708, October 29, 2013.*

[93] *Mesquite Regional Landfill: http://www.mrlf.org/index.php?pid=5,accessed October 29, 2013.*

Compliance with AB 939 would require a minimum of 50 percent of demolition and construction debris to be recycled. Because of the recycling of most of the solid waste generated by the construction of the Project, short-term construction impacts to landfills and solid waste services would be less than significant. Nonetheless, the following mitigation measures are recommended to further reduce the Project's already less than significant impacts to construction solid waste (see Mitigation Measures 17-9 to 17-11).

Mitigation Measures

17-9 Utilities (Solid Waste Recycling – Construction/Demolition)

- Prior to the issuance of any demolition or construction permit, the Project Applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the City of Los Angeles Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles construction-related waste.

17-10 Utilities (Solid Waste Recycling – Construction/Demolition)

- To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

17-11 Utilities (Solid Waste Disposal)

- vfAll waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

Operation

As shown on Table 4.17-3, Project Estimated Solid Waste Generation, the Project is estimated to generate a net increase of approximately 7,226 pounds per day (lbs/day) (or 3.61 tons/day) of solid waste.

The Sunshine Canyon Landfill can accept 12,100 tons/day (and currently accepts 7,800 tons/day on weekdays and 3,000 tons/day on Saturday), and could therefore accommodate the additional approximately 3.61 tons/day increase in solid waste resulting from the Project.

Further, pursuant to AB 939, each city and county in the state must divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. The City achieved a 72 percent diversion rate of solid waste from landfills (fiscal year 2011-12), exceeding the required

50 percent diversion rate required by AB 939. The City is on track to achieving 75 percent recycling and diversion rate in 2013,[94] with the goal to achieve a 90 percent diversion by 2025.[95]

Table 4.17-3
Project Estimated Solid Waste Generation

Land Use	Size	Solid Waste Generation Rate	Total (lbs)
Existing			
Surface Parking Lot (removed)	38,958 sf	Negligible	0
Proposed			
Residential	589 units	12.23 lbs / unit	7,203
Retail	4,500 sf	5 lbs / 1,000 sf	23
		Proposed Subtotal	**7,226**
		Site Total (Proposed - Existing)	**7,226**

Note: sf = square feet; lbs = pounds
Rates: CalRecycle Estimated Solid Waste Generation Rates: http://www.calrecycle.ca.gov/wastechar/wastegenrates/
Residential: City of Los Angeles CEQA Threshold Guide, 2006.
Commercial/Retail: EIR cites City of LA Dept. of City Planning doc "EIR Manual for Private Projects" as source.
Table: CAJA Environmental Services, November 2013.

Mitigation Measure 17-12 would ensure that solid waste is separated and disposed/recycled properly during operation further mitigating any potential solid waste impact from Project operations. Therefore, the impact associated with solid waste during operation of the Project would be less than significant.

Mitigation Measure

17-12 Utilities (Solid Waste Recycling - Operational)

- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

[94] *City of Los Angeles, Department of Public Works, Year at a Glance, 2011-12: http://lacitysan.org/general_info/pdfs/BOS_YAG_11_12_FINAL.pdf, accessed October 30. 2013.*

[95] *City of Los Angeles, Department of Public Works, A Five-Year Strategic Plan, Fiscal Years 2012/13-2016/17: http://lacitysan.org/general_info/pdfs/Strategic_Plan_12-13.pdf, accessed October 30. 2013.*

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the Project would be disposed of in compliance with all applicable federal, state, and local regulations, related to solid waste, such as AB 939. The amount of Project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in compliance with the City's Solid Waste Management Policy Plan, which is the long-range solid waste management policy plan for the City, and the Source Reduction and Recycling Element, which is the strategic action policy plan for diverting solid waste from landfills.

The Project would also comply with applicable regulatory measures, including the provisions of City Ordinance No. 171,687 regarding recycling for all new construction and other recycling measures; the provision of permanent, clearly marked, durable, source-sorted bins to facilitate the separation and deposit of recyclable materials (Mitigation Measure 17-12); and implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction (Mitigation Measures 17-9 through 17-11).

Waste generated by the Project would not alter the projected timeline for landfills within the region to reach capacity. The Sunshine Canyon Landfill has adequate capacity and is slated to close in 2037. The Waste-By-Rails program to the Mesquite Landfill would have adequate capacity and is slated to operate for 100 years. The Project would comply with federal, state, and local regulations, and as such, impacts would be less than significant.

18. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. A significant impact may occur only if a project would have an identified potentially significant impact that cannot be mitigated for any of the above issues. The Project is located in a densely populated urban area and would have less than significant impacts with respect to biological and cultural resources. The Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, the Project's impacts would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. A significant impact may occur if a project, in conjunction with other related projects in the area of the Project Site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together.

The Project would not combine with related projects to create a cumulatively significant impact in any of the environmental issue areas analyzed in the IS/MND.

The locations of the 57 related projects included in this analysis are shown in Figure 4.16-10, Related Projects Location Map. The related project locations, descriptions, and trip generation estimates are listed in Table 4.16-10, Related Project Locations, Descriptions, and Trip Generations. All the related projects are located in the City of Los Angeles.

The nearest related projects to the Project Site are:

- No. 20 – Embassy Tower Mixed-Use Project, condominium and retail (1133 848 South Grand Avenue);
- No. 21 – 9th and Olive Mixed-Use, condominium and restaurant (860 South Olive Street);
- No. 22 – Northeast Tower (Mixed-Use), condominium and retail (215 West 9th Street); and
- No. 53 – Mixed-Use Project, condominium and other (840 South Olive Street).

The 53 other related projects are at least two blocks away or more, distances ensure that any other localized impacts of the related project would not combine with the Project. As discussed in response to Checklist Questions 4(c) and 12(d), the Project would not contribute to a significant cumulative impact with respect to air quality or noise, respectively.

The Project and related projects are anticipated to comply with applicable federal, state, and city regulations that would preclude significant cumulative impacts regarding geology and soils, cultural resources, hazards and hazardous materials, hydrology and water quality, and transportation and traffic. These resource areas (geology and soils, cultural resources, hazards and hazardous materials, and hydrology) are site specific so that each related project would need to be evaluated within its own site-specific context.

The Project would not result in significant traffic impacts at any of the 10 study intersections analyzed under Future (2017) With Project, which takes into account the related projects, plus ambient traffic growth.

Regarding aesthetics and land use, compliance with City of Los Angeles design and land use standards would ensure that any cumulative impacts related to aesthetics and land use would be less than significant. Further, related projects would be individually evaluated for consistency with applicable land use standards. Aesthetics is a subjective resource area in which each project must be analyzed within its own local setting to determine whether visual character of a site is affected. In addition, the Project would not combine with other related projects to block significant viewsheds in the Project vicinity.

Any increase in area population from the increase of on-site employees and/or residents resulting from the Project and the related projects are anticipated to be within regional and local forecasts.

Demands on public services such as fire protection, police protection, schools, parks and recreational facilities, and libraries resulting from the Project would be less than significant with implementation of Code requirements and mitigation measures (where applicable). These Code requirements and mitigation measures identified for the Project are standard Code requirements/mitigation measures from the City that would also apply to the related projects in the City of Los Angeles.

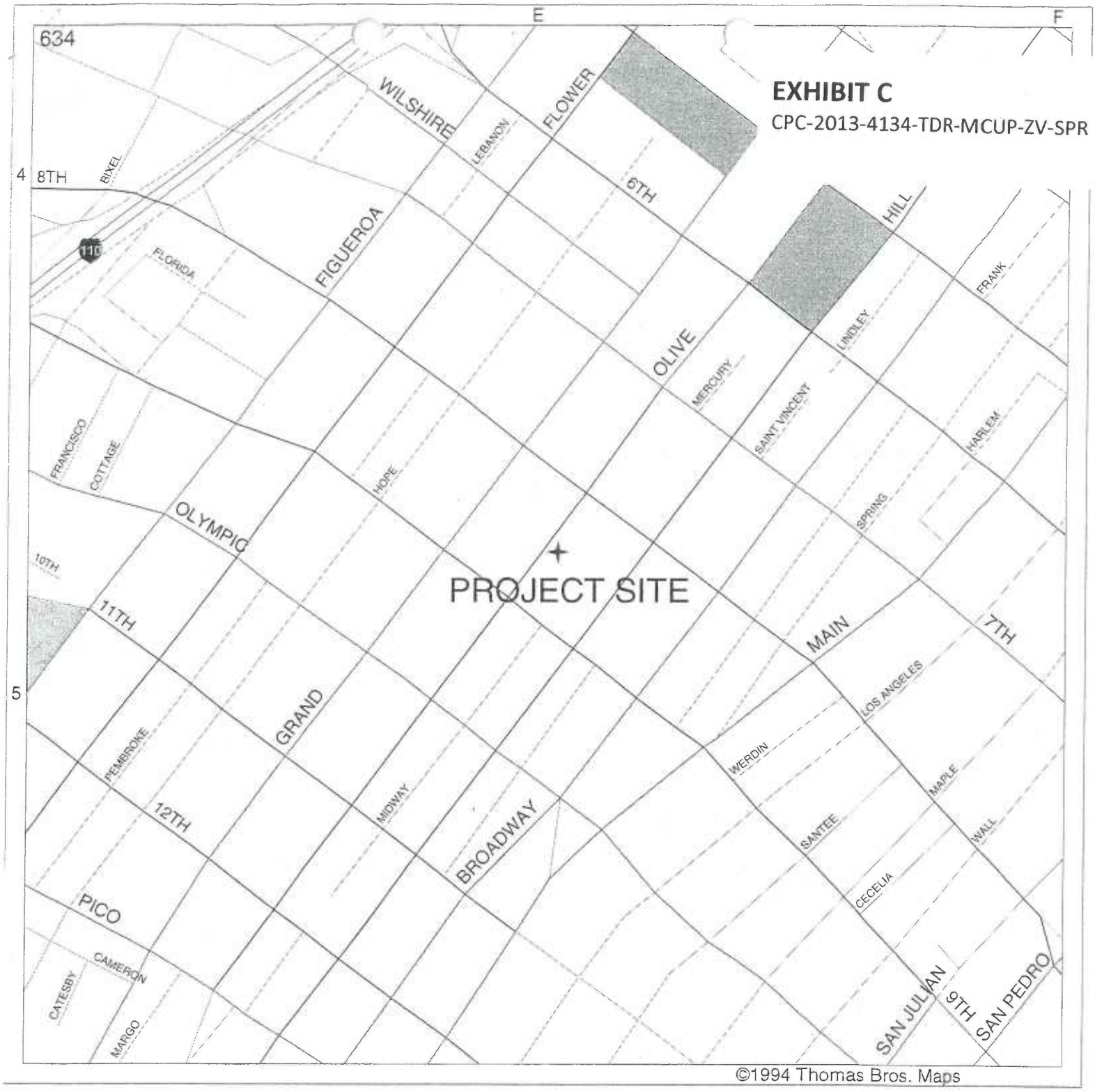
Demands on water consumption, wastewater generation, and solid waste generation resulting from the Project would be less than significant with implementation of provided mitigation measures, where applicable. These mitigation measures identified for the Project are standard mitigation measures from the City that would also apply to the related projects.

Therefore, the Project's incremental contribution to cumulative impacts would be less than significant.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As described throughout this environmental

impact analysis, with implementation of the recommended mitigation measures, where applicable, the Project would not result in any unmitigated significant impacts. Thus, the Project would not have the potential to result in substantial adverse effects on human beings and impacts would be less than significant.



VICINITY MAP

CPC 2013-4134

SITE : 830 S. OLIVE STREET - DONOR SITE FOR TFAR

GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080, FAX (626) 441-8850
GCMAPPING@RADIUSMAPS.COM

EXHIBIT C

CPC-2013-4134-TDR-MCUP-ZV-SPR

LEGEND:

- C ON-SITE CONSUMPTION OF FULL LINE ALCOHOLIC BEVERAGES
- B ON-SITE CONSUMPTION OF BEER AND OR WINE
- A OFF-SITE CONSUMPTION OF FULL LINE ALCOHOLIC BEVERAGES
- A OFF-SITE CONSUMPTION OF BEER AND OR WINE

C.D. 14
C.T. 2077.10
P.A. CENTRAL CITY

LEGAL: LOTS 6, 16, 17,AND PORTION OF LOT 15, BLK. 53, HUBER TRACT, M.R. 2-280, AND UNNUMBERED LOT, TRACT NO. 153. (SEE APPLICATION)

GC MAPPING SERVICE, INC. 3055 WEST VALLEY BOULEVARD ALHAMBRA CA 91803 (626) 441-1080 FAX (626) 441-8850	**VESTING TENTATIVE TRACT MAP NO. 72566** **TRANSFER OF FLOOR AREA** **ZONE VARIANCE** **SITE PLAN REVIEW** **E.A.F.** **CONDITIONAL USE - ALCOHOL**	1.05 NET AC.	CASE NO. DATE: 11-12-2013 SCALE: 1" = 100' USES FIELD D.M. 127.5 A 209, 129 A 209 T.B. PAGE: 634 GRID: E-5

CPC 2013-4134

EXHIBIT C

CPC-2013-4134-TDR-MCUP-ZV-SPR

CPC 2013-4134

C.D. 9
C.T. 2242.00
P.A. CENTRAL CITY

LEGAL: SEE APPLICATION.

GC MAPPING SERVICE, INC.
3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850
gamapping@radiusmaps.com

DONOR SITE FOR TFAR

CASE NO.
DATE: 12-17-2013
SCALE: 1" = 100'
USES FIELD
D.M. 126 A 205, 127-5 A 207, 127-5 A 205, 129 A 205, 127-5 A 207
T.B. PAGE: 634 GRID: C-5,C-6 D-5,D-6

EXHIBIT C

CPC-2013-4134-TDR-MCUP-ZV-SPR

C.D. 14
C.T. 2077.10
P.A. CENTRAL CITY

LEGAL: N'LY. 40' OF LOT 15, BLK. 53, HUBER TRACT, M.R. 2-280.

GC MAPPING SERVICE, INC. 3055 WEST VALLEY BOULEVARD ALHAMBRA CA 91803 (626) 441-1080 FAX (626) 441-8850	**DONOR SITE FOR TFAR**	0.15 NET AC.	CASE NO. DATE: 12-17-2013 SCALE: 1" = 100' USES FIELD D.M. 127.5 A 209, 129 A 209 T.B. PAGE: 634 GRID: E-5

CPC 2013-4134