



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: July 28, 2016
Time: After 8:30 A.M.
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

Public Hearing: June 15, 2016
Appeal Status: General Plan Amendment is not appealable. Zone Change, Height District Change, and Building Line Removal are appealable only by the applicant to City Council if disapproved in whole or in part. All other actions are appealable to City Council per LAMC Section 12.36-C.
Expiration Date: August 22, 2016
Multiple Approval: Yes

Case No.: CPC-2016-1032-GPA-ZC-HD-BL-ZAD-SPR
CEQA No.: ENV-2016-1036-MND
Incidental Cases: N/A
Related Cases: CPC-2016-1034-DA
Council No.: 9 – Curren D. Price, Jr.
Plan Area: South Los Angeles
Specific Plan: South Los Angeles Alcohol Sales
Certified NC: Voices of 90037
Current GPLU: Community Commercial & High Medium Residential
Proposed GPLU: Community Commercial
Current Zone: C2-1 & R3-1
Proposed Zone: C2-2
Applicant: Josef Shuster, Celebrity Realty Holdings LLC
Representative: Edgar Khalatian, Mayer Brown LLP

PROJECT LOCATION: 704-706, 730-740, 800-820 West Martin Luther King, Jr. Boulevard, 703-703 ½ and 705 West 40th Place

PROPOSED PROJECT: The proposed project involves the demolition of a two-story, 4,175 square-foot commercial building and surface parking lots, and the construction, use, and maintenance of two, five-story structures on the southeast and southwest corners of Martin Luther King, Jr. Boulevard and Hoover Street, containing the new Honda of Downtown Los Angeles automobile dealership, vehicle service facilities, and vehicle storage. The East Structure, at 68 feet in height, comprising approximately 152,477 square feet of space, with a Floor Area Ratio (FAR) of 3.58 to 1, will contain the primary dealership uses and provide 92 automobile parking spaces (exclusive of vehicle storage) and 10 bicycle parking spaces. The West Structure, at 54 feet in height and comprising approximately 105,075 square feet of space with a 3.83 to 1 FAR will be used for vehicle storage.

REQUESTED ACTIONS: ENV-2016-1036-MND:

1. Pursuant to Sections 21082.1(c)(3) and 21081.6 of the California Public Resources Code, adopt the **Mitigated Negative Declaration** (Case No. ENV-2016-1036-MND) and **Mitigation Monitoring Program** for the above-referenced project;

CPC-2016-1032-GPA-ZC-HD-BL-ZAD-SPR:


2. Pursuant to City Charter Section 555 and Los Angeles Municipal Code (LAMC) Section 11.5.6, a **General Plan Amendment** to amend the South Los Angeles Community Plan to:
 - a. re-designate the parcels located at 816 and 820 West Martin Luther King, Jr. Boulevard from High Medium Residential to Community Commercial land use; and
 - b. remove Footnote No. 1 from the subject property to allow Height District No. 2 on the site in lieu of the underlying Height District No. 1;
3. Pursuant to LAMC Section 12.32-F, a **Zone Change** and **Height District Change** from C2-1 (Commercial Zone with a maximum 1.5 to 1 FAR) and R3-1 (Multi-Family Residential Zone with a maximum 3 to 1 FAR) to C2-2 (Commercial Zone with a maximum 6 to 1 FAR);
4. Pursuant to LAMC Section 12.32-R, a **Building Line Removal** to remove a varying five, 10, and 15-foot Building Line along Martin Luther King, Jr. Boulevard, established under Ordinance Nos. 115,573 and 123,519;
5. Pursuant to LAMC Section 12.24-X,22, a **Zoning Administrator Determination** to allow deviations from the Transitional Height requirements of LAMC Section 12.21.1-A,10 to allow maximum building heights of 68 feet (East Structure) and 54 feet (West Structure) in lieu of the otherwise permitted 33 feet between 50 and 99 feet of an OS (Open Space) Zone and 61 feet between 100 feet and 199 feet of an OS Zone; and
6. Pursuant to LAMC Section 16.05, **Site Plan Review** for a development which creates, or results in an increase of, 50,000 gross square feet or more of non-residential floor area.


RECOMMENDED ACTIONS:

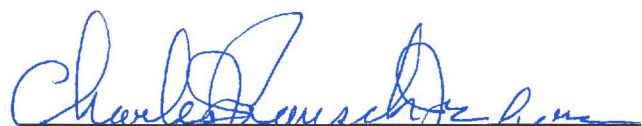
1. **Recommend** that City Council **adopt** the **Mitigated Negative Declaration** (ENV-2016-1036-MND) and the **Mitigation Monitoring Program** as adequate environmental clearance;
2. **Recommend** that City Council **approve** a **General Plan Amendment** to amend the South Los Angeles Community Plan to:
 - a. re-designate the parcels located at 816 and 820 West Martin Luther King, Jr. Boulevard from High Medium Residential to Community Commercial land use; and
 - b. remove Footnote No. 1 for the subject property to allow Height District No. 2 on the site in lieu of the underlying Height District No. 1;
3. **Disapprove** the Zone Change request as filed;
4. **Recommend** that City Council **approve** a **Zone Change** and **Height District Change** from C2-1 and R3-1 to (T)(Q)C2-2, subject to the attached (T) and (Q) Conditions of Approval;

5. **Recommend** that City Council **approve** a **Building Line Removal** to remove a varying five, 10, and 15-foot Building Line along Martin Luther King, Jr. Boulevard, established under Ordinance Nos. 115,573 and 123,519;
6. **Approve** a **Zoning Administrator Determination** to allow deviations from the Transitional Height requirements of LAMC Section 12.21.1-A,10 to allow maximum building heights of 68 feet (East Structure) and 54 feet (West Structure) in lieu of the otherwise permitted 33 feet between 50 and 99 feet of an OS (Open Space) Zone and 61 feet between 100 feet and 199 feet of an OS Zone;
7. **Approve** a **Site Plan Review** for a development which creates, or results in an increase of, 50,000 gross square feet or more of non-residential floor area.
8. **Adopt** the attached **Findings**;
9. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and
10. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) Filing.

VICENT P. BERTONI, AICP
Director of Planning


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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

TABLE OF CONTENTS

Project Analysis A-1

- Project Description
- Project Background
- Public Hearing
- Project Design
- Conclusion

T Conditions T-1

(Q) Qualified Classification Q-1

Conditions of Approval C-1

Findings..... F-1

- General Plan/Charter
- Zone Change and Height District Change
- Building Line Removal
- Zoning Administrator Determination
- Site Plan Review
- Environmental Findings

Public Hearing and Communications P-1

Exhibits:

- A – Maps
 - A1 – Vicinity Map
 - A2 – Radius Map
 - A3 – Existing General Plan Map
 - A4 – Requested General Plan Map
 - A5 – Requested Zoning Map
- B – Plans
- C – Environmental Clearance
 - C1 – ENV-2016-1036-MND
 - C2 – Mitigation Monitoring Program
 - C3 – Response to Comments
- D – Department of Transportation Traffic Impact Assessment Letter, April 14, 2016
- E – Building Line Ordinance Nos. 115,573 and 123,519

PROJECT ANALYSIS

PROJECT DESCRIPTION

The applicant, Celebrity Realty Holdings, LLC, proposes to relocate the existing Honda of Downtown Los Angeles dealership at Figueroa Street and Venice Boulevard and construct a new dealership at the southeast and southwest corners of Martin Luther King, Jr. Boulevard and Hoover Street. One of the primary objectives of relocating the Honda of Downtown Los Angeles dealership and expanding into a larger, new space is to provide a significant number of new jobs and sales tax revenue for the City of Los Angeles. Once constructed, the applicant anticipates substantially increasing the number of employees and automobiles sold at the new dealership, resulting in additional sales and tax revenue to the City.

The project would involve the demolition of an existing vacant commercial building, parking lots, and billboards on the subject property, and the construction of two new dealership structures. The East Structure will contain primary dealership uses, vehicle service facilities, and vehicle storage and the West Structure will be used for vehicle storage.

East Structure

The East Structure will be developed with a five-story, six-level above-grade structure. The first and second levels will contain the dealership's showroom, accessory offices, a service department lounge, parts storage, customer parking and vehicle storage. The third level will contain 36 detail bays, a car wash and parts storage. The fourth level will contain 34 service bays, a technician break room, technician locker rooms, and parts storage. The fifth and sixth (roof) levels will contain vehicle storage. The East Structure will contain approximately 152,477 square feet of space. The East Structure will reach approximately 68 feet in height, with an additional approximately 10 feet to account for elevator shafts, solar panels, and equipment. The East Structure will provide 92 customer and employee parking spaces, five short-term bicycle parking spaces, and five long-term bicycle parking spaces.

The East Structure will include various exterior graphic elements of Honda branding and signage (both illuminated and non-illuminated), in addition to a wall mural. All illuminated and non-illuminated signs would be designed in accordance with LAMC Section 14.4 and Ordinance Nos. 179,416, 180,841, and 182,706. Along Martin Luther King, Jr. Boulevard, signage would include internally illuminated brand letter set, brand logo, and channel letter signage, a 1,070-square-foot digital display, and internally illuminated traffic control arrows. The East Structure would include internally illuminated grand letter set and brand logo signage and a 394-square-foot digital display along Hoover Street. Finally, internally illuminated brand letter set, channel letter set, cabinet signage, and non-illuminated public art signage would be located along 40th Place.

West Structure

The West Structure will be developed with a five-story, six-level above-grade structure. The West Structure will be approximately 54 feet in height, with an additional approximately 12 feet to account for elevator shafts, solar panels, and equipment. The West Structure would contain approximately 105,075 square feet of space and will house dealership uses and vehicle storage.

The West Structure would include an 845 square-foot digital display along Martin Luther King, Jr. Blvd. No illuminated signage would be located on the West Structure along either Hoover Street or the alleyway; however, a wall mural is proposed along the southern façade facing the alley. Signage along the West Structure would also be designed in accordance with LAMC Section 14.4 and Ordinance Nos. 179,416, 180,841, and 182,706.

Table 1, below, summarizes the project's various components.

Table 1 – Project Summary				
Structure	Description	Height	LAMC Floor Area	F.A.R.
East Structure	Two-level showroom; one-level detailing department with 36 detail bays, parts storage and car wash; one-level service department with 34 service bays, parts storage and technician lounge and locker rooms; 2-levels of vehicle storage	5 stories (6 levels); 68 feet	152,477 SF	3.58
West Structure	Five-story above-grade vehicle storage structure	5 stories (6 levels); 54 feet	105,075 SF	3.83
Total			257,552 SF	3.67 (Average)

Parking, Access, and Site Circulation

The project proposes to provide customer and employee parking within two above-grade levels of the East Structure. Parking requirements for commercial uses are set forth in LAMC Section 12.21-A,4(c), which provides that there shall be at least one automobile parking space for each 500 square feet of combined floor area contained within all the office, business and commercial buildings. The total occupied floor area for the East Structure will be approximately 45,840 square feet. There is no occupied floor area for the West Structure as it will only be used for vehicle storage. Based on LAMC requirements, the project is required and providing 92 parking spaces.

The project also proposes to provide bicycle parking within the East Structure, within a designated area along 40th Place. Bicycle requirements for commercial uses are set forth in LAMC Section 12.21-A,16(a)(2), requiring that there shall be at least one short-term and one long-term bicycle parking space for each 10,000 square feet of commercial floor area. Based on LAMC requirements, the project is required and providing five short-term and five long-term bicycle parking spaces.

Vehicular access to the East Structure will be provided via two driveways along Martin Luther King, Jr. Boulevard and two driveways along 40th Place. A driveway will be located at the center of the East Structure fronting Martin Luther King, Jr. Boulevard and will provide access to customer parking that will serve the automobile sales area. This driveway will accommodate limited vehicular access and only allow right-turn ingress and egress movements. The Martin Luther King, Jr. Boulevard easterly driveway will be used by employees exclusively, and will only allow right-turn movements. The 40th Place westerly driveway at the center of the East Structure frontage. It will also provide access to customer parking that will serve the automobile sales area, but will accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements). The 40th Place easterly driveway is located at the southeast corner of the East Structure frontage and will primarily provide access to the vehicle service queuing area and will accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements). Two additional curb cuts will be located along 40th Place, at the southwest corner of the East Structure. These curb cuts will provide access to the loading/storage and trash areas. The

existing westerly and easterly driveways on Martin Luther King, Jr. Boulevard serving the East Structure will be closed and removed as part of the project.

Vehicular access to the West Structure will be provided via two new driveways along the existing alley to the south of the project site. The driveways will accommodate full vehicular access (i.e. left-turn and right-turn ingress and egress turning movements), and is intended for internal use only by Honda employees. All of the existing driveways serving the West Structure will be closed and removed as part of the project.

Customers are only intended to have access to the East Structure, where the primary dealership and auto servicing uses are located. According to the applicant, customers are intended to park only on the first level and valet services will be brought in if demand necessitates it. Upon exiting their cars, customers will be able to enter the dealership showroom from the parking lot. A clear path of travel will be marked for pedestrians within the ground-level parking area. The main street-fronting entrance will be located at the corner of Martin Luther King, Jr. Boulevard and Hoover Street, with additional, less prominent entries along 40th Place.

Sustainability

The project incorporates several sustainable elements. Solar panels will be installed on the roofs of both structures and 20 percent of the required vehicle parking will be wired for electrical vehicles. Furthermore, the project will comply with the applicable provisions of the Los Angeles Green Building Code and California Green Building Standards Code.

PROJECT BACKGROUND

Zoning and Land Use Designation

Existing Land Use and Zoning

The subject property is located within the South Los Angeles Community Plan, South Los Angeles Alcohol Sales Specific Plan, Exposition/University Park Redevelopment Project Area, Transit Priority Area (ZI-2452), and the Los Angeles State Enterprise Zone (ZI-2374).

The South Los Angeles Community Plan designates the project site's two westernmost parcels located at 816 and 820 West Martin Luther King, Jr. Boulevard for High Medium Residential land uses, while the remainder of the subject property has a General Plan land use designation of Community Commercial. The High Medium Residential land use designation includes a corresponding zone of R4 and the Community Commercial land use designation includes corresponding zones of CR, C2, C4, RAS3, and RAS4. The two westernmost parcels and segments of the two easternmost parcels located at 703, 703 ½, and 705 West 40th Place are zoned R3-1. The remaining portion of the property is within the C2-1 Zone.

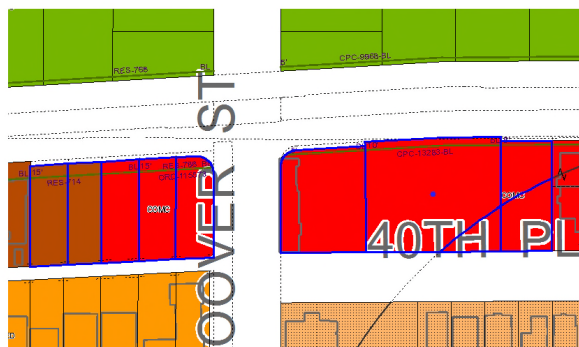


Figure 1. Subject Property, Land Use Designation

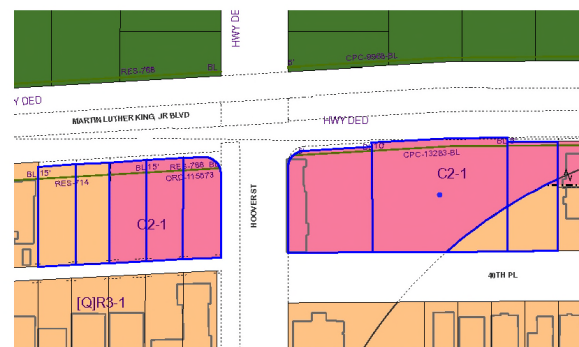


Figure 2. Subject Property, Zoning Map

The R3-1 zone allows for multi-family residential uses. The C2 Zone permits commercial uses and any land use permitted in the C1.5 and C1 Zones. The commercial zones permit a wide array of land uses such as retail stores, offices, hotels, schools and parks. The C2 Zone also permits any land use permitted in the R4 Multiple Residential Zone.

Height District No. 1 permits a Floor Area Ratio of 1.5 to 1 with no height limit within the C2 Zone and permits a Floor Area Ratio of 3 to 1 with a 45-foot height limit in the R3 Zone.

Proposed Land Use and Zoning

The applicant is requesting a General Plan Amendment to change the land use designation of the two westernmost parcels from High Medium Residential to Community Commercial to be consistent with the rest of the project site. The General Plan Amendment is also requested to exempt the project site from the limitations of Height District No. 1. In addition, the applicant is seeking a Zone Change of the two westernmost parcels and segments of the two easternmost parcels from R3 to C2, and a Height District Change to Height District No. 2 across the entire project site. The requested Zone and Height District Change establishes consistent commercial zoning and allows for a 6 to 1 FAR over the entire project site.

Surrounding Land Uses

Surrounding uses include a mix of commercial, medium- to high-medium residential uses, public facilities, and surface parking lots. Directly north of the proposed project site, across Martin Luther King, Jr. Boulevard, is Exposition Park, a 160-acre public facility, zoned OS-1XL and designated for Open Space land use. Exposition Park includes the Los Angeles Memorial Coliseum, the Los Angeles Memorial Sports Arena, the Natural History Museum of Los Angeles County, the California Science Center, the California African American Museum, and the EXPO Center, which includes a recreation center, senior center, preschool, and aquatic stadium. The portion of this area directly adjacent to the proposed project site consists of surface parking lots for these named public facilities. Further north of Exposition Park is the University of Southern California.

Properties to the south, east, and west of the proposed project site are improved with a mix of low, medium, and high-medium residential uses within the RD1.5-1, [Q]R3-1, R3-1, and C2-1 Zones. These residential uses range from one to four stories in height. A four-story apartment development is situated directly east of the project site. It was constructed in 1991, and contains a total of 137 residential units (68 units abutting the project site and another 69 units to the east of that). The entire apartment development spans almost the entire block face along Martin Luther King, Jr. Boulevard between Hoover and Figueroa Streets, excluding the subject property and a bank at the southwest corner of Martin Luther King, Jr. Boulevard and Figueroa Street. A two-story, four-unit apartment building abuts the subject property to the south. Properties south of the project site, across 40th Place from the East Structure, are developed with a 12-unit apartment building, one single-family dwelling, two duplexes, and one triplex, ranging from two to three stories in height. Properties south of the project site, across the alley from the West Structure, are developed with one six-unit apartment building and three triplexes, ranging from two to three stories in height.

The nearby intersections of Martin Luther King, Jr. Boulevard and Figueroa Street, and Martin Luther King, Jr. Boulevard with Vermont Avenue, are characterized by neighborhood-serving commercial uses that range from one to two stories in height.

Streets, Circulation, and Public Transit

Martin Luther King, Jr. Boulevard, abutting the property to the north, is designated as an Avenue I, dedicated to a half right-of-way width of 45 feet along the eastern portion of the project site and 50 feet along the western portion, and improved with asphalt roadway and concrete curb, gutters, and a sidewalk.

Hoover Street, abutting the eastern portion of the property to the west and the western portion to the east, is designated as an Avenue II, dedicated to total width of 80 feet, and improved with asphalt roadway and concrete curb, gutters, and a sidewalk.

40th Place, abutting the eastern portion of the property to the south, is designated as a Local Street, dedicated to a half right-of-way width of 30 feet, and improved with asphalt roadway and concrete curb, gutters, and a sidewalk.

Alley, abutting the western portion of the property to the south, is dedicated to an eight-foot half right-of-way width and improved with pavement.

The following lines provide service to and around the project site:

- Metro Expo Line Expo Park/USC Station (0.5 miles);
- Metro Local Lines: 40 (0.0 miles); 81 (0.2 miles); 200 (0.2 miles); 204 (0.3 miles)
- 754 Metro Rapid Line (0.3 miles)
- Metro Express Lines: 442 (0.3 miles); 553 (0.3 miles)

Project Entitlements

General Plan Amendment. The proposed project seeks a General Plan Amendment to re-designate the two westernmost parcels located at 816 and 820 West Martin Luther King, Jr. Boulevard from High Medium Residential to Community Commercial land use to be consistent with the remainder of the subject property. Additionally, a General Plan Amendment is requested to remove Footnote No. 1 of the South Los Angeles Community Plan from the entire subject property to allow Height District No. 2 in lieu of the underlying Height District No. 1.

Zone Change and Height District Change. The proposed project includes a Zone and Height District Change from C2-1 and R3-1 to C2-2, consistent with the proposed Community Commercial land use designation for the project site. Based on the existing Height District No. 1, the subject property would be permitted maximum FARs of 1.5 to 1 for the C2-zoned portion of the site and 3 to 1 for the R3-zoned parcels. The C2-2 Zone would allow the entire project site to be developed with a maximum 6 to 1 FAR. However, the project is below that amount, at a proposed FAR of 3.58 to 1 for the East Structure and 3.83 to 1 for the West Structure.

Building Line Removal. The project requests the removal of a varying five, 10, and 15-foot Building Line along Martin Luther King, Jr., Boulevard, established on the subject property under Ordinance Nos. 115,573 and 123,519. The Building Line Removal would enable the proposed structures to be built up to the property line along Martin Luther King, Jr. Boulevard, consistent with setback requirements for commercial developments in the C2 Zone. Nonetheless, the applicant is proposing to setback the East Structure a maximum 13 feet and one inch and the West Structure two feet from the street, respectively, to allow for additional landscaping and display of cars.

Zoning Administrator Determination. The proposed project is subject to the Transitional Height requirements of LAMC Section 12.21.1-A,10 due to the site's proximity to the OS-1XL (Open

Space) Zone. The subject property is located approximately 95 feet from the OS Zone. Per the Transitional Height requirements of the LAMC, the building shall not exceed 33 feet in height for the portion of the property located 50 to 99 feet from the OS Zone. Though not required, the proposed structures are observing approximate 13-foot (East Structure) and two-foot (West Structure) setbacks along Martin Luther King, Jr. Boulevard, with no parts of the buildings located within 99 feet of the OS Zone. Building heights shall not exceed 61 feet in height for the portion of the subject property located within 100 to 199 feet of the OS Zone. The West Structure, at 54 feet in height, complies with this provision of the Code. The East Structure is a maximum 68 feet in height and exceeds the 61-foot height limit by seven feet.

The OS-zoned properties across Martin Luther King, Jr. Boulevard from the subject property are improved with surface parking lots for Exposition Park. The purpose of Transitional Height is to ensure that new development that is adjacent to sensitive uses, usually found in the RW1 Zone or more restrictive zones (including OS), does not adversely impact the adjacent sensitive uses due to the new development's height. While the subject property is adjacent to properties zoned OS, it is not adjacent to sensitive uses within that zone.

Site Plan Review. The two proposed automobile dealership structures will contain approximately 152,477 square feet of floor area within the East Structure and 105,075 square feet of floor area within the West Structure. As such, the project is subject to Site Plan Review under LAMC Section 16.05 because it results in an increase of more than 50,000 gross square feet of non-residential floor area.

Mitigated Negative Declaration and Mitigation Monitoring Program. Pursuant to Sections 21082.1(c)(3) and 21081.6 of the California Public Resources Code, a Mitigated Negative Declaration (MND) and corresponding Mitigation Monitoring Program (MMP) for Case No. ENV-2016-1036-MND were prepared for the project. The MND was circulated for public review on May 19, 2016 and the comment period ended on June 8, 2016. As part of the proposed project, staff recommends adoption of the MND and corresponding MMP.

Related Cases

On-Site Related Cases

Case No. CPC-2016-1034-DA. A concurrent Development Agreement between the Developer and the City of Los Angeles for the provision of community benefits will be considered separately under Case No. CPC-2016-1034-DA.

Off-Site Related Cases

Case No. CPC-2015-3477-SP-SN. At its meeting on December 10, 2015, the City Planning Commission recommended that the City Council adopt the amendment to the Los Angeles Coliseum District Specific Plan, adopt the establishment of a Supplemental Use Sign District, including transfer of signage regulations currently found in the Coliseum District Specific Plan into the Sign District, and certify that it has assessed and certified the EIR and the addendum to facilitate demolition of the existing Los Angeles Memorial Sports Arena and the development of a 22,000-seat professional soccer stadium, on a 15-acre site within the southeastern portion of Exposition Park.

CPC-2006-3082-SP-DA. At its meeting on May 16, 2006, the City Planning Commission approved the requested Coliseum District Specific Plan and Development Agreement for the renovation of the Los Angeles Memorial Coliseum. At its meeting on March 12, 2009, the City Planning Commission recommended to the City Council the approval of requested amendments to the

Coliseum District Specific Plan and the termination of the Development Agreement between the Los Angeles Memorial Coliseum Commission and the City of Los Angeles.

PUBLIC HEARING

A public hearing with the Hearing Officer was conducted on June 15, 2016, at 2:15 p.m. at City Hall in downtown Los Angeles. The hearing was attended by approximately 10 people, including the applicant and applicant's representatives. No one in attendance spoke in opposition of the proposed project. One letter was submitted to the record at the public hearing. For further details, see Public Hearing and Communications, Page P-1 of this staff report.

PROJECT DESIGN

Above-Grade Parking Structures

The project has been designed to incorporate a number of the guidelines contained within the Commercial Citywide Design Guidelines, Urban Design Chapter of the South Los Angeles Community Plan, and Downtown Design Guide with regard to above-grade parking structures to improve visual appearance, shield neighboring properties from light pollution, and utilize sustainable technologies, including:

Commercial Citywide Design Guidelines

- Blend parking structure facades with nearby buildings by incorporating architectural treatments such as arches or other architectural openings and varied building materials, decorative screening, climbing vines, or green walls to provide visual interest.
- Mitigate the impact of parking visible to the street with the use of planting and landscaped walls tall enough to screen headlights.
- Illuminate all parking areas and pedestrian walkways to improve safety. Avoid unintended spillover impacts onto adjacent properties.

South Los Angeles Community Plan, Urban Design Chapter

- Design parking structure exteriors to match the style, materials and color of the main building.
- Along commercial frontages, and where appropriate, maximize retail and commercial service uses on ground floors of parking buildings.
- Utilize landscaping to screen parking structures not architecturally integrated with the main building.
- Utilize decorative walls and landscaping to buffer residential uses from parking structures.

Downtown Design Guide¹

- Parking structures shall have an external skin designed to improve the building's appearance over the basic concrete structure of ramps, walls and columns. This can include heavy-gage metal screen, pre-cast concrete panels, laminated glass or photovoltaic panels.
- Parking structures should integrate sustainable design features such as photovoltaic panels (especially on the top parking deck), renewable materials with proven longevity, and stormwater treatment wherever possible.

¹ The project site is not located within any District applicable to the Downtown Design Guide; however, the project has voluntarily incorporated a number of design features in line with the Guide's standards for stand-alone parking structures.

- Provide active ground floor uses along the street frontage of the garage; on all other streets the ground floor treatment should provide a low screening element that blocks views of parked vehicle bumpers and headlights from pedestrians using the adjacent sidewalk.
- Signage and wayfinding should be integrated with the architecture of the parking structure.
- Integrate the design of public art and lighting with the architecture of the structure to reinforce its unique identity.
- Interior garage lighting should not produce glaring sources towards adjacent residential units while providing safe and adequate lighting levels per code.
- A “green screen” that is coordinated with the building design may be provided, along with the required streetscape improvements.

Professional Volunteer Program (PVP)

The proposed project was reviewed by the Urban Design Studio’s Professional Volunteer Program (PVP) on June 7, 2016. PVP acknowledged the general limitations of designing an automobile dealership, but provided comments that encourage additional treatments around the façade and reworking the site plan to enhance the pedestrian and customer experience. The comments from PVP for the original project design (prior to the redesign and changes noted below) are summarized herein:

- Programming within the site can promote the Honda brand, create a catalytic project for the area, and draw in foot traffic generated by the Coliseum and Sports Arena. When programming the building, consider playing on sports theme and/or providing a new food option in the area by opening the café/coffee shop to the public. If feasible, car servicing areas could feature an interactive component with glass walls for customers to view their cars being serviced (similar to car washes).
- Site activation can be accomplished by making the East Structure corner more prominent. Suggestions include installing a canopy or providing more definition to the entrance with different glazing.
- Site activation can also be accomplished by opening up the proposed café to Martin Luther King, Jr. Boulevard with an additional entrance in front of the service lounge/café area where landscaping is currently proposed. Also consider providing outdoor seating along all street frontages of the East Structure and at the northeast corner of the West Structure for customers and to attract foot traffic into the dealership. The current managers’ offices along Hoover Street and fluid storage along 40th Place can be shifted to the interior of the building to allow for more pedestrian-friendly uses along the street frontages.
- Consider ways to make the East and West Structures more cohesive.
- Consider changes in materials, color, or texture to avoid blank walls. The stairwells could be interesting, but they are entirely blocked off. Consider punching out openings in the northeast corner of the East Structure and northwest corner of the West Structure where there are stairwells (along Martin Luther King, Jr. Boulevard).
- The project includes limited façade screening for the parking levels. Screening should be incorporated to provide additional articulation along the building facades and protect nearby residential and other sensitive uses from light and noise pollution.
- Consider rooftop lighting impacts on residential neighbors.

- Consider incorporating additional greenscreening/clinging vines/varied landscape materials along the southern facades to further break down the frontage along 40th Place and alley facing residential.
- Consider incorporating canopy/shade trees to enhance shade and pedestrian comfort and improve walkability. At minimum, interspace palm trees with shade trees. Magnolias are common in the area.
- Consider how cars will be unloaded and whether there is enough back-up space for a car carrier.
- Consider site circulation and how pedestrians will move throughout the site

The applicant provided staff with a revised set of plans that incorporates some of PVP's comments. The changes are summarized in the table below:

Table 2 – Project Design Enhancements	
Original Design	Updated Design (July 13, 2016)
Limited façade screening for parking levels	Enclosure of most parking levels with vented metal screening to prevent light pollution from headlights and parking lot lighting.
Rooftop lighting exposed to sky; Wire barrier around roof perimeter	Rooftop lighting underneath solar panels; Lighting set back from building edge; Solid barrier around roof perimeter; Lighting plan shows shielding to block overflow and light bleed
East and West Structures lack cohesion	Similar façade treatments, including parking screening, glazing, and landscaping
Expanses of blank walls	Integrated with glazing, landscape screening, and public art murals
Ground level parking area lacks demarcations for pedestrian travel	Clear path of travel marked for pedestrians within ground level parking area
Lack of shade/canopy trees	Shade/canopy trees integrated into landscape plan, including Golden Goddess Bamboo and Bottlebrush

The applicant was not able to incorporate all of PVP's suggestions, but provided the following explanations where design changes were not feasible:

- Sports theme. Honda does not allow for deviations in their image requirements to accommodate sports theming.
- Public café or coffee shop. While the showroom will include a small café, it is intended for customer use only. The café will not be open to the public, as the Honda of Downtown Los Angeles business is solely an automotive sales and service facility.
- Interactive service viewing. Customers will only be allowed to access the ground and second levels of the East Structure for liability reasons. All car servicing will take place on the third and fourth level of the East Structure in order to shield servicing uses from neighboring sensitive uses. Therefore, it is not possible for customers to access these levels to view their cars being serviced.

- Corner articulation. The corner treatment must remain the same due to Honda's strict image requirements. The blue cylindrical design is a standard design feature seen in many contemporary Honda dealerships.
- Separate café entry. One main entry will remain so that all customers entering and leaving can be greeted and accounted for properly. The café is for customers only and will not have a separate entry.
- Outdoor seating. There will be no outdoor seating along 40th Place. The intent is to concentrate activity along Martin Luther King, Jr. Boulevard to discourage loitering on the residential street. Similarly, there will be no outdoor seating along Martin Luther King, Jr. Boulevard in front of the West Structure in order to direct all primary dealership functions and activity to the East Structure.
- Stairwell openings. Stairwells must remain enclosed to meet fire safety requirements. However, stairwell facades have been treated with additional glazing and clinging vines to avoid blank walls and add visual interest to the building corners.
- Palm and shade trees. Magnolia trees are not permitted street trees per the Bureau of Street Services Urban Forestry Division, but Golden Goddess Bamboo and Bottlebrush species have been incorporated into the landscape plan to provide additional shade around the subject site. Palm trees remain along Martin Luther King, Jr. Boulevard and Hoover Street. According to the applicant, palm trees are featured prominently in the area and their tall, skinny shape enables cars to be displayed along the commercial corridor more effectively than with shade or canopy trees.
- Car unloading. New vehicles will be delivered to the project site either by unloading them from car carriers that will park on 40th Place or by driving them to the site individually from an off-site location.

Staff recognizes the design and site planning challenges of developing an automobile dealership that simultaneously fits within Honda's brand and image parameters, complies with City code requirements, policies, and design guidelines, and incorporates the suggestions of PVP. Nevertheless, staff has recommended certain conditions of approval which will improve visual quality, site circulation, and the customer and pedestrian experience within and around the project site.

CONCLUSION

Based on the information submitted to the record, the surrounding uses, input from the public hearing, and good planning and zoning practices, staff recommends that the City Planning Commission approve the requested entitlements. As proposed, the project site will be redeveloped and revitalized with a new automobile dealership. The relocation and expansion of Honda of Downtown Los Angeles into this new space will serve as a source of increased employment in the area, maintain the existing jobs currently located at the Downtown Honda location, and generate additional sales tax revenue for the City. The proposed automobile dealership has the potential to be a catalytic project for the surrounding area, spurring new development along Martin Luther King, Jr. Boulevard in tandem with the construction of the new soccer stadium and renovations to the Coliseum at Exposition Park. The project is consistent with a number of goals, objectives, and policies of the General Plan and the South Los Angeles Community Plan. As conditioned, the infill development will replace an underutilized site with a new, viable commercial development that will serve as an amenity for the community and those visiting the City of Los Angeles.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

Dedications and Improvements. Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary):

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
2. **Bureau of Engineering.** Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.
 - a. Street Dedications.
 1. Martin Luther King, Jr. Boulevard South Side, West of Hoover Street (Avenue I) – None.
 2. Martin Luther King, Jr. Boulevard South Side, East of Hoover Street (Avenue I) – A 5-foot wide strip of land along the property frontage adjoining Lot 4, Arb 7 of Tract 2411 to complete a 50-foot half right-of-way in accordance with Avenue I of Mobility Plan 2035.
 3. Hoover Street (Avenue II) – A 3-foot wide strip of land along the east and west side of the property frontage to complete a 43-foot wide half right-of-way and 86-foot wide total right-of-way in accordance with Avenue II of Mobility Plan 2035 including 20-foot radius property line returns at the southeast/southwest corners with Martin Luther King Jr. Boulevard and 40th Place.
 4. 40th Place (Local Street) – None.
 5. Alley (South of Martin Luther King, Jr. Boulevard) – A 2-foot wide strip of land along the property frontage to complete a 10-foot wide half alley in accordance to Alley standards.

b. Street Improvements.

1. Martin Luther King, Jr. Boulevard South Side, West of Hoover Street – Construct a new 15-foot concrete sidewalk, integral concrete curb and 2-foot gutter along the property frontage. Close all unused driveways with standard curb height, 2-foot gutter and 15-foot concrete sidewalk and upgrade all driveways to comply with ADA requirements.
 2. Martin Luther King, Jr. Boulevard South Side, East of Hoover Street – Construct a new 15-foot concrete sidewalk, integral concrete curb and 2-foot gutter along the property frontage. Close all unused driveways with standard curb height, 2-foot gutter and 15-foot concrete sidewalk and upgrade all driveways to comply with ADA requirements.
 3. Hoover Street – Construct additional concrete sidewalk in the dedicated area and repair all broken, off-grade or bad order existing concrete sidewalk, curb and gutter. Close all unused driveways with standard curb height, gutter and sidewalk and/or upgrade all driveways to comply with ADA requirements. Upgrade access ramps at the intersections with Martin Luther King, Jr. Boulevard and 40th Place to comply with ADA requirements.
 4. 40th Place – Construct new concrete sidewalk, integral concrete curb and 2-foot gutter along the property frontage. Close all unused driveways with curb, gutter and sidewalk and upgrade all driveways to comply with ADA requirements.
 5. Alley – Construct additional asphalt pavement in the dedicated area to provide a 10-foot half alley and repair the 2-foot longitudinal concrete gutter. Upgrade the alley intersection with Hoover Street to City Standards.
 6. Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.
 7. Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.
 8. Department of Transportation may have additional requirements for dedication and improvements.
- c. Roof drainage and surface run-off from the property shall be collected and treated at the site and drained to the streets through drain pipes constructed under the sidewalk through curb drains or connections to the catch basins.
- d. Sewer lines exist in Hoover Street, 40th Place and in the Alley. Extension of the 6-inch house connections laterals to the new property line may be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.
- e. Submit a parking area and driveway plan to the Central District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

3. **Street Lighting.**

- a. Prior to recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.
- b. Construct new street lights: one (1) on Hoover Street and two (2) on 40th Place. If street widening per BOE improvement conditions, relocate and upgrade street lights; thirteen (13) on Martin Luther King, Jr. Boulevard and two (2) on Hoover Street.

4. **Urban Forestry – Street Trees.** The developer shall plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. The actual number and location of new trees shall be determined at the time of tree planting. The contractor shall notify the Urban Forestry Division at 213-847-3077 five working days prior to constructing the side walk for marking of the tree locations and species.

Note: Removal of parkway trees or Protected Trees requires the Board of Public Works' approval. Contact Urban Forestry Division at 213-847-3077 for tree removal permit information

5. **Department of Transportation.** Suitable arrangements shall be made with the Department of Transportation to assure that a parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Suite 400, Station 3. For an appointment, call (213) 482-7024.
6. **Fire Department.** Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for approval.

(Q) QUALIFIED CONDITIONS OF APPROVAL

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

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials stamped "Exhibit A" and dated July 13, 2016, and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **Height.** The East Structure shall be limited to a maximum height of 68 feet above grade level, excluding roof structures and equipment, as defined by LAMC Section 12.21.1. The West Structure shall be limited to a maximum height of 54 feet above grade level, excluding roof structures and equipment, as defined by LAMC Section 12.21.1.
3. **Floor Area Ratio (FAR).** The East Structure shall be developed in substantial conformance with Exhibit A, and not exceed an FAR of 3.58 to 1, or 152,477 square feet. The West Structure shall be developed in substantial conformance with Exhibit A, and not exceed an FAR of 3.83 to 1, or 105,075 square feet.
4. **Setbacks.** The setbacks of the proposed structures shall be in conformance with LAMC Section 12.14-C of the LAMC, and shall be in substantial conformance with the site plans stamped "Exhibit A" and dated July 13, 2016.
5. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.21-A,4.
6. **Above-Grade Parking.** Above-grade parking levels shall have an external screen integrated into the architecture and be designed to improve the building's appearance and minimize light pollution while meeting code requirements for ventilation.
7. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC Sections 12.21-A,4 and 12.21-A,16. All bicycle parking shall have delineated access separate and apart from vehicular activity to promote a safe path of travel.
8. **Development Agreement.** Prior to the issuance of a building permit for this project, the Department of Building and Safety shall confirm that the public benefits, as identified in Case No. CPC-2016-1034-DA, have been satisfied.

CONDITIONS OF APPROVAL

Entitlement Conditions

1. **Use.** Authorized herein are two, five-story structures containing automobile dealership, vehicle service facility, and vehicle storage uses, including the 152,477 square-foot East Structure and 105,075 square-foot West Structure.
2. **Electric Vehicle Parking.** The project shall include at least 20 percent of the total code-required parking spaces capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Of the twenty percent EV Ready parking, five percent of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point. None of the required EV Ready parking shall apply to parking spaces used for dealership vehicle storage.
3. **Solar Panels.** Solar panels shall be installed on the project's rooftop space to be connected to the building's electrical system, in substantial conformance with the plans stamped "Exhibit A" and dated July 13, 2016.
4. **Landscaping.** All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.
 - a. Vines grown on the masonry surface of the buildings shall be of a non-deciduous species.
5. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
6. **Mechanical Equipment.** All mechanical equipment on the roof shall be fully screened from view of any abutting properties and the public right-of-way.
7. **Art Mural.** Any art mural installed on the building façade shall be in compliance with all applicable City regulations, including approval by the Cultural Affairs Commission.
8. **Pedestrian Path of Travel.** The ground level parking area of the East Structure shall have a path of travel demarcated for pedestrians for wayfinding purposes and to promote safety, in substantial conformance with the circulation plan stamped "Exhibit A" and dated July 13, 2016.
9. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
10. **Trash/Storage.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.

- a. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.
- b. Trash/recycling containers shall be locked when not in use.

11. Hours of Operation.

- a. The vehicle servicing use shall only operate between the hours of 6:00 a.m. and 11:00 p.m., daily.
- b. All other uses shall only operate between the hours of 7:00 a.m. and 11:00 p.m., daily.
- c. Deliveries and trash/recycling pick-up and emptying are permitted to occur only between the hours of 7:00 a.m. and 8:00 p.m., Monday through Friday, and 10:00 a.m. to 4:00 p.m., Saturdays and Sundays.

Environmental Conditions

12. Air Quality.

- a. All off-road construction equipment greater than 50 horsepower (hp) shall meet US EPA Tier 4 emission standards, where available, to reduce NOx, PM10 and PM2.5 emissions at the proposed project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. On site equipment generators shall use either plug-in electric or solar technology. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- b. Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NOx emissions requirements.
- c. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.
- d. Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate cleanup of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at: <http://www.aqmd.gov/home/programs/business/business-detail?title=offroad-diesel-engines&parent=vehicle-engine-upgrades>.

13. Air Pollution (Auto Repair Garage). All auto repair work shall be conducted within enclosed buildings that have been designed with appropriate pollution controls and ventilation systems.

14. Expose Sensitive Receptors to Pollutants (Auto Repair Garage/Auto Servicing Levels). No window or door opening shall be permitted along the sides of the buildings facing residential.

15. Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas).

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

- b. If proposed project activities cannot feasibly avoid the breeding season, no earlier than 30 days prior to the disturbance of suitable nesting habitat, the Applicant shall:
- i. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the proposed project site, as access to adjacent areas allows. The survey shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work.
 - ii. If a protected native bird is found, the Applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - iii. Alternatively, the Qualified Biologist could continue the survey in order to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - iv. If the Qualified Biologist determines that a narrower buffer between the construction activities and the observed active nests is warranted, the Qualified Biologist may submit a written explanation as to why (e.g., species-specific information; ambient conditions and bird's habituation to them; terrain, vegetation, and birds' lines of sight between the construction activities and the nest and foraging areas) to the City and, upon request, the CDFW. Based on the submitted information, the City, acting as the Lead Agency (and CDFW, if CDFW requests) shall comply with the buffer zone recommended in the Qualified Biologist report.
 - v. The Applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the proposed project.

16. Tree Removal (Non Protected Trees).

- a. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- b. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multitrunked, as measured 54 inches above the ground) nonprotected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- c. Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. All trees in the public right-of-way shall conform to the current standards of the Department of Public Works, Urban Forestry Division, Bureau of Street Services.

17. Tree Removal (Public Right-of-Way).

- a. Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- b. 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).

- c. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. 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.
 - d. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards and include King Palm, Golden Goddess Bamboo, and Bottlebrush Tree species.
18. **Geology and Soils.** Prior to the issuance of building permits, the Applicant shall submit a design level 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 estimation of settlement, lateral movement, or reduction in foundation soil-bearing capacity, and discuss 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 proposed project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
19. **Greenhouse Gas Emissions.**
 - a. Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the project.
 - b. Any new construction shall include 20 percent of parking spaces set aside for EV-ready parking.
20. **Increased Noise Levels (Demolition, Grading, and Construction Activities).**
 - a. The proposed project shall comply with the City Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
 - b. Demolition and construction activities shall, to the extent feasible, be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise and vibration levels.
 - c. The proposed project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices, to the extent feasible.
 - d. Sound curtains or an equivalent sound attenuating device capable of achieving a 10 dB reduction shall be placed along the northern, southern, and western property boundary prior to commencement of construction. The sound curtain or equivalent sound attenuating device shall be engineered and erected according to applicable codes.
21. **Increased Noise Levels (Parking Structure Ramps).**
 - a. Concrete, not metal, shall be used for construction of parking ramps.
 - b. The interior ramps shall be textured to prevent tire squeal at turning areas.
 - c. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.
22. **Increased Noise Levels (Auto Repair Garage).** No openings shall be permitted on any building façade which abuts a residential use or zone.
23. **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 prior to the approval of a building permit. The plot plan

shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall be no more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

24. **Public Services (Police – Demolition/Construction Sites).** Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.
25. **Public Services (Police).** The plans shall incorporate the *Design Guidelines* (defined in the following sentence) relative to security, semi-public and private spaces, which may include, but not be limited to, access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to *Design Out Crime Guidelines: Crime Prevention Through Environmental Design*, published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 West 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.
26. **Public Services (Schools affect by Haul Route).**
 - a. LADBS shall assign specific haul route hours of operation based upon Pacific Charter Middle School and/or Charter Middle School hours of operation.
 - b. Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.
27. **Transportation (Haul Route).** The developer shall install traffic signs in accordance with the LAMC around the site to ensure pedestrian and vehicle safety.
28. **Transportation/Traffic.**
 - a. Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
 - b. Temporary pedestrian facilities should be adjacent to the proposed project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
 - c. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
 - d. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Administrative Conditions of Approval

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

30. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
31. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
32. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
33. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
34. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
35. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
36. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.
37. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.

- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).
- e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commission, committees, employees and volunteers.

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

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

FINDINGS

General Plan/Charter Findings

1. General Plan Land Use Designation.

The subject property is located within the South Los Angeles Community Plan, which was last revised by the City Council on March 22, 2000. The Plan Map designates the project site's two westernmost parcels located at 816 and 820 West Martin Luther King, Jr. Boulevard for High Medium Residential land uses, while the remainder of the subject property has a General Plan land use designation of Community Commercial. The High Medium Residential land use designation includes a corresponding zone of R4 and the Community Commercial land use designation includes corresponding zones of CR, C2, C4, RAS3, and RAS4. Portions of the subject property are zoned R3 and are requesting to be changed to C2, including the two westernmost parcels and segments of the two easternmost parcels located at 703, 703 ½, and 705 West 40th Place. The remaining portion of the property is within the C2 zone. The R3 Zone is not a corresponding zone to Community Commercial or High Medium Residential, and thus the General Plan Amendment is necessary to provide consistency and conformity to the land use and zoning provisions of the South Los Angeles Community Plan.

Upon approval of the Zone Change request to change portions of the subject property from R3 to C2, the entire site will be zoned C2. The General Plan Amendment to re-designate the two westernmost lots of the subject property from High Medium Residential to Community Commercial will establish consistency between the General Plan Land Use Designation and the requested C2 Zone. Furthermore, the Plan Amendment to Community Commercial would enable approximately 10,203 square feet of the subject property to be consistent with the existing Community Commercial designation that spans the remainder of the 67,978 square-foot site. It is also consistent with the abutting Community Commercial land use designation to the east and would provide the City an opportunity to correct an inconsistency while simultaneously developing an underutilized site in a manner consistent with the goals, policies, and objectives of the General Plan Framework Element.

The Community Plan Map, through Footnote No. 1, limits the subject property to Height District No. 1. The General Plan Amendment will exempt the subject property from Footnote No. 1 and would permit Height District No. 2 through a Height District Change. Height District No. 2 permits an FAR of 6 to 1, and the proposed project will be constructed within that FAR limitation, with FARs of 3.58 to 1 (East Structure) and 3.83 to 1 (West Structure). The requests to exempt Height District No. 1 from the entire project site and to allow Height District No. 2 would enable the project site to be built at a height and intensity consistent with the existing four-story apartment development directly to the east.

The portion of the site currently designated for High Medium Residential land uses has historically been used for surface parking, and not for any multi-family residential uses. The General Plan Amendment to allow Community Commercial land uses on these parcels would simply amend the Plan Map to be consistent with prevailing commercial/parking uses currently existing on the site. The requested General Plan Amendment will unify the project site under the Community Commercial land use designation, consistent with commercially-zoned properties to the east and west of the project site along Martin Luther King, Jr. Boulevard. The requested Zone and Height District Change will similarly unify the entire project site under the C2 zone and Height District No. 2, creating a consistent pattern of zoning and corresponding land use designation at the southeast and southwest corners of Martin Luther King, Jr. Boulevard and Hoover Street.

2. General Plan Text.

- a. **South Los Angles Community Plan.** The Community Plan text includes the following relevant land use goals, objectives, and policies:

Goal 2. A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district.

Objective 2-1. To conserve and strengthen viable commercial development

Policy 2-1.1. New commercial uses shall be located in existing, established commercial areas or existing shopping centers.

Policy 2-1.3. Commercial areas should be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience as well as offer local employment.

Policy 2-1.5. Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

Objective 2-2. Allow for development of automobile-related uses in appropriate commercial designations along major arterials.

Policy 2-2.3. Permit the development of new automobile-related uses in some commercial and industrial areas.

Policy 2-2.4. Require screening of open storage and auto uses, and prohibit storage of automobile parts and other noxious commercial related products in front of commercial development, exposed to the street.

Objective 2-5. To enhance the appearance of commercial districts.

Policy 2-5.1. Improve the appearance of landscaping and commercial properties.

Policy 2-5.3. Improve safety and aesthetics of parking areas in commercial areas.

In addition to the land use goal, policies, and objectives described above, the project is consistent with the following design policies within the Urban Design Chapter of the Community Plan:

Site Planning. Structures shall be oriented toward the main commercial street where a parcel is located and shall avoid pedestrian/vehicular conflicts by:

- Where appropriate, locate retail and commercial service uses along frontages of commercial developments.
- Providing front pedestrian entrances for businesses fronting on main commercial streets.
- Providing pedestrian access from the front of building to rear parking for projects with wide frontages.

- Requiring site plans which include ancillary structures, service areas, pedestrian walkways, vehicular paths, loading areas, drop off, and landscaped areas.

Height and Building Design. The project is consistent with the following policies regarding height and building design.

- Maximize the area devoted to transparent building elements, such as windows and doors, on front facades. However, facades facing rear parking areas, shall limit such transparent elements to at least 20% of the frontage.
- Require the use of articulations, recesses, surface perforations, porticoes to break up long, flat building facades.
- Provide accenting, complementary building materials to building facades.
- Screen mechanical and electrical equipment from public view.
- Screen all rooftop equipment and building appurtenances from public view.
- Require the enclosure of trash areas for all projects.

Parking Structures. Parking structures shall be integrated with the design of the buildings they serve through:

- Design parking structure exteriors to match the style, materials and color of the main building.
- Along commercial frontages, and where appropriate, maximize retail and commercial service uses on ground floors of parking buildings.
- Utilize landscaping to screen parking structures not architecturally integrated with the main building.
- Utilize decorative walls and landscaping to buffer residential uses from parking structures.

Light and Glare.

- Install on-site lighting along all pedestrian walkways and vehicular access ways.
- Shield and direct on-site lighting onto driveways and walkways, and away from adjacent residential uses.

The General Plan Amendment from High Medium Residential to Community Commercial land use for the two westernmost lots of the subject property will eliminate any conflict or inconsistency between the General Plan land use designation and the requested C2 Zone. The portion of the project site currently designated for High Medium Residential land uses has historically been used for surface parking, and not any multi-family residential uses. The General Plan Amendment to allow Community Commercial land uses on these

parcels would simply amend the Plan Map to be consistent with prevailing commercial/parking uses on the site.

The General Plan Amendment to exempt the subject property from Footnote No. 1 and the Zone and Height District Change to C2-2 would allow a maximum FAR of 6 to 1. The proposed projects, with FARs of 3.58 to 1 (East Structure) and 3.83 to 1 (West Structure) will enable the Honda of Downtown Los Angeles brand to expand into a larger, new space, providing a significant number of new jobs and generating sales tax revenue to the City with the increase in automobiles sold. The project has been designed with adequate buffering, landscaping, screening, and treatments to the facade to be compatible with residential uses within the surrounding area.

- b. **South Los Angeles Alcohol Sales Specific Plan.** The project site is located within the boundaries of the South Los Angeles Alcohol Sales Specific Plan, which seeks to regulate off-site consumption alcohol sales within the plan area. Since the proposed project will operate solely as an automobile dealership and will not involve the sale of alcohol, it is not subject to the regulations of the Specific Plan.
- c. **Land Use Chapter, Framework Element.** The Framework Element of the General Plan was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, and public services.

The project will support and will be generally consistent with the General Plan Framework Land Use Chapter, as it will introduce a new commercial use to an underutilized site currently used for surface parking and containing a blighted vacant commercial building. In addition, the project will comply with the following goals, objectives, and policies set forth in the General Plan Framework Land Use Chapter as follows:

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

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

Policy 3.1.1. Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

Policy 3.1.5. Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided (a) that the basic differentiation and relationships

among land use districts are maintained, (b) there is no reduction in overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report.

Policy 3.1.6. Allow for the adjustment of General Plan Framework Element land use boundaries to account for changes in the location or introduction of new transit routes and stations (or for withdrawal of funds) and, in such cases, consider the appropriate type and density of use generally within one quarter mile of the corridor and station to reflect the principles of the General Plan Framework Element and the Land Use/Transportation Policy.

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

- d. **Health and Wellness Element.** Plan for a Healthy Los Angeles, the Health and Wellness Element of the General Plan, calls for the promotion of a healthy built environment in a manner that enhances opportunities for improved health and well-being, and which promotes healthy living and working conditions. The proposed project complies with the following policies:

Policy 3.2.1. Pattern of development that considers proximity to public transit corridors and station.

Policy 3.2.3. Land use patterns that emphasize pedestrian/bicycle access

Policy 3.4.1. Encourage new development to be located near rail and bus transit stations and corridors.

Policies 3.8.4-3.8.6. Promote pedestrian activity (streetscape improvements) in neighborhood districts.

The project locates jobs and commercial space within walking distance to several Metro Local, Rapid, and Express bus stops and the Metro Expo Line stop at Exposition Park. Short-term and long-term bicycle parking will be available along 40th Place within the East Structure to allow for an alternative mode of transportation to and from the project site. Further, the ground floor of the East Structure has been articulated with glazing, a defined corner entrance, and landscaping to enhance the pedestrian experience on and around the project site.

- e. **Mobility Element.** The Mobility Element of the General Plan (Mobility Plan 2035) is likely to be affected by the recommended action herein through the imposition of street dedications and improvements surrounding the project site. Martin Luther King, Jr. Boulevard is designated as an Avenue I under Mobility Plan 2035, dedicated to a half right-of-way width of 45 feet along the East Structure and 50 feet along the West Structure, and improved with asphalt roadway and concrete curb, gutters, and a sidewalk. Hoover Street is a designated Avenue II, dedicated to a full right-of-way width of 80 feet, and improved with asphalt roadway and concrete curb, gutters, and a sidewalk. 40th Place is a designated Local Street, dedicated to a half right-of-way width of 30 feet, and improved with asphalt roadway and concrete curb, gutters, and a sidewalk. The alley to the south of the West Structure is dedicated to an eight-foot half right-of-way width and improved with

pavement. Dedications and improvements have been imposed under the (T) Tentative Classification conditions contained within this staff report.

The proposed project is in conformance with the Mobility Element policies listed below:

Policy 1.2. Implement a balanced transportation system on all streets, tunnels, and bridges using complete streets principles to ensure the safety and mobility of all users.

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

Policy 2.6. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

Policy 2.10. Facilitate the provision of adequate on and off-street loading areas.

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

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

The project site is well-served by public transit; several Metro Local, Rapid, and Express bus stops and the Metro Expo Line stop at Exposition Park are within walking distance of the subject property. The project includes five short-term and five long-term bicycle parking spaces and related facilities in accordance with the provisions of the LAMC. These facilities are located in direct proximity to the street, with designated access intended to reduce conflicts between pedestrians and vehicles.

- f. **Sewerage Facilities Element.** The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system is likely able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will 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 will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.
- g. **Street Lights.** Any City required installation or upgrading of street lights is necessary to complete the City street improvement system so as to increase night safety along the streets which adjoin the subject property.

3. Charter Findings – City Charter Sections 555, 556, and 558 (General Plan Amendment)

- a. **Amendment in Whole or in Part.** The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the South Los Angeles Community Plan, signifying a change to the physical identity of the project site, which is currently designated as Community Commercial and High Medium Residential and zoned C2-1 and R3-1. A portion of the easternmost lots of the site (see Figure 2 on Page A-3) is zoned R3 in a commercially designated area. The R3 Zone is not a corresponding zone to Community Commercial or High Medium Residential, and thus the General Plan Amendment is

necessary to provide consistency and conformity to the land use and zoning provisions of the South Los Angeles Community Plan. The Plan Amendment to Community Commercial for the two westernmost lots would enable approximately 10,203 square feet (or 15 percent) of the subject property to be consistent with the existing Community Commercial designation that spans the remainder of the 67,978 square-foot site. This portion of the site has historically been used for a surface parking lot and not for residential purposes. It is also consistent with the abutting Community Commercial land use designation to the east and would provide the City an opportunity to correct an inconsistency while simultaneously developing an underutilized site in a manner consistent with the goals, policies, and objectives of the General Plan Framework Element.

In adopting a General Plan Amendment to the Community Commercial plan designation, the City finds that based on the above facts the subject property is a part of the significant economic and physical identity expressed by the development, uses and land designations in the immediate area. The portion of the project site currently designated for High Medium Residential land uses has historically been used for surface parking, and not for any multi-family residential uses. The General Plan Amendment to allow Community Commercial land uses on these parcels would amend the Plan Map to be consistent with prevailing commercial/parking uses on the site, and the Community Commercial land use designations along Martin Luther King Boulevard to the east. Similarly, the request to exempt Height District No. 1 from the entire project site and to allow Height District No. 2 would enable the project site to be built at a height and intensity consistent with the existing adjacent four-story apartment development directly to the east. The project site, inclusive of the subject property, also has a significant physical identity itself because the project site is large for a densely populated urban area at 1.6 acres, and it prominently occupies the two southern corners of the intersection at Martin Luther King Jr. and Hoover Street consisting of approximately 500 feet of commercial street frontage.

Thus, the City concludes that approval of the Plan Amendment to Community Commercial and to exempt Height District No. 1 from the project site is an extension of significant and important economic activity in the area. It will allow an underutilized site to be used for an automotive dealership that has the potential to generate significant additional jobs and sales tax revenue for the City. The Plan Amendment will also conform the project site to the new physical identity of the area, which has already seen the introduction of a four-story high medium density residential development and will be undergoing additional transformation with the construction of the new soccer stadium and renovations to the Los Angeles Memorial Coliseum at Exposition Park. Moreover, the Plan Amendment allows a sizeable urban development site to develop an expanse of street frontage at the two southern corners of this intersection with a unified commercial use.

The Plan Amendment is in substantial conformance with the purposes, intent and provisions of the General Plan as discussed above. The Plan Amendment will also conform with public necessity, convenience, general welfare and good zoning practice, as detailed below:

Public Necessity. The General Plan Amendment to re-designate the two westernmost lots of the subject property from High Medium Residential to Community Commercial will enable the entire project site to be used for automobile dealership and servicing purposes in conjunction with the requested Zone Change to C2. The Plan Amendment to exempt the subject property from Footnote No. 1 would permit Height District No. 2 on the site, which allows a maximum FAR of 6 to 1. The proposed project will be constructed within that FAR limitation, with FARs of 3.58 to 1 (East Structure) and 3.83 to 1 (West Structure). Approval of the requested entitlements would permit the use of the site as an automobile dealership and servicing center,

and enable it to be developed with approximately 257,552 square feet of commercial floor area, a significant increase in size from the current, 49,600 square-foot Honda of Downtown Los Angeles building on Figueroa Street. The expansion of the dealership into a larger, new space will enable the applicant to provide a significant number of new jobs and increase the stock of automobiles sold. In addition, it would enable the existing jobs currently located at the Downtown Honda location to be maintained. Approval of the requested entitlements would allow Honda of Downtown Los Angeles to remain within the City of Los Angeles and continue to generate sales tax revenue for the City, and at a higher rate because the project will be able to store a great number of automobiles than before.

Convenience. Granting the proposed General Plan Amendment would result in a project that is convenient to the public. The project site is centrally located in a residential, commercial, and public facilities-mixed neighborhood within the South Los Angeles Community Plan area. The project site provides convenient vehicular access and public transit opportunities, as it is located just west of Interstate 110 and within walking distance (less than one-half mile) of several Metro Local, Rapid, and Express bus stops and the Metro Expo Line stop at Exposition Park. The project site is also located just west of Figueroa Street, which contains a number of existing automobile dealerships north of the project site, providing easy access to Downtown Los Angeles' Auto Row.

General Welfare. Granting the General Plan Amendment will allow for the development of a new automobile dealership on an underutilized site, at an intensity consistent with the four-story, approximately 48-feet in height residential building directly to the east. The improvements resulting from the requested entitlements will enhance the visibility and aesthetic character of the site. Further, the project would be designed in conformance with all applicable fire and safety codes which are intended to promote the General Welfare. Lastly, the applicant is proposing a project that would be consistent with all applicable zoning regulations, excluding the request to deviate from the Transitional Height requirements of the Municipal Code.

Good Zoning Practices. Upon approval of the Zone Change request to change portions of the subject property from R3 to C2, the entire site will be zoned C2. The General Plan Amendment to re-designate the two westernmost lots of the subject property from High Medium Residential to Community Commercial is an example of good zoning practice because it will establish consistency between the General Plan Land Use Designation and the requested C2 Zone. Furthermore, the Plan Amendment to Community Commercial would enable approximately 10,203 square feet of the subject property to be consistent with the existing Community Commercial designation that spans the remainder of the 67,978 square-foot site. It is also consistent with the abutting Community Commercial land use designation to the east and would provide the City an opportunity to correct an inconsistency while simultaneously developing an underutilized site in a manner consistent with the goals, policies, and objectives of the General Plan Framework Element.

The portion of the site currently designated for High Medium Residential land uses has historically been used for surface parking, and not for any multi-family residential uses. The General Plan Amendment to allow Community Commercial land uses on these parcels would amend the Plan Map to be consistent with prevailing commercial/parking uses currently existing on the site. The requested General Plan Amendment will unify the project site under the Community Commercial land use designation, consistent with commercially-zoned properties to the east and west of

the project site along Martin Luther King, Jr. Boulevard. The requested Zone and Height District Change will similarly unify the entire project site under the C2 zone and Height District No. 2, creating a consistent pattern of zoning and corresponding land use designation at the southeast and southwest corners of Martin Luther King, Jr. Boulevard and Hoover Street.

- b. **Initiations of Amendments.** In compliance with this sub-section, the amendment to the South Los Angeles Community Plan (General Plan Land Use Element), was initiated by the Department of City Planning, via signature by the Director of Planning's designee, on July 15, 2015.
- c. **Commission and Mayoral Recommendations.** The noticing and hearing requirements of the General Plan Amendment were satisfied, pursuant to LAMC Section 12.32-C,3. The hearing was scheduled, duly noticed, and held in City Hall on June 15, 2016. The City Planning Commission shall make its recommendation to the Mayor upon a recommendation of approval, or to the City Council and the Mayor upon a recommendation of disapproval.

This action is further subject to the following sections of Charter Section 555:

- d. **Council Action.** The Council shall conduct a public hearing before taking action on a proposed amendment to the General Plan. If the Council proposes any modification to the amendment approved by the City Planning Commission, that proposed modification shall be referred to the City Planning Commission and the Mayor for their recommendations. The City Planning Commission and the Mayor shall review any modification made by the Council and shall make their recommendation on the modification to the Council in accordance with subsection (c) above. If no modifications are proposed by the Council, or after receipt of the Mayor's and City Planning Commission's recommendations on any proposed modification, or the expiration of their time to act, the Council shall adopt or reject the proposed amendment by resolution within the time specified by ordinance.
- e. **Votes Necessary for Adoption.** If both the City Planning Commission and the Mayor recommend approval of a proposed amendment, the Council may adopt the amendment by a majority vote. If either the City Planning Commission or the Mayor recommends the disapproval of the proposed amendment, the Council may adopt the amendment only by a two-thirds vote. If both the City Planning Commission and the Mayor recommend the disapproval of a proposed amendment, the Council may adopt the amendment only by a three-fourths vote. If the Council proposes a modification of an amendment, the recommendations of the Commission and the Mayor on the modification shall affect only that modification.

4. **Redevelopment Plan (CRA – Exposition/University Park Redevelopment Area)**

Enacted on June 29, 2011, Assembly Bill 1x-26 (AB 26) revised provisions of the Community Redevelopment Law of the State of California, to dissolve all redevelopment agencies and community development agencies in existence and designate successor agencies, as defined, as successor entities. Among the revisions, the amendments to the law withdrew all authority to transact business or authorize powers previously granted under the Community Redevelopment Law (Section 34172.a.2), and vested successor agencies with all authority, rights, powers, duties and obligations previously vested with the former redevelopment agencies (Section 34172.b). To that end, the CRA/LA, a Designated Local Authority, the successor agency to the CRA, approved a Resolution, dated September 20, 2012, affecting the Adelante Eastside, Beach Street, Broadway Manchester, Bunker Hill, Central Business

District, Council District 9 Corridors, Central Industrial, Chinatown, City Center, Crenshaw, Crenshaw/Slauson, Normandie, Exposition University Park (Hoover), Hollywood, LA Harbor/Wilmington, Little Tokyo, Pacific Corridors, Pico Union 1, Pico Union 2, Vermont/Manchester, Watts, Watts Corridors, Western/Slauson, Westlake, and Wilshire/Koreatown Redevelopment Project Areas, and which granted authority to the Chief Executive Officer or Designee to review and approve discretionary land use actions and variations to the Redevelopment Plans. Such land use approval would be executed administratively by the delegated officers through building permit sign-off, subject to review criteria, as well as the imposition of the applicable and appropriate conditions.

The project site is located within the boundaries of the Exposition/University Park Redevelopment Project Area. The applicant has consulted with the CRA/LA, and has preliminarily reported that the project does not conflict with the Exposition/University Park Redevelopment Plan. Nonetheless, approval from CRA/LA is required prior to issuance of any building permits associated with the proposed project.

Zone and Height District Change Findings; “T” and “Q” Classification Findings

5. **Pursuant to Section 12.32 of the Municipal Code, and based on these Findings, the recommended action is deemed consistent with the General Plan and is in conformity with public necessity, convenience, general welfare and good zoning practice.**

The proposed project involves the demolition of a two-story, 4,175 square-foot commercial building and surface parking lots, and the construction, use, and maintenance of two, five-story structures on the southeast and southwest corners of Martin Luther King, Jr. Boulevard and Hoover Street, containing the new Honda of Downtown Los Angeles automobile dealership, vehicle service facilities, and vehicle storage. The East Structure, at 68 feet in height, comprising approximately 152,477 square feet of space, with an FAR of 3.58 to 1, will contain the primary dealership uses and provide 92 automobile parking spaces (exclusive of vehicle storage) and 10 bicycle parking spaces. The West Structure, at 54 feet in height and comprising approximately 105,075 square feet of space with a 3.83 to 1 FAR, will be used for vehicle storage.

The project site consists of six parcels totaling 67,978 square feet of lot area. The South Los Angeles Community Plan designates the project site's two westernmost parcels located at 816 and 820 West Martin Luther King, Jr. Boulevard for High Medium Residential land uses, while the remainder of the subject property has a General Plan land use designation of Community Commercial. The High Medium Residential land use designation includes a corresponding zone of R4 and the Community Commercial land use designation includes corresponding zones of CR, C2, C4, RAS3, and RAS4. Portions of the subject property are zoned R3 and are requesting to be changed to C2, including the two westernmost parcels and segments of the two easternmost parcels located at 703, 703 ½, and 705 West 40th Place. The remaining portion of the property is within the C2 zone. With approval of the requested Plan Amendment, the zone change from R3 to C2 will be consistent with the range of zones corresponding to the Community Commercial land use designation.

The proposed project includes a Zone and Height District Change from C2-1 and R3-1 to C2-2, consistent with the proposed Community Commercial land use designation for the project site. Based on the existing Height District No. 1, the subject property would be permitted maximum FARs of 1.5 to 1 for the C2-zoned portion of the site and 3 to 1 for the R3-zoned parcels. The recommended C2-2 Zone would allow the entire project site to be developed with a maximum 6 to 1 FAR. However, the project is below that amount, at a proposed FAR of 3.58 to 1 for the East Structure and 3.83 to 1 for the West Structure.

- a. Public Necessity. Approval of the Zone and Height District Change to (T)(Q)C2-2 would allow the site to be developed with approximately 257,552 square feet of commercial floor area, a significant increase in size from the current, 49,600 square-foot Honda of Downtown Los Angeles building on Figueroa Street. The expansion into a larger, new space will enable the applicant to provide a significant number of new jobs and increase the stock of automobiles sold. In addition, it would enable the existing jobs currently located at the Downtown Honda location to be maintained. The requested Zone and Height District Change will enable the Honda of Downtown Los Angeles to remain within the City of Los Angeles and continue to generate sales tax revenue for the City, and at a higher rate because the project will be able to store a great number of automobiles than before.
- b. Convenience. Granting the proposed Zone and Height District Change would result in a project that is convenient to the public. The project site is centrally located in a residential, commercial, and public facilities-mixed neighborhood within the South Los Angeles Community Plan area. The project site provides convenient vehicular access and public transit opportunities, as it is located just west of Interstate 110 and within walking distance (less than one-half mile) of several Metro Local, Rapid, and Express bus stops and the Metro Expo Line stop at Exposition Park. The project site is also located just west of Figueroa Street, which contains a number of existing automobile dealerships north of the project site, providing easy access to Downtown Los Angeles' Auto Row.
- c. General Welfare. Granting the Zone and Height District Change to (T)(Q)C2-2 will allow for the development of a new automobile dealership on an underutilized site currently improved with surface parking lots and a blighted, vacant commercial building. The improvements resulting from the Zone and Height District Change will enhance the visibility and aesthetic character of the site. Further, the project would be designed in conformance with all applicable fire and safety codes which are intended to promote the General Welfare. Lastly, the applicant is proposing a project that would be consistent with all applicable zoning regulations, excluding the request to deviate from the Transitional Height requirements of the Municipal Code.
- d. Good Zoning Practices. Approval of the Zone and Height District Change to (T)(Q)C2-2 allows for more appropriately intense development of the subject property. The majority of the project site is already zoned C2. The Zone Change from R3 to C2 on the remaining parcels represents good zoning practice because the historic use of the property as surface parking and proposed use as an automobile dealership no longer reflect the residential zoning of the R3-zoned parcels. Furthermore, the site's location provides a prime opportunity to take advantage of the activity generated by Exposition Park by creating a higher intensity project with pedestrian-oriented elements. Granting of the Height District Change to Height District No. 2 would allow the project to be built with a greater FAR than otherwise permitted, and would be consistent with the height of the four-story multi-family development directly east of the project site.
- e. "T" and "Q" Classification Findings. Pursuant to LAMC Sections 12.32-G,1 and G,2(a), The current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval, and project specific conditions of approval imposed herein. Such limitations are necessary to ensure the identified dedications, improvements, and construction notices are issued to meet the public's needs, convenience and general welfare served by the required actions. The conditions that limit the scale and scope of development, are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall

pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

For the reasons stated above, the zone and height district change requests are beneficial in terms of the public necessity, convenience, general welfare, and good zoning practice, and are consistent with the General Plan.

Building Line Removal Findings

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

The varying five, 10, and 15-foot Building Line along Martin Luther King, Jr. Boulevard at the subject property was established under Ordinance Nos. 115,573 and 123,519. The requested building line removal is in conformity with public necessity, convenience, general welfare, and good zoning practice in that its retention on the subject property is no longer necessary for the purpose of reserving a portion of the property for future highway dedication and improvement.

Historically, the primary function of the building line was to provide uniform setback of buildings. These are now considered unnecessary, as yard setbacks are required per the respective zone under the current LAMC. In addition, Building Lines were required before the imposition of "T" Conditions on zone changes, which allowed public improvements including street dedications on individual zone change requests. Commercial uses within the C2 Zone are not required to maintain any setbacks. Nonetheless, the proposed project's East and West Structures have been set back a maximum 13 feet, one inch and two feet, respectively, from the property line adjoining Martin Luther King, Jr. Boulevard. The imposition of the varying five, 10, and 15-foot building line would require that the development be shifted away from Martin Luther King, Jr. Boulevard and closer to the rear residential developments.

Martin Luther King, Jr. Boulevard is classified as an Avenue I dedicated to a variable half right-of-way width between 45 and 50 feet at the project's street frontage. As part of the proposed project, the Bureau of Engineering is requiring a five-foot dedication and improvements to complete the 50-foot half right-of way on the southerly side of Martin Luther King, Jr. Boulevard, east of Hoover Street. No dedications are required on the southerly side of Martin Luther King, Jr. Boulevard, west of Hoover Street; however, improvements are required. After the dedication and improvements, Martin Luther King, Jr. Boulevard will meet the City's standards for an Avenue I. As such, the building line will no longer be required on the subject property to ensure that dedication and improvements may occur at the subject site's frontage.

Zoning Administrator Determination Findings

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

The proposed project involves the relocation of the Honda of Downtown Los Angeles dealership and service center from its current location at Figueroa Street and Venice Boulevard and the construction of a new automobile dealership at the southeast and southwest corners of Martin Luther King, Jr. Boulevard and Hoover Street. The new dealership will be contained within two, five-story (six-level) structures, at 68 feet (East Structure) and 54 feet (West Structure) in height.

The proposed project will result in the development of approximately 257,552 square feet of commercial floor area, a significant increase in size from the current, 49,600 square-foot Honda of Downtown Los Angeles building on Figueroa Street. The expansion into a larger, new space will enable the applicant to provide a significant number of new jobs and increase the stock of automobiles sold and serviced. Further, the requested relief from the limitations of Transitional Height will allow construction of the fifth and sixth levels of the East Structure (used as vehicle storage) without any building setbacks. As such, the applicant will be able to store a greater number of automobiles, thereby generating more sales tax revenue for the City and service more cars in the community.

For the reasons stated above, granting approval to deviate from the limitations of Transitional Height performs a function and provides a service that is essential or beneficial to the community, city, or region by creating new jobs and additional tax revenue.

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

The project site consists of six parcels totaling 67,978 square feet of lot area, or 1.6 acres, located at the southeast and southwest corners of Martin Luther King, Jr. Boulevard and Hoover Street within the South Los Angeles Community Plan. The proposed project involves the construction, use, and maintenance of two, five-story structures, containing the new Honda of Downtown Los Angeles automobile dealership and appurtenant uses. The East Structure, at 68 feet in height, contains approximately 152,477 square feet of floor area and will house the primary dealership, as well as vehicle servicing and storage. The West Structure, at 54 feet in height, contains approximately 105,075 square feet of floor area and will be used for vehicle storage. The total floor area of the two structures is 257,552 square feet.

Surrounding uses include a mix of commercial, medium- to high-medium residential uses, public facilities, and surface parking lots. Directly north of the proposed project site, across Martin Luther King, Jr. Boulevard, is Exposition Park, a 160-acre public facility, zoned OS-1XL. Exposition Park includes the Los Angeles Memorial Coliseum, the Los Angeles Memorial Sports Arena, the Natural History Museum of Los Angeles County, the California Science Center, the California African American Museum, and the EXPO Center, which includes a recreation center, senior center, preschool, and aquatic stadium. The portion of this area directly adjacent to the proposed project site consists of surface parking lots for these named public facilities.

The proposed project is subject to the Transitional Height requirements of LAMC Section 12.21.1-A, 10 due to the site's proximity to the OS-1XL Zone. The OS-zoned properties across Martin Luther King, Jr. Boulevard from the subject property are improved with surface parking lots for Exposition Park. The purpose of Transitional Height is to ensure that new development in commercial zones that is adjacent to sensitive uses, usually found in the RW1 Zone or more restrictive zones (including OS), does not adversely impact the adjacent sensitive uses due to the new development's height. While the subject property is adjacent to properties zoned OS, it is not adjacent to sensitive uses within that zone. Therefore, the policy behind Transitional Height, which is intended to protect sensitive uses on more restrictive zones adjoining commercial zones is not relevant to this situation.

Properties to the south, east, and west of the proposed project site are improved with a mix of low, medium, and high-medium residential uses within the RD1.5-1, [Q]R3-1, R3-1, and C2-1 Zones. These residential uses range from one to four stories in height. A four-story

apartment development is situated directly east of the project site. It was constructed in 1991, and contains a total of 137 residential units (68 units abutting the project site and another 69 units to the east of that). The entire apartment development spans almost the entire block face along Martin Luther King, Jr. Boulevard between Hoover and Figueroa Streets, excluding the subject property and a bank at the southwest corner of Martin Luther King, Jr. Boulevard and Figueroa Street. A two-story, four-unit apartment building abuts the subject property to the south. Properties south of the project site, across 40th Place from the East Structure, are developed with a 12-unit apartment building, one single-family dwelling, two duplexes, and one triplex, ranging from two to three stories in height. Properties south of the project site, across the alley from the West Structure, are developed with one six-unit apartment building and three triplexes, ranging from two to three stories in height.

While sensitive uses adjoin the subject property to the south, east, and west, those properties are located within multi-family residential zones and are not subject to the Transitional Height limitations of the LAMC. The proposed building heights of the East and West Structures are within the height limitations of the requested Height District No. 2 for the C2 Zone (unlimited height and stories), where Transitional Height standards do not apply.

Therefore, approving the deviations from the Transitional Height requirements will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

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

There are eleven elements of the General Plan. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of code requirements of the LAMC. Except for those entitlements described herein, the project does not propose to deviate from any of the requirements of the LAMC, with the exception of the limitations of Transitional Height.

The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The project site is located within the boundaries of the South Los Angeles Community Plan. Upon approval of the General Plan Amendment for the approximately 10,203 square-foot westernmost portion of the subject property from High Medium Residential to Community Commercial land use, the entire project site will be designated for Community Commercial land uses. Under the South Los Angeles Community Plan, Community Commercial land uses correspond to the CR, C2, C4, RAS3, and RAS4 Zones. Upon approval of the Zone Change request to change portions of the subject property from R3 to C2, the entire site will be zoned C2, and will therefore be consistent with the Community Plan. The Community Plan text is silent with regards to the limitations of Transitional Height. Nevertheless, as discussed in Finding Nos. 1 and 2, the project is consistent with many of the goals, policies, and objectives of the General Plan and the South Los Angeles Community Plan.

The project site is located within the boundaries of the South Los Angeles Alcohol Sales Specific Plan, which seeks to regulate alcohol sales within the plan area. Since the proposed project will operate solely as an automobile dealership and will not involve the sale of alcohol, it is not subject to the regulations of the Specific Plan.

Therefore, the project is in substantial conformance with the purpose, intent and provisions of the General Plan, the applicable community plan, and the South Los Angeles Alcohol Sales Specific Plan.

10. The project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

The project site is located within the South Los Angeles Community Plan, just west of Interstate 110 at the southeast and southwest corners Martin Luther King, Jr. Boulevard and Hoover Street. Martin Luther King, Jr. Boulevard, adjoining the subject property to the north, is an established commercial corridor, generally developed with low- to high-intensity commercial, institutional, and residential uses, including Exposition Park and surface parking lots directly across the street.

Residential land uses are located to the south, east, and west of the proposed project site, ranging from one to four stories in height. A four-story apartment development is situated directly east of the project site. It was constructed in 1991, and contains a total of 137 residential units (68 units abutting the project site and another 69 units to the east of that). The entire apartment development spans almost the entire block face along Martin Luther King, Jr. Boulevard between Hoover and Figueroa Streets, excluding the subject property and a bank at the southwest corner of Martin Luther King, Jr. Boulevard and Figueroa Street. A two-story, four-unit apartment building abuts the subject property to the south. Properties south of the project site, across 40th Place from the East Structure, are developed with a 12-unit apartment building, one single-family dwelling, two duplexes, and one triplex, ranging from two to three stories in height. Properties south of the project site, across the alley from the West Structure, are developed with one six-unit apartment building and three triplexes, ranging from two to three stories in height.

The proposed project's East Structure, at 68 feet in height, contains approximately 152,477 square feet of floor area and will house the primary dealership, as well as vehicle servicing and storage. The West Structure, at 54 feet in height, contains approximately 105,075 square feet of floor area and will be used for vehicle storage. The total floor area of the two structures is 257,552 square feet. While the East and West Structures are located within the minimum distance from the OS zone to trigger the transitional height limitations of the LAMC, the OS-zoned properties are improved with surface parking lots servicing Exposition Park and not any sensitive uses. Therefore, the project's deviations from Transitional Height would be compatible with would not adversely affect or further degrade the adjacent OZ-zoned lots across Martin Luther King, Jr. Boulevard.

The project will be compatible with the scale and character of the adjacent properties and surrounding neighborhood. The four-story apartment building directly east of the subject property was constructed in 1991, and contains a total of 137 residential units (68 units abutting the project site and another 69-units to the east of that). The entire apartment development spans almost the entire block face along Martin Luther King, Jr. Boulevard between Hoover and Figueroa Streets, excluding the subject property and a bank at the southwest corner of Martin Luther King, Jr. Boulevard and Figueroa Street. This project sets a precedent for larger-scale, four-story developments in the immediate local neighborhood.

The subject property is sensitive to adjacent multi-family residential uses. The East Structure's service department will be fully enclosed, and the parking structure areas screened, shielding the neighborhood from the noises, lights and odors generally associated with automobile servicing. Further, the East Structure contains drive aisles wide enough for the service department to receive and dispatch at least 10 vehicles for service at a time, thereby ensuring that cars do not queue on 40th Place. Although setbacks are not required for commercial uses within the C2 Zone, the project will be setting back all sides of the two structures to allow for additional landscape buffering, except for the south side of the West Structure. The project is required to widen the public alley to the rear of the West Structure by two feet, which will

provide added separation between the project and adjacent residential uses. In addition, conditions have been imposed to minimize impacts on nearby residences, including limitations to hours of operation, as well as requirements for parking, rooftop mechanical equipment, trash, and storage screening.

The project includes significant landscaping, which will improve the visual aesthetics of the property currently improved with surface parking lots with cracked pavement, freestanding billboards, and a blighted vacant commercial structure. Approximately 66 new trees will be planted surrounding the East Structure, and 40 around the West Structure, comprised of a mix of King Palm, Golden Goddess Bamboo, and Bottlebrush Trees. In addition, the project will be surrounded by a variety of landscaping, including Kangaroo Paws, Soft Rush Oriental Fountain Grass, New Zealand Flax, and Sticks on Fire. Clinging vines are also to be planted along the building facades.

Therefore, the project provides for an arrangement of uses, buildings, structures, open spaces and other improvements that are compatible with the scale and character of the adjacent properties and surrounding neighborhood.

Site Plan Review Findings

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

There are eleven elements of the General Plan. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of code requirements of the LAMC. Except for those entitlements described herein, the project does not propose to deviate from any of the requirements of the LAMC, with the exception of the limitations of Transitional Height.

The Land Use Element of the City's General Plan divides the City into 35 Community Plans. The project site is located within the boundaries of the South Los Angeles Community Plan. Upon approval of the General Plan Amendment for the approximately 10,203 square-foot westernmost portion of the subject property from High Medium Residential to Community Commercial land use, the entire project site will be designated for Community Commercial land uses. Under the South Los Angeles Community Plan, Community Commercial land uses correspond to the CR, C2, C4, RAS3, and RAS4 Zones. Upon approval of the Zone Change request to change portions of the subject property from R3 to C2, the entire site will be zoned C2, and will therefore be consistent with the Community Plan. The Community Plan text is silent with regards to the limitations of Transitional Height. Nevertheless, as discussed in Finding Nos. 1 and 2, the project is consistent with many of the goals, policies, and objectives of the General Plan and the South Los Angeles Community Plan.

The project site is located within the boundaries of the South Los Angeles Alcohol Sales Specific Plan, which seeks to regulate alcohol sales within the plan area. Since the proposed project will operate solely as an automobile dealership and will not involve the sale of alcohol, it is not subject to the regulations of the Specific Plan.

Therefore, the project is in substantial conformance with the purpose, intent and provisions of the General Plan, the applicable community plan, and the South Los Angeles Alcohol Sales Specific Plan.

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

The project site is located within the South Los Angeles Community Plan, just west of Interstate 110 at the southeast and southwest corners Martin Luther King, Jr. Boulevard and Hoover Street. Martin Luther King, Jr. Boulevard, adjoining the subject property to the north, is an established commercial corridor, generally developed with low- to high-intensity commercial, residential, and public facility uses, including Exposition Park directly across the street. Residential land uses are located to the south, east, and west of the proposed project site, ranging from one to four stories in height. A four-story multi-family residential building abuts the subject property to the east. A two-story, four-unit apartment building abuts the subject property to the south. Properties south of the project site, across 40th Place from the East Structure, are developed with a 12-unit apartment building, one single-family dwelling, two duplexes, and one triplex, ranging from two to three stories in height. Properties south of the project site, across the alley from the West Structure, are developed with one six-unit apartment building and three triplexes, ranging from two to three stories in height.

The proposed project is redeveloping an underutilized site on a commercial corridor. The following project elements were designed in a manner that is compatible with both existing and future development of the surrounding area:

Height

The proposed automobile dealership will be contained within two, five-story (six-level) structures, at 68 feet (East Structure) and 54 feet (West Structure) in height. With the requested Height District No. 2 and the waiver of Transitional Height, the project is permitted to be built with unlimited height and stories, but is limited to an FAR of 6 to 1. While the East and West Structures are taller than most of the existing buildings in the immediate area, the easterly abutting residential building is four stories tall and approximately 48 feet in height and sets a precedent for higher intensity development along Martin Luther King, Jr. Boulevard, a commercial corridor.

Bulk/Massing

The proposed project has frontages along Martin Luther King, Jr. Boulevard, Hoover Street, 40th Place, and an alleyway. The overall mass and scale of the project is comparable to the abutting four-story apartment development to the east. However, the surrounding area is also characterized by one to three-story residential and commercial uses. The façade of the proposed buildings have also been articulated with varied materials, colors, and clinging vines to minimize the mass of the buildings. Further, both structures will be setback from the street frontage to provide space for additional landscaping.

Building Materials

The proposed project is designed to be consistent with Honda brand standards. The primary components of the exterior façade consist of aluminum composite metal in Honda Blue, White, Silver Metallic, and Mica Grey. Exterior walls will be painted in Alabaster white. Glazing will be featured along the ground floor and throughout the structures to add visual interest to the project.

Building Orientation/Frontage

The proposed project is designed to activate Martin Luther King, Jr. Boulevard, which will serve as the primary pedestrian and vehicular access point. First-time customers are intended to enter the project site from Martin Luther King, Jr. Boulevard and once they have become familiar with the site, repeat customers will enter through the service entrance on 40th Place. Façade treatments, landscaping, and larger sidewalk widths distinguish the primary entrance along Martin Luther King, Jr. Boulevard from the street and sidewalk. The building will also incorporate transparent building elements on the ground floor façade along Martin Luther King, Jr. Boulevard and Hoover Street.

Setbacks

Pursuant to LAMC Section 12.14-C, front, side, and rear yard setbacks are not required for commercial buildings in the C2 Zone. Nonetheless, the project will be setting back all sides of the two structures to allow for additional landscape buffering, except for the south side of the West Structure. The East Structure is set back a maximum 13 feet, one inch from the property line along Martin Luther King, Jr. Boulevard, seven feet, 5 inches along Hoover Street, six feet, one inch along 40th Place, and five feet, one inch from the eastern property line adjacent to the four-story apartment building. The West Structure is set back two feet from the property line along Martin Luther King, Jr. Boulevard, seven feet, nine inches along Hoover Street, zero feet along the alley to the south, and five feet, two inches from the western property line adjacent to a two-story apartment building.

Parking & Driveways

The project will provide 92 automobile parking spaces (exclusive of vehicle storage) within the East Structure. According to the applicant, customers are intended to park only on the first level and valet services will be brought in if demand necessitates it. In addition, five short-term bicycle parking spaces and five long-term bicycle parking spaces will be provided on the ground level, toward the rear of the East Structure. Parking will be provided in full conformance with code requirements for commercial uses.

The East Structure has a total of six curb cuts, including two along Martin Luther King, Jr. Boulevard and two along 40th Place for vehicular ingress and egress. There will be one curb cut on 40th Place for trash collection and one for parts loading. The primary service entrance and entrance is located along 40th Place with drive aisles wide enough for the service department to receive and dispatch at least 10 vehicles at a time, thereby ensuring that cars do not queue on 40th Place.

The West Structure has a total of three curb cuts: one along Martin Luther King, Jr. Boulevard and two along the alleyway to the south. Vehicular access to the West Structure is intended for internal use only and will not be open to customers.

Loading Areas

The East Structure includes a designated parts loading area toward the rear that will be directly accessible from 40th Place and will not affect public circulation. According to the applicant, new vehicles will be delivered to the project site either by unloading them from car carriers that will park on 40th Place or by driving them to the site individually from a yet to be determined off-site location. Car and parts loading are concentrated along 40th Place in order to minimize disruptions to traffic flow along Martin Luther King, Jr. Boulevard and Hoover Street. Should car unloading take place on 40th Place, Condition of Approval No. 11 has been imposed to limit delivery hours as a way to minimize impacts on residential uses.

Lighting & Building Signage

The proposed project will include lighting typical of commercial uses and parking structures for safety, security, and wayfinding purposes. All outdoor lighting will be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. Night lighting for the proposed project includes Visionaire VLX or similar LED light fixture, and is only to be activated by motion sensor during non-business hours. Roof lighting will be installed underneath roof-mounted solar panels and located away from the edge of the buildings to minimize the effects of light glare on the immediate surrounding area. Lighting within the vehicle storage levels will be screened from neighboring properties to reduce light pollution.

The project proposes both illuminated and non-illuminated signs along the facades of both buildings. The East Structure would include internally illuminated brand letter set, brand logo, and channel letter signage, a 1,070-square-foot digital display, and internally illuminated traffic control arrows along Martin Luther King, Jr. Boulevard. The East Structure would include internally illuminated grand letter set and brand logo signage and a 394-square-foot digital display along Hoover Street. Finally, internally illuminated brand letter set, channel letter set, cabinet signage, and non-illuminated public art signage would be located along 40th Place. The West Structure would include an 845 square-foot digital display along Martin Luther King, Jr. Blvd. No illuminated signage would be located on the West Structure along either Hoover Street or the alleyway. All illuminated and non-illuminated signs would be designed in accordance with LAMC Section 14.4 and Ordinances Nos. 179,416, 180,841, and 182,706.

Landscaping

Various types of vegetation are integrated into the design of the building facades to minimize the visual impact of the proposed structure. The proposed project's landscaping creates a pedestrian-friendly ground floor level and provides an inviting environment for customers of the automobile dealership and passersby. Although setbacks are not required for commercial uses within the C2 Zone, the project will be setting back all sides of the two structures to allow for additional landscape buffering, except for the south side of the West Structure. Approximately 66 new trees will be planted surrounding the East Structure, and 40 around the West Structure, comprised of a mix of King Palm, Golden Goddess Bamboo, and Bottlebrush Trees. In addition, the project will be surrounded by a variety of landscaping, including Kangaroo Paws, Soft Rush Oriental Fountain Grass, New Zealand Flax, and Sticks on Fire. Clinging vines are also to be planted along the building facades, and have been conditioned to be of a non-deciduous variety to ensure that leaves are present year-round.

Trash Collection

An enclosed trash area is located on the ground floor of the East Structure and is not visible to the public. Trash chutes are located on levels two through five of the East Structure. The West Structure is intended solely for vehicle storage and is expected to generate minimal amounts of trash. Therefore, the trash enclosure contained within the East Structure is intended to serve both buildings and will eliminate the need for trash pick-up at multiple stops within the project site. In addition, Condition of Approval No. 11 has been imposed to limit trash collection hours as a way to minimize noise impacts on residential uses along 40th Place.

As described above, the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting,

landscaping, trash collection, and other such pertinent improvements, that will be compatible with existing and future development on adjacent and neighboring properties.

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

The proposed automobile dealership is an entirely commercial use. The project is not a residential project and will not create a demand for recreation and service amenities on neighboring properties.

Environmental Findings

14. Environmental Finding. A Mitigated Negative Declaration (ENV-2016-1036-MND) and corresponding Mitigation Monitoring Program (MMP) were prepared for the proposed project. The MMP is a document that is separate from the MND and is prepared and adopted as part of the project's proposal. Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of approval, adopted in order to mitigate or avoid significant effects on the environment." The draft MND was circulated for public review on May 19, 2016 through June 8, 2016. During the review period, the Department of City Planning received three comment letters, one from the South Coast Air Quality Management District (SCAQMD) and two from members of the public.

The first letter, from SCAQMD and dated June 8, 2016, stated that a permit is required to operate the proposed automotive paint spray booth and associated filtration system within the automotive dealership and service facility. According to a formal response from Meridian Consultants, included in this staff report as Exhibit "C", the proposed project will comply with the SCAQMD's requirements to obtain a permit to construct and operate pursuant to SCAQMD Rule 201—Permit to Construct and Rule 203—Permit to Operate for the proposed automotive paint spray booth and associated filtration system. The letter also recommended changes to the list of Regulatory Compliance Measures that apply to the project. As such, Regulatory Compliance Measure RC-AQ-6 has been removed from the final MND document, as it only applies to restaurant operations. Regulatory Compliance Measures RC-AQ-7, RC-AQ-8, and RC-AQ-9 have been added to the Air Quality Section of the final MND to address motor vehicle and mobile equipment non-assembly line coating operations, solvent cleaning operations, and recordkeeping for volatile organic compound emissions.

The second letter, from Joyce Dillard and dated June 8, 2016, stated that (1) environmental factors surrounding geology and soils, hydrology and water quality, and utilities may be affected as part of the proposed project; (2) watershed quality and degradation issues were not addressed; (3) water supplies have not be identified after the Drought Declaration and lack of water; (4) there is no adopted Circulation Element to address the circulation of people, goods, energy, water, sewage, storm drainage, and communications as required by the State of California; and (5) the project is not consistent with Framework Element Policy No. 3.3.2, the monitoring aspect of CEQA for the General Plan and that the 2014 Growth and Infrastructure Report do not engage the infrastructure needs in today's regulatory framework and that those needs are not addressed in the Initial Study. Finally, Ms. Dillard attached (6) a copy of the State Water Resources Control Board, Los Angeles County MS4 Permit (NPDES No. CAS004001, Order No. R4-2012-0175) Attachment M, TMDLs in the Santa Monica Bay Watershed Management Area to the comment letter.

Meridian Consultants prepared a formal response to Ms. Dillard's letter:

1. As discussed in Section 4.6, Geology and Soils, of the draft MND, all geology and soils impacts were analyzed and determined to be less than significant with Mitigation Measure GEO-1 incorporated. All other geology and soils impacts were determined to be less than significant with implementation of Regulatory Compliance Measures RC-GEO-1 (Seismic) and RC-GEO-5 (Subsidence Area).

As discussed in Section 4.9, Hydrology and Water Quality, all hydrology and water quality impacts were determined to be less than significant with implementation of Regulatory Compliance Measures RC-WQ-1 (National Pollutant Discharge Elimination System General Permit), RC-WQ-3 (Low Impact Development Plan), and RC-WQ-4 (Development Best Management Practices).

As discussed in Section 4.17, Utilities and Service Systems, all utilities and service systems impacts were determined to be less than significant with implementation of Regulatory Compliance Measures RC-WS-1 (Fire Water Flow), RC-WS-2 (Green Building Code), RC-WS-3 (New Carwash), and RC-WS-4 (Landscape). As discussed in Section 4.17, all impacts related to solid waste were determined to be less than significant with implementation of Regulatory Compliance Measures RC-SW-2 (Construction Waste Recycling) and RC-SW-3 (Commercial/Multifamily Mandatory Recycling). Energy impacts were determined to be less than significant with implementation of Regulatory Compliance Measure RC-EN-1 (Green Building Code).

2. As discussed in Section 4.9, Hydrology and Water Quality, of the draft MND, the project is subject to the National Pollutant Discharge Elimination System (NPDES) General Construction Permit and would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to grading consistent with Regulatory Compliance Measure RC-WQ-1. The SWPPP will identify, construct, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized nonstormwater discharges from the proposed project site during construction consistent with Regulatory Compliance Measures RC-WQ-3 (Low Impact Development Plan) and RC-WQ-4 (Development Best Management Practices). SWPPPs prepared in compliance with an NPDES Phase I Permit will describe site erosion and sediment controls; runoff water quality monitoring; means of waste disposal; implementation of approved local plans; control of postconstruction sediment and erosion control measures and maintenance responsibilities; and nonstormwater management controls. New developments are required to be designed to reduce water pollution by implementing BMPs and to retain and treat the first 0.75 inch of rainfall as required by the City's Low Impact Development Ordinance (LID Ordinance). Treatment-control BMPs are designed to remove pollutants once they are mobilized by rainfall and runoff. Implementation of the LID Ordinance requirements and site design would ensure that the proposed project's impact on surface water quality would be less than significant.
3. The Los Angeles Department of Water and Power (LADWP) determines the adequacy of water supplies to meet the needs of a project based on the project's consistency with the demographic projection from the Regional Transportation Plan (RTP) by the Southern California Association of Governments (SCAG). LADWP works closely with the City's Department of City Planning to develop and update the City's Urban Water Management Plan (UWMP) every 5 years. The LADWP Board of Water and Power Commissioners adopted the 2015 UWMP on June 7, 2016. The UWMP identifies short-term and long-term water resources management measures to meet growing water demands during normal, single dry, and multiple dry years over a 25-year horizon. The City's water demand projection in the UWMP was developed based on the demographic projections in the

SCAG 2012 RTP. In general, projects that conform to the demographic projections developed for the RTP, and are currently located in the City's service area, are considered to have been included in water demand projections in the UWMP by LADWP. The 2015 UWMP projects a 12 percent increase in the City's population over the next 25 years, resulting in a total projected demand for water of 675,700 AFY (acre-feet per year) in 2040. The 5-year demand average during the fiscal year ending in 2014/2015 was approximately 550,000. The 2015 UWMP evaluates the reliability of the City's water supplies for three defined hydrologic scenarios: average year; a single dry year (a repeat of the 2014/2015 drought conditions) and multiple dry years (a repeat of the 2012/2013 to 2014/2105 drought conditions). The conclusion of this analysis is that with its current water supplies, planned future water conservation, and planned future water supplies, LADWP has available supplies to meet all projected water demands for all three of these hydrologic scenarios through the year 2040.

The increase in employment associated with the proposed project is consistent with the projections used to develop the City's UWMP, as shown in Exhibit ES-C, Demographic Projections for LADWP Service Area. As shown in Table 4.17-1, Estimated Project Water Demand, the proposed project would generate a demand for approximately 10,059 gallons per day (gpd) of water, or 11.3 AFY. The proposed project's associated employment increase represents less than 1 percent of the projected increase in commercial employment in the City between 2015 and 2020.

Finally, pursuant to Los Angeles Municipal Code (LAMC) Section 122.03(a) and Regulatory Compliance Measure RC-WS-2 (Green Building Code), the proposed project would utilize water-saving devices, including but not limited to urinals equipped with flush-o-meter valves which flush with a maximum of 1.28 gallons. Regulatory Compliance Measure RC-WS-3 (New Carwash) requires a water recycling system for the proposed car wash. As indicated in Regulatory Compliance Measure RC-WS-4 (Landscape), the proposed project would also comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures for landscaped areas. Thus, impacts would be less than significant.

As described above, the proposed project is consistent to the LADWP UWMP which analyzes water supply and demand during normal, single dry, and multiple dry water years. As the proposed project is consistent with growth projections, impacts on water supply during multiple dry years would also be less than significant.

4. The Los Angeles City Council adopted the Mobility Plan 2035 on January 20, 2016. As discussed on page 17 of the Mobility Plan under "Purpose, Adoption, & Implementation Process of the Plan," the Mobility Plan guides further development of a citywide transportation system which provides for the efficient movement of people and goods, in accordance with California State Law, as an element of the City's General Plan. As discussed in Section 4.9, Land Use and Planning, the proposed project would ensure that W. Martin Luther King Jr. Boulevard, Hoover Street, 40th Place, and the alleyway are widened to the appropriate half width standards. Furthermore, the proposed project would promote pedestrian activity and circulation, create pedestrian connections between the proposed project and the Metro transit infrastructure, and conform to the Mobility Element's policies and objectives.

As discussed in Section 3.0, Project Description, of the Draft MND, all alleyways and streets would be designed to be consistent with Los Angeles Department of Transportation (LADOT) standards. Furthermore, a traffic impact study was prepared for the proposed project and approved by LADOT (see Appendix G.1 and G.2). Traffic circulation impacts

were determined to be less than significant, as discussed in Section 4.16, Transportation and Traffic.

5. As discussed in Section 3.0, Project Description, of the Draft MND, the proposed project is primarily located within a designated Community Commercial land and commercially zoned area. As discussed in the Public Resources Code Section 21099(a)(1) and Section 4.1 of the Draft MND, the proposed project is defined as an employment center which means that the project site is located on property zoned for commercial uses with a floor area ratio greater than 0.75 and is located within a transit priority area (TPA). As discussed in Section 4.16, Transportation and Traffic, the proposed project would not result in a substantial change to traffic conditions in the project area. It should be noted that the proposed project does not include any housing. While the proposed project would be a source of employment both during construction and operations, Honda of Downtown Los Angeles is an existing business with existing employees. While new employment opportunities are possible, the scale of opportunities is not large enough to induce regional growth. Furthermore, as discussed in Response 2-4 above, all adjacent project site roadways would meet the design standards of the Mobility Element.
6. The attachment to the comment letter is a copy of the State Water Resources Control Board, Los Angeles County MS4 Permit (NPDES No. CAS004001, Order No. R4-2012-0175) Attachment M, TMDLs in the Santa Monica Bay Watershed Management Area. As discussed in Responses 2-1 and 2-2 and in Section 4.9, Hydrology and Water Quality, of the Draft MND, on-site and off-site water quality impacts were determined to result in less than significant impacts.

The third letter was submitted by William King and dated June 15, 2016. Mr. King, a neighboring property owner to the project site, asked a number of clarification questions about the proposed project, the land use and zoning of the site and surrounding area, and improvements to the public right-of-way that have been addressed elsewhere in this document and within the formal response to comments submitted by Meridian Consultants. With regard to the project's environmental impacts, Mr. King most notably expressed concerns about (1) traffic circulation and safety; (2) noise abatement; (3) dust abatement; (4) odors; (5) safety and graffiti; (6) views; and (7) sewage bills. The formal response to his comments by Meridian Consultants is summarized below:

1. Traffic Circulation & Safety.

The Initial Study addresses both temporary traffic conditions during construction of the proposed project and permanent changes in traffic conditions that would result from the operation of the proposed project. During construction, the applicant is required to install traffic signs to ensure pedestrian and vehicle safety.

During operation, the proposed project would not include unusual or hazardous design features that would encourage use of 40th Place by drivers. The proposed project includes new access driveways to the proposed project site, which would be properly designed and constructed to ensure the safety of pedestrian circulation in the proposed project area. The impact of traffic on 40th Place would not be significant and the change in traffic conditions on 40th Place would not encourage drivers to use 40th Place instead of the major streets in the area.

The existing bus stop near the project site will not be relocated. It is anticipated that the existing transit service in the proposed project area would adequately accommodate the increase of proposed project-generated transit trips.

2. Noise Abatement.

The Initial Study addresses both temporary noise conditions during construction of the proposed project and permanent changes in the noise levels that would result from the operation of the project. Implementation of Mitigation Measure MM XII-20, imposed herein as Condition of Approval No. 20, would abate the noise levels associated with construction of the proposed project to the maximum extent that is technically feasible. Prior to commencement of construction, the applicant is also required to install along the project site's western, southern, and eastern boundary sound curtains or an equivalent sound attenuating device capable of achieving a 10 dB reduction at these locations.

Mitigation Measure MM XII-40 has been imposed herein as Condition No. 21 and would be implemented to reduce noise levels generated from parking ramps and the parking structure adjacent to residential uses by including concrete, not metal, for parking ramps; textured interior ramps to prevent tire squeal at turning areas; and a solid decorative wall adjacent to residential uses during operation.

In order to reduce automobile repair noise during operation, the proposed project would incorporate various building materials to screen any generated noise. Furthermore, service department facilities would be located within the enclosed level of the East Structure with no openings permitted adjacent to residential uses, as described in Mitigation Measure MM XII-80, and imposed herein as Condition No. 22.

3. Dust Abatement.

The proposed project is required to comply with all applicable standards of the SCAQMD Rule 403 as identified in Regulatory Compliance Measure RC-AQ-1. Rule 403 requires implementation of control measures to prevent, reduce, or mitigate fugitive dust emissions and includes a performance standard that prohibits visible emissions from crossing any property line.

4. Odors.

The proposed project includes automotive services that could generate odors. However, these activities would be fully contained within an enclosed level of the East Structure and potential odors would be contained from reaching substantial numbers of people, as required by Mitigation Measures MM III-20 and MM III-30, imposed herein as Condition Nos. 13 and 14, respectively, reducing impacts on nearby residences to less than significant levels.

During the construction phase, activities associated with the operation of construction equipment, the application of asphalt, and/or the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent receptors, they are temporary and intermittent in nature. As construction-related emissions dissipate from the construction areas, the odors associated with these emissions would also decrease, dilute and become unnoticeable. Therefore, impacts would be less than significant and no adverse impacts would occur to nearby residences.

5. Safety and Graffiti.

Pursuant to LAMC Section 91.8104, every building, structure, or portion thereof is required to be maintained free of debris, rubbish, garbage, trash, overgrown vegetation, or other similar material. Pursuant to LAMC Section 91.9104.15, the exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley.

Additionally, Condition of Approval No. 9 has been imposed to require all graffiti to be removed within 24 hours of its occurrence.

As identified in Mitigation Measure XIV-30, and imposed herein as Condition No. 25, the proposed project shall incorporate design guidelines relative to security, subject to Los Angeles Police Department (LAPD) review, and would be required to comply with all applicable requirements of the LAPD and the City.

6. Views.

Although the East and West Structures may be visible from private viewpoints within the residential buildings within the surrounding area, private views are not protected by any viewshed protection ordinance. The alteration of private views would not constitute a significant impact. The visual impact of one building blocking another building is not considered a significant impact, as the general characteristics of the urban setting would not be altered. As such, the proposed project's impact on obstruction of public views would not be significant.

7. Sewage Bills.

The impact on sewage bills is not considered an environmental impact pursuant to CEQA. Consequently, it is speculative to determine if there would be an impact on sewage bills from the surrounding residents. In the event that any future wastewater upgrades are required for the proposed project, such infrastructure improvements would be conducted within the right-of-way easements serving the proposed project area and would not create a significant impact to the physical environment.

The final MND document was prepared in accordance with the California Environmental Quality Act (CEQA) to determine if the project would result in a significant impact on the environment. Staff from the Los Angeles Department of City Planning has reviewed the final MND and finds that it was prepared in accordance with the City of Los Angeles CEQA Thresholds Guide and other applicable City requirements. As such, the MND is adequate for CEQA clearance, as noted in Exhibit "C".

On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

15. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone C, an area of moderate or minimal hazard from the principal source of flood. Currently, there are no flood zone compliance requirements for construction in these zones.

PUBLIC HEARING AND COMMUNICATIONS

Summary of Public Hearing Testimony and Communications

On June 15, 2016, the Hearing Officer held a hearing to take public testimony regarding the proposed project. The hearing was held at Los Angeles City Hall, 200 North Spring Street, 10th Floor, Room 1020, Los Angeles, CA 90012 at 2:15 p.m., and attended by members of the community, interested parties, the development team, and a representative from Council District 9.

Applicant Presentation. Edgar Khalatian, the applicant's representative, presented the project and spoke about the goals, scope, design, and requested entitlements:

Honda of Downtown Los Angeles operates a successful dealership currently located at Figueroa Street and Venice Boulevard, but has a desire to grow while still remaining in the City of Los Angeles and generating sales tax revenue for the City. The dealership proposes to relocate to a 1.6 acre property on the southeast and southwest corner of Martin Luther King, Jr. Boulevard and Hoover Street. All existing uses on the site are to be demolished, including a commercial building, billboards, and surface parking.

The project will be contained within an East and West Structure. The East Structure is five stories and 68 feet in height. The showroom will be located on the first and second levels, with 66 service bays spread across the third and fourth levels of the East Structure. The fifth and sixth levels of the East Structure and the entire West Structure will be used for vehicle storage. The East Structure will contain the 92 vehicle parking spaces required for the project (exclusive of vehicle storage).

The West Structure is five stories and 54 feet in height. The two structures are different heights because the two levels containing the service bays within the East Structure require taller ceiling heights.

The project includes various architectural improvements. There will be on-site signs that will comply with the Los Angeles Municipal Code and two public art murals on the rear facades of the East and West Structures. The applicant is prepared to go through the city's Mural Ordinance process and will work with Council District 9 to determine the design of the mural.

The project seeks a General Plan Amendment, Zone Change, Height District Change, Building Line Removal, Zoning Administrator Determination, and Site Plan Review. Most of the project site is zoned C2-1 and designated for Community Commercial land uses. The requested Zone Change and General Plan Amendment for the R3-zoned and High Medium Residential-designated parcels will unify the project under one zone and land use designation.

A Development Agreement has been concurrently filed with the City that will offer scholarships to Los Angeles Trade Technical College for students to become automotive technicians and set aside funds for the formation of a Business Improvement District. The project will result in at least 50 new jobs that will pay above living wage.

Attendees. Approximately 10 people attended the June 15, 2016 public hearing.

Speakers. A total of four individuals provided formal public testimony. All were in support of the project, while some provided general comments, questions, and concerns. The comments that were raised during the public hearing include the following:

Comments in Support:

- The redevelopment of the project site will add tremendous value to the area.
- The project will create new jobs that pay a living wage, which will be a great benefit to the City.
- The applicant/owner is committed to investing in the community and has engaged individual stakeholders and community members throughout the process.
- The project will replace a blighted vacant commercial building that is frequently tagged with graffiti. It will provide a much-needed face lift to the area.

General Comments/Questions/Concerns:

- Concerns were expressed about the lighting proposed throughout the project and whether it will be sensitive to the residential uses in the area.
- One speaker expressed his hope that the public art component will be implemented in a friendly and cooperative manner, with possible references to Dr. Martin Luther King, Jr. or John F. Kennedy.
- Concerns were expressed about traffic safety along 40th Place and the alley to the rear.
- Concerns were expressed about noise and dust abatement during construction.
- A resident of the apartment building to the east did not receive the hearing notice and wanted to ensure that proper noticing was conducted.

Applicant Response. The applicant provided the following responses addressing comments and questions raised by the public and Hearing Officer:

- The East Structure along 40th Place will be fully enclosed with walls and structural screening to ensure that light generated by the project does not bleed into neighboring residential properties. Roof lighting is required, but will be located toward the center of each building, and on a motion sensor during off-hours to minimize light bleed. The applicant has provided a lighting plan, and all proposed lighting will be shielded and directed onto the subject property.
- Test drives will be monitored by Honda staff and conducted in a safe manner to ensure traffic safety along 40th Place and the alley to the rear.
- Construction noise and dust impacts have been analyzed within the Initial Study. Impacts on both have been determined to be less than significant.
- The public hearing was properly noticed. The hearing notice was sent to owners and occupants within a 500-foot radius of the project site and certified by BTC, the City's contractor for sending and posting hearing notices.
- Martin Luther King, Jr. Boulevard will be activated because the project is demolishing an older commercial building and replacing it with a new viable commercial project that will enhance the community. In addition, the project will be complemented by activity generated by the Coliseum and future soccer stadium. The dealership cannot accommodate a public coffee shop, as the property owner is not an expert in food and beverage. Parking screening, public art murals, and landscaping will add visual interest to the façade, further enhancing the experience along Martin Luther King, Jr. Boulevard.
- The proposed signage is entirely compliant with the Los Angeles Municipal Code sign regulations. There are no requests to deviate from those requirements.
- The project is complying with all of the Bureau of Engineering's requirements for street dedications and improvements.

- The applicant has consulted with CRA/LA and has preliminarily reported that the project does not conflict with the Exposition/University Park Redevelopment Plan.
- The project incorporates several sustainable element: Solar panels will be installed on the roof of both structures; 20 percent of the required vehicle parking will be wired for electrical vehicles; and the project will comply with all Los Angeles and California Green Building Code standards.
- The project site will be fenced off during construction to deter graffiti.
- The applicant presented the project to the Voices of 90037 Neighborhood Council, but the board did not take an action to either support or oppose the project.

Council Office Presentation. A representative of Council District 9 expressed strong support for the project, commended the project for redeveloping an underutilized site, and recognized the transformation that will take place in the community as a result of the proposed project being built.

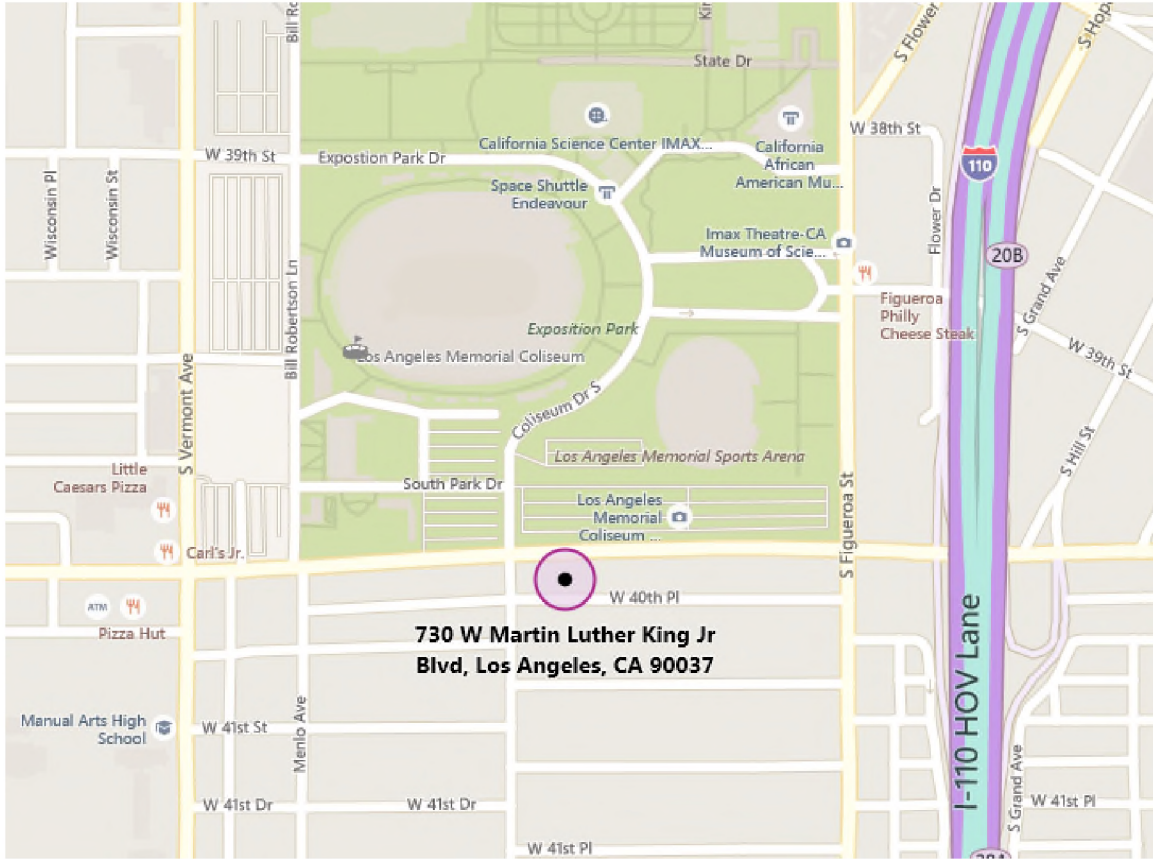
Summary of Written Testimony. William King submitted a comment letter to the file at the public hearing. His comments have been addressed throughout this staff report and within the formal response to comments prepared by Meridian Consultants, detailed in the Environmental Findings section of this document.

EXHIBIT A

MAPS

- A1 – Vicinity Map
- A2 – Radius Map
- A3 – Existing General Plan Map
- A4 – Requested General Plan Map
- A5 – Requested Zoning Map

Vicinity Map



Address: 730 W. MARTIN LUTHER KING JR. BLVD., LOS ANGELES

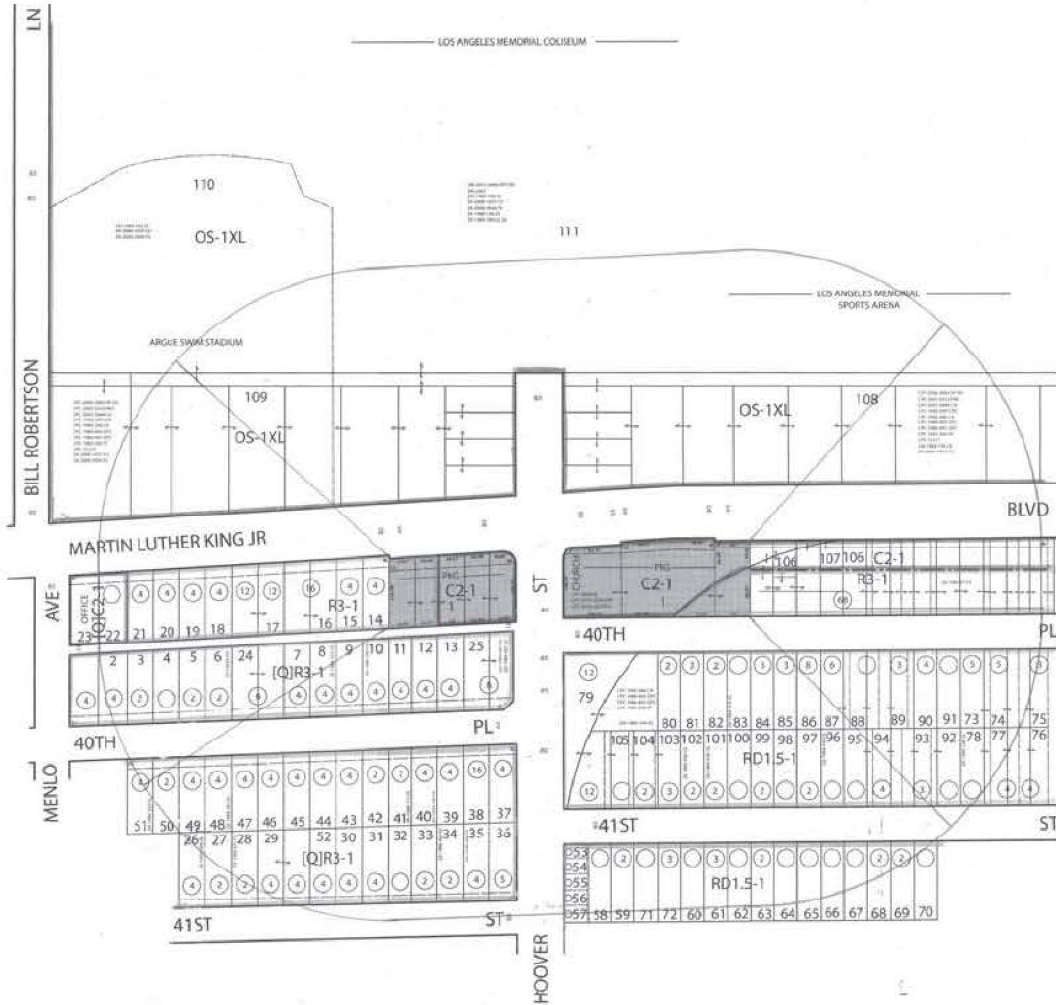


15-349A

EXHIBIT A2

RADIUS MAP

CPC-2016-1032-GPA-ZC-HD-BL-ZAD-SPR



GENERAL PLAN AMENDMENT, ZONE CHANGE, HEIGHT DISTRICT CHANGE, ZONING ADMINISTRATORS DETERMINATION, SITE PLAN REVIEW, DEVELOPMENT AGREEMENT



Quality Mapping Service

14549 Archwood St. Suite 301
Van Nuys, California 91405
Phone (818) 997-7949 - Fax (818) 997-0351
qmapping@qesqms.com

DRAWN BY

THOMAS BROTHERS
Page: 674 Grid: B-2

LEGAL
*SEE APPLICATION

CONTACT: MAYER BROWN LLP

A.P.N.
5019-001-034
5019-025-(023-024,026,911-912)

CD: 09
CT: 2317.20

PA: 105 - SOUTH CENTRAL
LOS ANGELES
USES: FIELD

SITE ADDRESS
730 W. MARTIN LUTHER
KING JR BLVD.

CASE NO:
SCALE: 1"=100'

D.M.: 115-5A201 114B197
117A201 117B197

PHONE: (213) 229-5147

DATE: 11-05-15
Update: 03-10-16

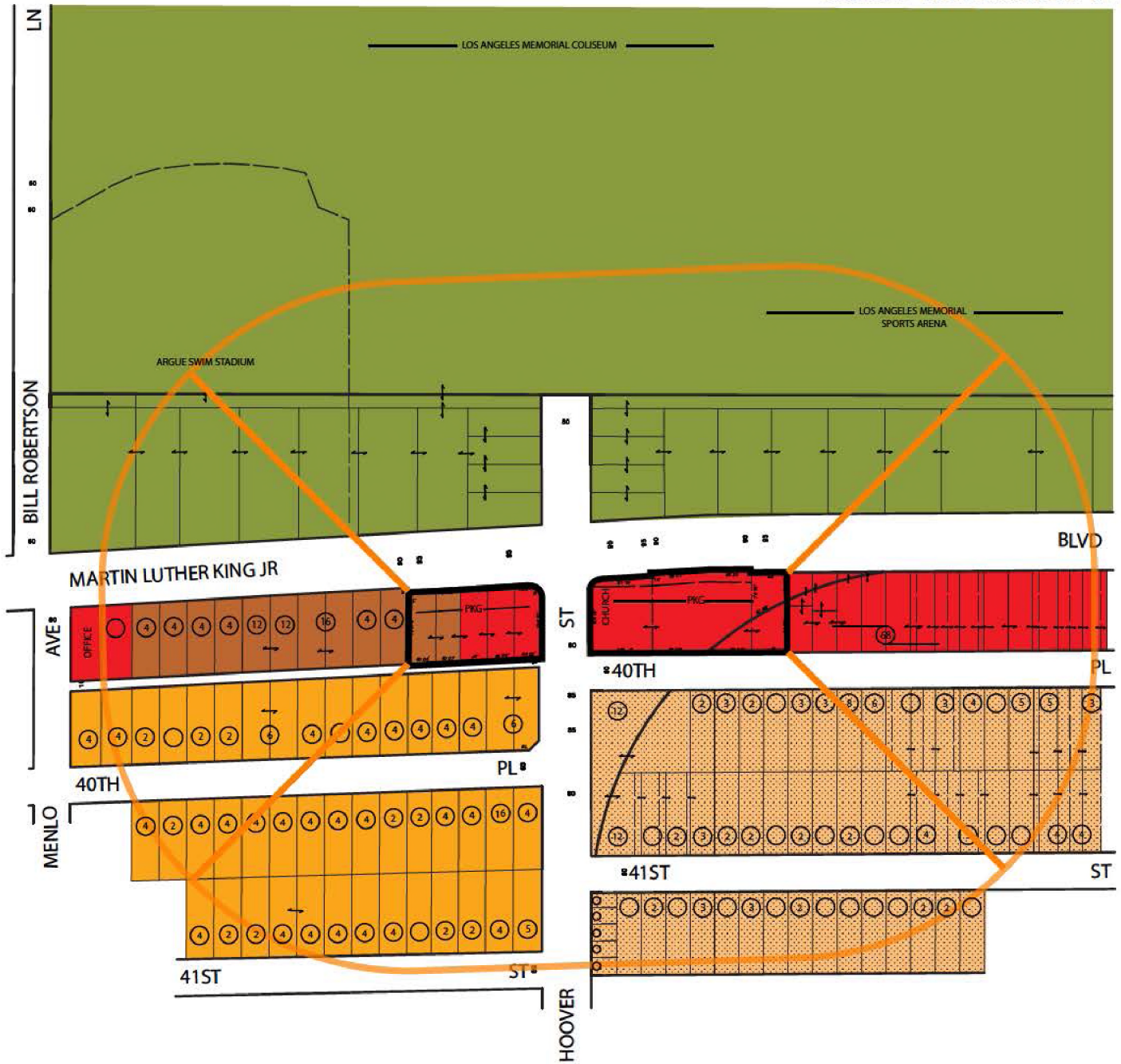
NET AC: 2.87

NORTH






QMS:15-3498

EXHIBIT A3

EXISTING GENERAL PLAN MAP
CPC-2016-1032-GPA-ZC-HD-BL-ZAD-SPR



EXISTING SOUTH CENTRAL LOS ANGELES COMMUNITY PLAN

- | | | |
|--|--|---|
|  COMMUNITY
CR,C2,C4
RAS3,RAS4 |  HIGH MEDIUM
R4 |  MEDIUM
R3 |
|  LOW MEDIUM II
RD1.5,RD2,RW2
RZ2.5 |  OPEN SPACE
OS,A1 | |



Quality Mapping Service

PHONE: (818) 997-7949

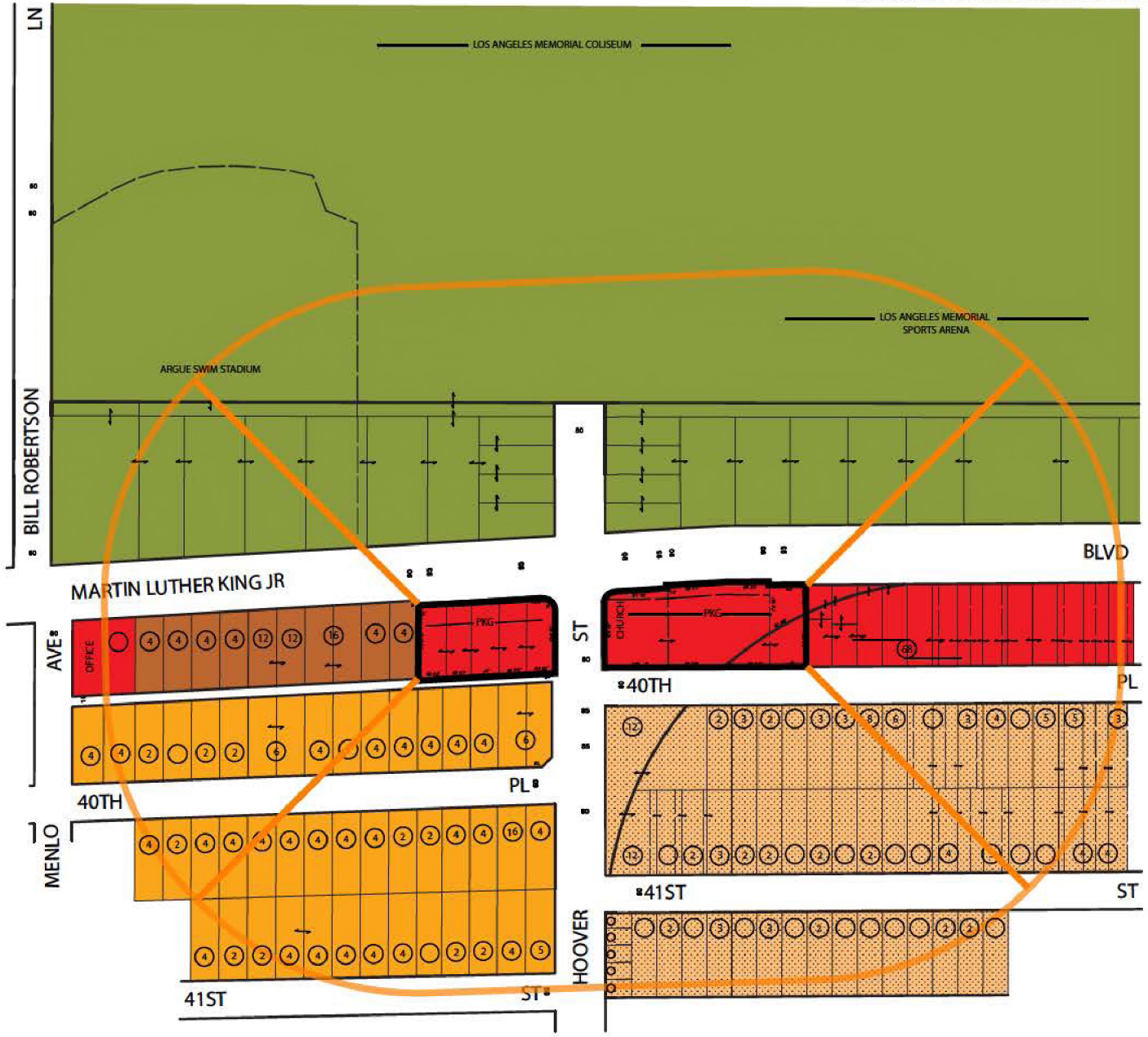
DATE: 11-06-15

QMS 15-349

NORTH

EXHIBIT A4

REQUESTED GENERAL PLAN MAP
CPC-2016-1032-GPA-ZC-HD-BL-ZAD-SPR



 CHANGE FOOTNOTE 1 TO ALLOW HEIGHT DISTRICT 2

PROPOSED SOUTH CENTRAL LOS ANGELES COMMUNITY PLAN

- | | | |
|--|---|---|
|  COMMUNITY
CR, C2, C4
RAS3, RAS4 |  HIGH MEDIUM
R4 |  MEDIUM
R3 |
|  LOW MEDIUM II
RD1.5, RD2, RW2
RZ2.5 |  OPEN SPACE
OS, A1 | |

 Quality Mapping Service

PHONE: (818) 997-7949
DATE: 11-06-15
QMS 15-349



EXHIBIT A5

REQUESTED ZONING MAP

CPC-2016-1032-GPA-ZC-HD-BL-ZAD-SPR



EXISTING ZONING

REQUESTED: C2-1 & R3-1 TO C2-2



SUBJECT PROPERTY



Quality Mapping Service
14549 Archwood St, Suite 301
Van Nuys, Ca 91405

PHONE: (818) 997-7949
DATE: 11-06-15

QMS: 15-349

NORTH

EXHIBIT B

PLANS

Honda of Downtown Los Angeles

740 & 800 W Martin Luther King Jr Blvd



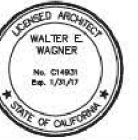
HONDA

ENTITLEMENT RESUBMITTAL

JULY 13, 2016

Fax: 760.967.0500
WagnerArchitecture.com

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Honda of Downtown Los Angeles

740 and 800 Martin Luther King Jr Blvd, Los Angeles, CA 90015



SHEET TITLE

PROJECT INFORMATION

ENTITLEMENT SET 08.2.16
ENTITLEMENT SET REVISION #1 05.03.16
PLANNING MEETING 06.23.16
ENTITLEMENT SET REVISION #2 06.29.16
DIGITAL FILED

ENTITLEMENT RESUBMITTAL 07.13.16

PROJECT NO.

SHEET NO.

PD-1

PROJECT TEAM

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OWNER'S REP	ENCLAVE ENTERPRISES 930 LEE LANE CONCORD, CA 94530 PHONE: (925) 736-4150 FAX: (888) 349-2191 CONTACT: DAVE LITTY E-MAIL: www.enclaveenterprises.com
ARCHITECT	WAGNER ARCHITECTURE GROUP 815 CIVIC CENTER DR. SUITE 101 OCEANSIDE, CA 92054 PHONE: (760) 561-0511 FAX: (760) 561-0500 CONTACT: JESSICA FEAT EMAIL: jessica@wagnerarchitecture.com
CIVIL ENGINEER	TO BE DETERMINED
LANDSCAPE ARCHITECT	ENVIRONMENTAL PATTERNS INC. 31230 VIA COLINAS, SUITE E WESTLAKE VILLAGE, CA 91362 PHONE: (818) 706-3344 CONTACT: BRYAN BADGETT E-MAIL: bryan@envtranslupatterns.com
TRANSPORTATION ENGINEER	LINSCOTT LAU & GREENSPAN ENGINEERS 20921 BURBANK BLVD, SUITE C WOODLAND HILLS, CA 91361 PHONE: (818) 835-8648 X230 CONTACT: CORINNA GUTERREZ, P.E. E-MAIL: www.ligengineers.com
GEOTECHNICAL ENGINEER	GROUP DELTA 310 AMAPOLA AVENUE, SUITE 212 TORRANCE, CA 90501 PHONE: (310) 320-5100 FAX: (310) 320-3118 CONTACT: JAIME BUENO E-MAIL: www.groupdelta.com

SITE & BUILDING AREAS - EAST STRUCTURE

EAST STRUCTURE								SITE TOTAL	
PRE-DEDICATION SITE AREA								42,638 SQ. FT.	
POST-DEDICATION SITE AREA								40,664 SQ. FT.	
BUILDING LEVELS	GROUND	SECOND	THIRD	FOURTH	FIFTH	ROOF	TOTAL	FAR	
GROSS FLOOR AREA	34,884 SQ. FT.	34,935 SQ. FT.	34,105 SQ. FT.	34,105 SQ. FT.	34,105 SQ. FT.		113,934 SQ. FT.		
OCCUPIED AREAS									
Office/Showroom	11,553 SQ. FT.	1,839 SQ. FT.							
Service Advisors	1,854 SQ. FT.								
Storage / Oil / Trash	500 SQ. FT.								
PDI Tech Area			1,314 SQ. FT.						
Carwash			1,666 SQ. FT.						
Service Tech Area				2,114 SQ. FT.					
Service Bays				13,275 SQ. FT.					
Parts/Mezz/Storage				5,584 SQ. FT.					
OCCUPIED AREA	13,981 SQ. FT.	1,839 SQ. FT.	3,040 SQ. FT.	20,913 SQ. FT.			49,899 SQ. FT.		
PLUS FAR AREAS:									
Inventory Parking		5,820 SQ. FT.			13,425 SQ. FT.				
Drive Aisles	5,119 SQ. FT.	11,305 SQ. FT.	15,141 SQ. FT.	10,711 SQ. FT.	13,096 SQ. FT.				
Ramp	2,442 SQ. FT.	2,210 SQ. FT.	2,268 SQ. FT.	2,216 SQ. FT.	2,418 SQ. FT.				
PDI Bay (Inventory)			9,661 SQ. FT.						
FAR FLOOR AREA	31,548 SQ. FT.	21,314 SQ. FT.	33,710 SQ. FT.	33,926 SQ. FT.	28,999 SQ. FT.	N/A	152,477 SQ. FT.	3.58	

SITE & BUILDING AREAS - WEST STRUCTURE

WEST STRUCTURE								SITE TOTAL	
PRE-DEDICATION SITE AREA								21,454 SQ. FT.	
POST-DEDICATION SITE AREA								25,563 SQ. FT.	
BUILDING LEVELS	GROUND	SECOND	THIRD	FOURTH	FIFTH	ROOF	TOTAL	FAR	
GROSS FLOOR AREA	23,440 SQ. FT.	23,440 SQ. FT.	23,440 SQ. FT.	23,440 SQ. FT.	23,440 SQ. FT.		112,000 SQ. FT.		
OCCUPIED AREA									
Display Parking	11,743 SQ. FT.	11,743 SQ. FT.	11,743 SQ. FT.	11,743 SQ. FT.	11,743 SQ. FT.				
Drive Aisles	1,424 SQ. FT.	1,424 SQ. FT.	1,424 SQ. FT.	1,424 SQ. FT.	1,424 SQ. FT.				
Ramp	1,848 SQ. FT.	1,848 SQ. FT.	1,848 SQ. FT.	1,848 SQ. FT.	1,848 SQ. FT.				
FAR FLOOR AREA	21,015 SQ. FT.	21,015 SQ. FT.	21,015 SQ. FT.	21,015 SQ. FT.	21,015 SQ. FT.	N/A	105,075 SQ. FT.	3.83	

PARKING INFORMATION

REQ. PARKING DESIGN STANDARDS	STANDARD STALL					COMPACT STALL	
PARKING TYPE	A	B	C	D	E		
STALL WIDTHS	9'-0"	8'-0"	8'-4"	8'-4"	7'-6"		
STALL DEPTHS	18'-0"	18'-0"	18'-0"	15'-0"	15'-0"		
aisle WIDTH	25'-0"	26'-8"	28'-0"	22'-4"	25'-4"		
OBSTRUCTION	NO	NO	NO	NO	NO		

REQ. AUTOMOBILE PARKING TABULATION - EAST STRUCTURE

1 REQUIRED AUTOMOBILE SPACE PER 500 SF OF OCCUPIED BUILDING AREA
49,899 / 500 = 92 SPACES
20% OF THE REQUIRED PARKING WILL ACCOMMODATE EV PARKING.

BUILDING LEVEL	GROUND	SECOND	THIRD	FOURTH	FIFTH	ROOF	TOTAL
STANDARD STALLS	21	24	11	5	12	2	82
COMPACT STALLS	--	3	1	3	1	3	10
TOTAL AUTOMOBILE PKG.	21	27	12	8	13	5	92

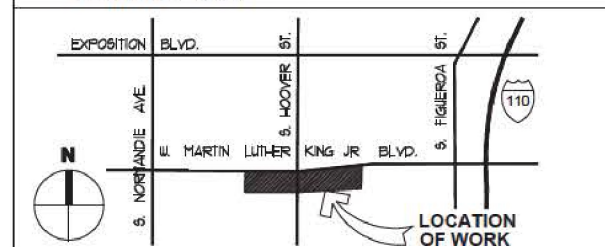
REQ. BICYCLE DESIGN STANDARDS

EAST STRUCTURE		5 SPACES
TEMPORARY STALLS (MIN. 2 SPACES)	1: 10,000 SF =	
TEMPORARY STALLS: 24'X 12' - 2 POINT SECURE RACK		
WEST STRUCTURE		0 SPACES
LONG TERM STALLS (MIN. 2 SPACES)	1: 10,000 SF =	
LONG TERM STALLS: 18'X 12' ENCLOSED OR (VERTICAL) 48' DEEP X 12' HIGH		
TOTAL REQ. BICYCLE SPACES		10 SPACES

WEST STRUCTURE

NO BICYCLE SPACES REQUIRED

VICINITY MAP



SHEET INDEX

SHEET NUMBER	SHEET NAME
ARCHITECTURAL	
PD-1	PROJECT INFORMATION
CIVIL	
1 OF 2	ALTA/ACSM LAND TITLE SURVEY
2 OF 2	ALTA/ACSM LAND TITLE SURVEY
LANDSCAPE	
CS-1	CONCEPTUAL SITE PLAN EAST DEALERSHIP BUILDING
CS-2	CONCEPTUAL SITE PLAN WEST PARKING STRUCTURE
TI-3	TREE INVENTORY
CSP-4	COLORLED SITE PLAN MAIN DEALERSHIP EAST
CSP-5	COLORLED SITE PLAN PARKING STRUCTURE WEST
ARCHITECTURAL CONTINUED	
EAST STRUCTURE	
PDD-1	PROPOSED SITE PLAN
PDD-2	PROPOSED GROUND LEVEL FLOOR PLAN
PDD-3	PROPOSED SECOND LEVEL FLOOR PLAN
PDD-4	PROPOSED THIRD LEVEL FLOOR PLAN
PDD-5	PROPOSED FOURTH LEVEL FLOOR PLAN
PDD-6	PROPOSED FIFTH LEVEL FLOOR PLAN
PDD-7	BUILDING SECTION
PDD-8	PROPOSED ROOF PLAN
PDD-9	EXTERIOR ELEVATIONS
PDD-10	EXTERIOR ELEVATIONS
WEST STRUCTURE	
PDP-1	PROPOSED SITE GROUND LEVEL FLOOR PLAN
PDP-2	PROPOSED SECOND THROUGH FIFTH LEVEL FLOOR PLAN
PDP-3	PROPOSED BUILDING SECTION
PDP-4	PROPOSED ROOF PLAN
PDP-5	PROPOSED EXTERIOR ELEVATIONS
PDP-6	PROPOSED EXTERIOR ELEVATIONS
PD-01	CIRCULATION PLAN
PD-02	RENDERINGS

ALTA/ACSM LAND TITLE SURVEY

TITLE REPORT INFORMATION

A PRELIMINARY TITLE REPORT HAS BEEN PROVIDED BY FIRST AMERICAN TITLE COMPANY, ORDER NO. NCS-665416-LA2, DATED MARCH 12, 2015. THE FOLLOWING ITEMS, REFERENCED IN SAID TITLE REPORT, AFFECT THE SUBJECT PROPERTY AND ARE NUMBERED TO CORRESPOND WITH SAID TITLE REPORT.

- GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2015-2016, A LIEN NOT YET DUE OR PAYABLE.
- GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2014-2015.
FIRST INSTALLMENT: \$139.20, PAID
PENALTY: \$0.00
SECOND INSTALLMENT: \$139.19, DUE
PENALTY: \$0.00
TAX RATE AREA: 00056
A. P. NO.: 5019-025-023
(AFFECTS PORTION OF PARCEL 2)
- GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2014-2015.
FIRST INSTALLMENT: \$1,077.90, PAID
PENALTY: \$0.00
SECOND INSTALLMENT: \$1,077.89, DUE
PENALTY: \$0.00
TAX RATE AREA: 00056
A. P. NO.: 5019-025-024
(AFFECTS REMAINDER PORTION OF PARCEL 2)
- GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2014-2015.
FIRST INSTALLMENT: \$2,045.15, PAID
PENALTY: \$0.00
SECOND INSTALLMENT: \$2,045.14, DUE
PENALTY: \$0.00
TAX RATE AREA: 00056
A. P. NO.: 5019-025-026
(AFFECTS PARCEL 1)
- GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2014-2015 ARE EXEMPT. IF THE EXEMPT STATUS IS TERMINATED AN ADDITIONAL TAX MAY BE LEVIED. A.P. NOS.: 5019-025-911 AND 5019-025-912.
(AFFECTS PARCELS 3 AND 4)
- GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2014-2015.
FIRST INSTALLMENT: \$8,948.02, DELINQUENT
PENALTY: \$894.80
SECOND INSTALLMENT: \$8,948.02, DUE
PENALTY: \$0.00
TAX RATE AREA: 00056
A. P. NO.: 5019-025-026
(AFFECTS PARCEL 5)
- THE LIEV OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.
- WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.
- RIGHTS OF PARTIES IN POSSESSION.
- THE FACT THAT THE LAND LIES WITHIN THE BOUNDARIES OF THE HOOPER REDEVELOPMENT PROJECT AREA, AS DISCLOSED BY THE DOCUMENT RECORDED MAY 13, 1983 AS INSTRUMENT NO. 83-542448 OF OFFICIAL RECORDS.
DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED MAY 12, 1989 AS INSTRUMENT NO. 89-769875 OF OFFICIAL RECORDS.
THE FOLLOWING MATTERS AFFECT PARCEL 1:
(11) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED FEBRUARY 14, 1912 AS INSTRUMENT NO. 32 IN BOOK 4902 OF DEEDS, PAGE 30.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
(AFFECTS LOT 135)
(12) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED APRIL 27, 1920 AS INSTRUMENT NO. 90 IN BOOK 7183 OF DEEDS, PAGE 306
(AFFECTS LOT 134)
(13) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED OCTOBER 19, 1945 INSTRUMENT NO. 330, BOOK 549, PAGE 166 OF OFFICIAL RECORDS.
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
(AFFECTS LOT 138)
(14) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED APRIL 04, 1922 AS INSTRUMENT NO. 316, BOOK 814, PAGE 264 OF OFFICIAL RECORDS.
(AFFECTS LOT 136)
(15) SUCH RIGHTS OR EASEMENTS AS THE CITY OF LOS ANGELES (AS SUCCESSOR TO LOS ANGELES GAS AND ELECTRIC CORPORATION) MAY HAVE IN SAID LAND FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, AS DISCLOSED BY A DECLARATION BY THE DEPARTMENT OF WATER AND POWER OF THE CITY OF LOS ANGELES, RECORDED IN BOOK 15827 PAGE 281 OFFICIAL RECORDS, OVER THE REAR 2 FEET OF SAID LAND.
16. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT" RECORDED OCTOBER 17, 1969 AS INSTRUMENT NO. 2545 OF OFFICIAL RECORDS.
17. AN AGREEMENT OR COVENANT TO HOLD LAND AS ONE PARCEL RECORDED JULY 25, 1969 AS INSTRUMENT NO. 2599 OF OFFICIAL RECORDS.
(16) AN EASEMENT FOR PUBLIC STREET AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED APRIL 16, 1970 AS INSTRUMENT NO. 1660 OF OFFICIAL RECORDS.
IN FAVOR OF: CITY OF LOS ANGELES
AFFECTS: AS DESCRIBED THEREIN
THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
19. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING MAINTENANCE OF BUILDING AND USES" RECORDED SEPTEMBER 28, 1982 AS INSTRUMENT NO. 82-981661 OF OFFICIAL RECORDS.
THE FOLLOWING MATTERS AFFECT PARCEL 2:
20. COVENANTS, CONDITIONS AND EASEMENTS IN THE DOCUMENT RECORDED IN BOOK 2899 OF DEEDS, PAGE 7, BUT DELETING ANY COVENANT, CONDITION, OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, GENETIC INFORMATION, GENDER, GENDER IDENTITY, GENDER EXPRESSION, SOURCE OF INCOME (AS DEFINED IN CALIFORNIA GOVERNMENT CODE § 12925(P)) OR ANCESTRY, TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE 42 U.S.C. § 3606(C) OR CALIFORNIA GOVERNMENT CODE § 12925. LABEL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS.
(AFFECTS LOT 23)
21. A LIEN IN FAVOR OF THE STATE OF CALIFORNIA, EVIDENCED BY A CERTIFICATE ISSUED BY THE DEPARTMENT OF EMPLOYMENT, RECORDED JANUARY 09, 2015 AS INSTRUMENT NO. 2015022485 OF OFFICIAL RECORDS.
DEBTOR: L & R INVESTMENT COMPANY
CERTIFICATE NO.: 0000980420
AMOUNT: \$74,202.67, AND ANY OTHER AMOUNTS DUE THEREUNDER.
22. A LIEN FOR UNSECURED PROPERTY TAXES, EVIDENCED BY A CERTIFICATE RECORDED BY THE TAX COLLECTOR OF LOS ANGELES COUNTY, RECORDED MARCH 06, 2015, AS INSTRUMENT NO. 20150242770 OF OFFICIAL RECORDS.
DEBTOR: L AND R INVESTMENT COMPANY
YEAR & NO.: 14/49953814
AMOUNT: \$56,827.31, AND ANY OTHER AMOUNTS DUE THEREUNDER.

THE FOLLOWING MATTERS AFFECT PARCELS 3 AND 4:

- (23) AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR THE PURPOSES STATED HEREIN, AND INCIDENTAL PURPOSES, AS PROVIDED IN THE FOLLOWING INSTRUMENT:
FOR: PUBLIC STREET, ROAD OR HIGHWAY PURPOSES
RECORDED: JUNE 28, 1965 AS INSTRUMENT NO. 3961
AFFECTS: THE NORTHERLY 5 FEET OF PARCEL 4
24. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "JUDGMENT AND FINAL ORDER OF CONDEMNATION" RECORDED JULY 21, 1989 AS INSTRUMENT NO. 89-1168210 OF OFFICIAL RECORDS.
REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
25. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "GRANT DEED" RECORDED JUNE 29, 2011 AS INSTRUMENT NO. 2011-0881496 OF OFFICIAL RECORDS.
REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
26. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "QUITCLAIM DEED" RECORDED MAY 08, 2014 AS INSTRUMENT NO. 2014-0480244 OF OFFICIAL RECORDS.
REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS.
THE FOLLOWING MATTERS AFFECT PARCEL 2:
(27) IRREVOCABLE OFFER TO DEDICATE AN EASEMENT FOR FUTURE STREET OR HIGHWAY PURPOSES, UPON THE TERMS AND CONDITIONS AS THEREIN CONTAINED:
DATED: MARCH 07, 1967
EXECUTED: ADELMAN ENTERPRISES, INC., A CALIFORNIA CORPORATION
IN FAVOR OF: CITY OF LOS ANGELES
RECORDED: MARCH 13, 1967
INSTRUMENT/FILE NO.: 2826 OF OFFICIAL RECORDS
SAID MATTERS AFFECTS A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT.
28. A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS OF \$810,000.00 RECORDED DECEMBER 13, 2013 AS INSTRUMENT NO. 20131780658 OF OFFICIAL RECORDS.
DATED: DECEMBER 03, 2013
TRUSTOR: ACES AND KINGS, LLC
TRUSTEE: PACIFIC COAST TITLE COMPANY, A CALIFORNIA CORPORATION
BENEFICIARY: ORIGIN ACQUISITIONS FUND, LLC
29. A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS OF \$132,000.00 RECORDED JUNE 02, 2014 AS INSTRUMENT NO. 20140565456 OF OFFICIAL RECORDS.
DATED: MAY 29, 2014
TRUSTOR: ACES AND KINGS, LLC
TRUSTEE: COMMERCE ENTERPRISES, INC., A CALIFORNIA CORPORATION
BENEFICIARY: ORIGIN ACQUISITIONS FUND II, LLC

INFORMATIONAL NOTES

- ACCORDING TO THE LATEST AVAILABLE EQUALIZED ASSESSMENT ROLL IN THE OFFICE OF THE COUNTY TAX ASSESSOR, THERE IS LOCATED ON THE LAND A COMMERCIAL STRUCTURE KNOWN AS 730 AND 800 WEST MARTIN LUTHER KING JR BOULEVARD, LOS ANGELES, CA.
(AFFECTS PARCELS 1 AND 2)
- ACCORDING TO THE LATEST AVAILABLE EQUALIZED ASSESSMENT ROLL IN THE OFFICE OF THE COUNTY TAX ASSESSOR, THERE IS LOCATED ON THE LAND A GOVERNMENT LAND KNOWN AS 704 WEST MARTIN LUTHER KING, JR. BOULEVARD, CITY OF LOS ANGELES, CALIFORNIA AND 703 WEST 40TH PLACE, LOS ANGELES, CALIFORNIA.
(AFFECTS PARCELS 3 AND 4)
- ACCORDING TO THE LATEST AVAILABLE EQUALIZED ASSESSMENT ROLL IN THE OFFICE OF THE COUNTY TAX ASSESSOR, THERE IS LOCATED ON THE LAND A(N) USED CAR SALES KNOWN AS 740 WEST MARTIN LUTHER KING, JR BOULEVARD, LOS ANGELES, CALIFORNIA.
(AFFECTS PARCEL 5)
- SUPPLEMENTAL TAXES FOR THE FISCAL YEAR 2013-2010 ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.
FIRST INSTALLMENT: \$145.32, PAID
PENALTY: \$0.00
SECOND INSTALLMENT: \$145.31, PAID
PENALTY: \$0.00
TAX RATE AREA: 00056
A. P. NO.: 5019-025-026
(AFFECTS PARCEL 5)
5. ACCORDING TO THE PUBLIC RECORDS, THERE HAS BEEN NO CONVEYANCE OF THE LAND WITHIN A PERIOD OF TWENTY FOUR MONTHS PRIOR TO THE DATE OF THIS REPORT, EXCEPT AS FOLLOWS:
A DOCUMENT RECORDED MAY 08, 2014 AS INSTRUMENT NO. 20140480244 OF OFFICIAL RECORDS.
FROM: ORA/LA, A DESIGNATED LOCAL AUTHORITY, AS SUCCESSOR TO THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES CALIFORNIA, A PUBLIC BODY, CORPORATE AND POLITICAL
TO: CITY OF LOS ANGELES, A CHARTER CITY ("CITY"), ACTING BY AND THROUGH ITS HOUSING AND COMMUNITY INVESTMENT DEPARTMENT CITY OF LOS ANGELES ("HCIDLA")
A DOCUMENT RECORDED DECEMBER 13, 2013 AS INSTRUMENT NO. 20131780657 OF OFFICIAL RECORDS. FROM: ORIGIN ACQUISITIONS FUND, LLC
TO: ACES AND KINGS, LLC

SURVEYOR'S NOTES:

- (11) CAN BE PLOTTED AND IS NOTED HEREON
- (17) LOT 134-138 ARE HELD AS ONE PARCEL
- (16) CAN BE PLOTTED AND IS NOTED HEREON
- (23) THE RECORDING DATE DESCRIBED IN THE PTR NEEDS TO BE REVISED TO JUNE 28, 1966.

LEGAL DESCRIPTION

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

PARCEL 1: (APN: 5019-001-034)
LOTS 134, 135, 136, 137, AND 138 OF EXPOSITION PARK SQUARE, IN THE CITY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 20, PAGES 74 AND 75 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE NORTH 10.02 FEET OF THE SAID LOTS TAKEN FOR THE WIDENING OF SANTA BARBARA AVENUE AS SHOWN ON MAP OF TRACT NO. 2411, RECORDED IN BOOK 26 PAGE 77 OF MAPS.

ALSO EXCEPTING ALL OIL, PETROLEUM, NATURAL GAS, MINERAL RIGHTS AND OTHER HYDROCARBON SUBSTANCES LYING BELOW A DEPTH OF 500 VERTICAL FEET FROM THE SURFACE OF SAID LAND, FOR THE PURPOSE OF EXPLORING FOR, EXTRACTING, MINING, BORING, REMOVING, OR MARKETING SAID SUBSTANCES, HOWEVER, WITHOUT ANY RIGHT OF ENTRY UPON THE SURFACE OF SAID LAND, AS RESERVED BY GULF OIL CORPORATION, A PENNSYLVANIA CORPORATION BY DEED RECORDED MARCH 30, 1979, AS INSTRUMENT NO. 79-348129, OFFICIAL RECORDS.

PARCEL 2: (APNS: 5019-025-023 AND 024)

THOSE PORTIONS OF LOT 4 OF TRACT NO. 2411, AND LOT 23 OF FIGUEROA SQUARE, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26 PAGE 77 ET SEQ., AND BOOK 6 PAGE 154 RESPECTIVELY, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER, WHICH ARE BOUNDED ON THE EAST BY THE WESTERLY LINE, AND ITS NORTHERLY PROLONGATION, OF THE EASTERLY 60 FEET OF SAID LOT 23, ON THE NORTH BY THE NORTHERLY LINE OF SAID LOT 4, ON THE SOUTH BY THE SOUTHERLY LINE OF SAID LOT 23, AND THE NORTHERLY LINE OF 40TH PLACE, AS DESCRIBED IN DEGREE OF CONDEMNATION ENTERED IN CASE NO. 102777 OF SUPERIOR COURT, AND ON THE WEST BY THE WESTERLY LINE OF THE LAND THURD DESCRIBED IN DEED TO HUNTINGTON LAND AND IMPROVEMENT COMPANY, RECORDED IN BOOK 1025 PAGE 289, OFFICIAL RECORDS, OF SAID COUNTY.

PARCEL 3: (APN: 5019-025-911)

THE EASTERLY 60 FEET OF LOT 23 OF FIGUEROA SQUARE, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 6, PAGES 154 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 4: (APN: 5019-025-912)

THAT PORTION OF LOT 4 OF TRACT 2411, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26, PAGE 77 THROUGH 79, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING BETWEEN THE EAST AND WEST LINES RESPECTIVELY OF THE EAST 60 FEET OF LOT 23 OF FIGUEROA SQUARE, AS PER MAP RECORDED IN BOOK 6, PAGES 154 OF SAID MAP RECORDS, PROLONGED NORTHERLY TO SANTA BARBARA AVENUE, EXCEPTING THEREFROM ALL OIL, GAS MINERAL SUBSTANCE, TOGETHER WITH THE RIGHT TO

EXPLORE FOR AND EXTRACT SUCH SUBSTANCE, PROVIDED THAT THE SURFACE OPENING OF ANY WELL, HOLE, SHAFT OR OTHER MEANS OF EXPLORING FOR REACHING OR EXTRACTING SUCH SUBSTANCES SHALL NOT BE LOCATED WITHIN THE HOOPER REDEVELOPMENT PROJECT AREA AND SHALL NOT PENETRATE ANY PART OR PORTION OF SAID PROJECT AREA WITHIN 500 FEET OF THE SURFACE THEREOF, AS PER DEED RECORDED JULY 21, 1989 AS INSTRUMENT NO. 89-1168210 OF OFFICIAL RECORDS, RECORDS OF LOS ANGELES COUNTY.

PARCEL 5: (APN: 5019-025-026)

THAT PORTION OF LOT 4, OF TRACT NO. 2411, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 26, PAGE(S) 77 TO 79 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY CORNER OF SAID LOT, THENCE SOUTH 89 DEGREES 31' 19" WEST ALONG THE NORTHERLY LINE OF SAID LOT 357.57 FEET TO AN ANGLE POINT THEREON; THENCE CONTINUING ALONG SAID NORTHERLY LINE, SOUTH 89 DEGREES 34' 30" WEST 94.01 FEET THE TRUE POINT OF BEGINNING; SOUTH 0 DEGREES 07' EAST 130.5 FEET MORE OR LESS, TO THE NORTHERLY LINE OF FORTIETH PLACE, PROLONGED

WESTERLY, AS SAID FORTIETH PLACE, IS SHOWN ON MAP OF FIGUEROA SQUARE, RECORDED IN BOOK 6, PAGE 154 OF MAPS; THENCE WESTERLY ALONG SAID PROLONGATION OF THE NORTHERLY LINE OF FORTIETH PLACE, TO THE EASTERLY LINE OF MOOVER STREET; THENCE NORTHERLY ON SAID EASTERLY LINE TO MOOVER STREET AND EASTERLY ON THE SOUTHERLY LINE OF SANTA BARBARA AVENUE, TO THE TRUE POINT OF BEGINNING.

GENERAL LAND USE GENERAL ZONING

800 W. MARTIN LUTHER KING BLVD.: COMMUNITY COMMERCIAL LOT 134 A.P.N. 5019-001-034	C2-1
806 W. MARTIN LUTHER KING BLVD.: COMMUNITY COMMERCIAL LOT 135 A.P.N. 5019-001-034	C2-1
812 W. MARTIN LUTHER KING BLVD.: COMMUNITY COMMERCIAL LOT 136 A.P.N. 5019-001-034	C2-1
816 W. MARTIN LUTHER KING BLVD.: MEDIUM DENSITY HOUSING LOT 137 A.P.N. 5019-001-034	R 3-1
820 W. MARTIN LUTHER KING BLVD.: MEDIUM DENSITY HOUSING LOT 138 A.P.N. 5019-001-034	R 3-1
703 W. MARTIN LUTHER KING BLVD.: MEDIUM DENSITY HOUSING A.P.N. 5019-025-911	R 3-1
705 W. MARTIN LUTHER KING BLVD.: MEDIUM DENSITY HOUSING A.P.N. 5019-025-923	R 3-1
706 W. MARTIN LUTHER KING BLVD.: COMMUNITY COMMERCIAL A.P.N. 5019-025-912	C2-1
730 W. MARTIN LUTHER KING BLVD.: COMMUNITY COMMERCIAL A.P.N. 5019-025-024	C2-1
740 W. MARTIN LUTHER KING BLVD.: COMMUNITY COMMERCIAL A.P.N. 5019-025-026	C2-1

SETBACKS

C2-1 COMMUNITY COMMERCIAL

FRONT - 0'
SIDE - 0'
REAR - 0'

R3-1 HIGH/MEDIUM RESIDENTIAL-MULTIPLE DWELLING ZONE

FRONT - 15'
SIDE - 15' + 1' FOR EACH STORY ABOVE THE 2ND STORY (NOT TO EXCEED 16')
REAR - 15'

PROPERTY INFORMATION

OWNERS:

- PARCEL 1: L & R AUTO PARKS, INC. A CALIFORNIA CORPORATION AS TO AN UNDIVIDED 1/2 INTEREST AND ULMAN INVESTMENTS, LTD., A CALIFORNIA LIMITED PARTNERSHIP AS TO AN UNDIVIDED 1/2 INTEREST.
- PARCEL 2: L & R INVESTMENT COMPANY, A CALIFORNIA GENERAL PARTNERSHIP AS TO AN UNDIVIDED 1/2 INTEREST AND ULMAN INVESTMENTS, LTD., A CALIFORNIA LIMITED PARTNERSHIP AS TO AN UNDIVIDED 1/2 INTEREST.
- PARCEL 3 & 4: CITY OF LOS ANGELES, A CHARTER CITY ("CITY") ACTING BY AND THROUGH ITS HOUSING AND COMMUNITY INVESTMENT DEPARTMENT CITY OF LOS ANGELES ("HCIDLA")
- PARCEL 5: ACES AND KINGS, LLC

ADDRESSES:

- PARCEL 1: 800-820 W. MARTIN LUTHER KING JR BLVD. 4011 S. MOOVER ST. LOS ANGELES, CA 90037
- PARCEL 2: 730 W. MARTIN LUTHER KING JR BLVD. LOS ANGELES, CA 90037
- PARCEL 3: 703 W. 40TH ST. LOS ANGELES, CA 90037
- PARCEL 4: 706 W. 40TH ST. LOS ANGELES, CA 90037
- PARCEL 5: 740 MARTIN LUTHER KING JR BLVD. LOS ANGELES, CA 90037

ASSESSOR'S PARCEL NUMBERS:

- PARCEL 1: 5019-001-034
- PARCEL 2: 5019-025-023 & 024
- PARCEL 3: 5019-025-911
- PARCEL 4: 5019-025-912
- PARCEL 5: 5019-025-026

GROSS LAND AREA:

- PARCEL 1: 0.63 ACRES
- PARCEL 2: 0.50 ACRES
- PARCEL 3: 0.09 ACRES
- PARCEL 4: 0.09 ACRES
- PARCEL 5: 0.29 ACRES

PARKING:

- PARCEL 1: 54 REGULAR SPACES
- PARCEL 2: 72 REGULAR SPACES
- PARCEL 3: 11 REGULAR SPACES, AND 1 HANDICAP SPACE
- PARCEL 4: 13 REGULAR SPACES, AND 2 HANDICAP SPACES
- PARCEL 5: 24 REGULAR SPACES, AND 1 HANDICAP SPACE

FLOOD ZONE:

ZONE X1 AREA DETERMINED BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FEMA FIRM PANEL 06037C1620F, EFFECTIVE SEPTEMBER 26, 2008.

SURVEYOR'S CERTIFICATE

TO L&R AUTO PARKS, INC., A CALIFORNIA CORPORATION, ULMAN INVESTMENTS, LTD., A CALIFORNIA LIMITED PARTNERSHIP, L&R INVESTMENT COMPANY, A CALIFORNIA GENERAL PARTNERSHIP, THE CITY OF LOS ANGELES ("HCIDLA"), ACES AND KINGS, LLC, AND FIRST AMERICAN TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAN 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 2, 3, 4, 5, 6 (b), 7(c), 8, 9, 11(b), 13, 14, 16 AND 21. THE FIELD WORK WAS COMPLETED ON MARCH 6, 2015.
DATE OF PLAN: MARCH 25, 2015.

PER THE STATE OF CALIFORNIA BUSINESS AND PROFESSIONS CODE SECTION 8770.6 AS RECITED IN THE PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS ACT, STATE BOARD RULES-THE USE OF THE WORD "CERTIFY" OR "CERTIFICATION" BY A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER IN THE PRACTICE OF PROFESSIONAL ENGINEERING OR LAND SURVEYING OR THE PREPARATION OF MAPS, PLANS, REPORTS, DESCRIPTIONS, OR OTHER SURVEYING DOCUMENTS ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION, AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.



COMMERCIAL DEVELOPMENT RESOURCES

2050 Madison Drive, Suite 100, Irvine, CA 92612
949-435-5222 | 949-425-5219
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ROBERT J. RUSSELL, PLS

3/25/2015

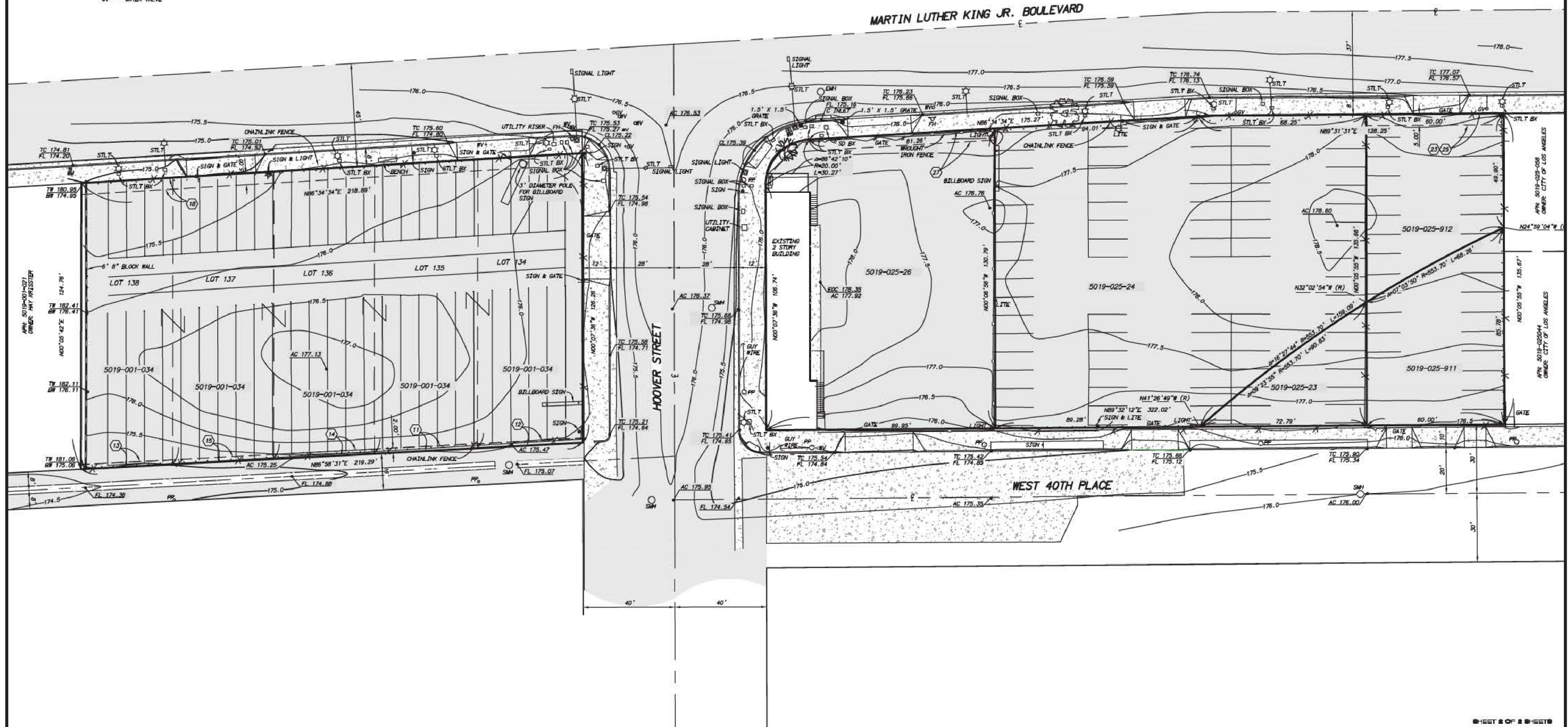
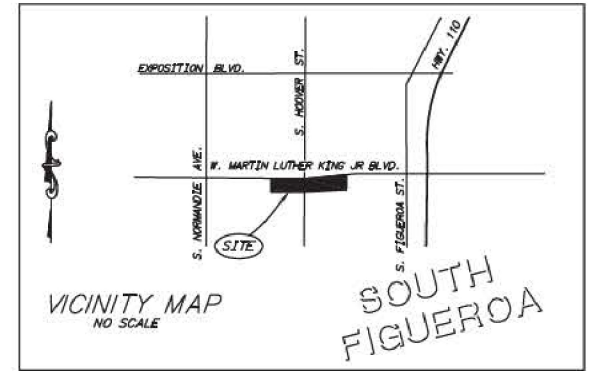
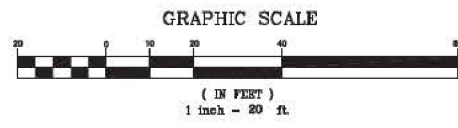
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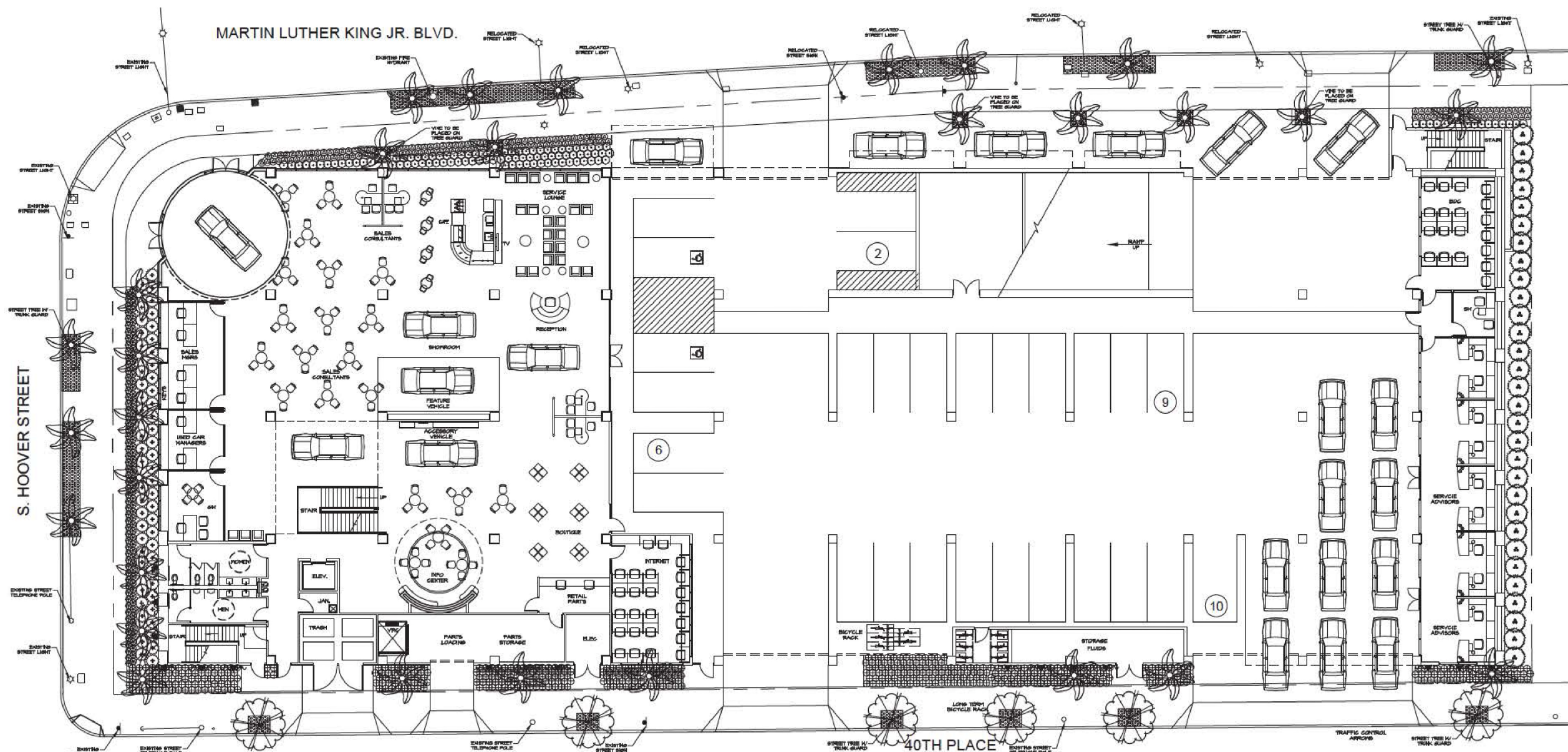


ALTA/ACSM LAND TITLE SURVEY

LEGEND

- AC — ASPHALT PAVING
- ANC — ANCHOR
- BX — BOX
- EMH — ELECTRIC MANHOLE
- FH — FIRE HYDRANT
- FL — FLOW LINE
- GV — GATE VALVE
- PP — POWER POLE
- SD — STORM DRAIN
- SMH — SEWER MANHOLE
- SDMH — STORM DRAIN MANHOLE
- STLT — STREET LIGHT
- TC — TOP OF CURB
- WM — WATER METER
- WV — WATER VALVE





Environmental Patterns inc.
 31238 Via Colinas
 Suite E
 Westlake Village
 California, 91362
 License No. 2801
 (818) 706-3344

HONDA LOS ANGELES
 740 800 W MARTIN LUTHER KING JR BLVD
 LOS ANGELES, CA 90015

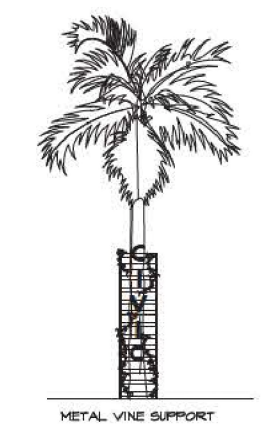
CONCEPTUAL IRRIGATION

- Selection of irrigation drip systems and smart controllers
 - Details of installation/Backflows/Valves
 - AB1801 standards (water conservation)
- Effective January 2010, the State of California has implemented a new water ordinance and therefore many new requirements are being requested from both the State and local agencies. These are added measures that affect cost. In order to comply with these regulations we anticipate providing the following information:
- Prepare water usage calculations (MAMA and ETM) based on the new water ordinance.
 - Provide water efficient landscape worksheet and hydrozone table for each remote control valve per new ordinance (water use category, area served in sq. ft., controller number, valve size and flow).
 - Obtain horticultural soils report (Agronomic data) based on soil samples obtained from site by EFI. Report to be provided by Soil and Plant Laboratory in Orange, CA, or equal.
 - Provide irrigation run time schedule per ordinance based on soil type.
 - Rain and wind sensors will be added per ordinance.
 - Statement note will be added regarding ordinance.
 - Add WUCOLS water use classifications for all plant material.

CONCEPTUAL VINE SPECIES

SYMBOL	BOTANICAL NAME/ COMMON NAME	OR
	DICTYOTA EUCGNATORIA BLOOD RED TRUMPET VINE	GLEMATIS X JACKMANII JACKMAN GLEMATIS
	PARTHENOGENESIS TRICUSPIDATA BOXTON VIV	

NOTES:
 VINES TO BE PLACED ON TREE GUARD.
 DICTYOTA EUCGNATORIA OR GLEMATIS X JACKMANII
 ALL PLANTING BED TO RECEIVE 5' GORELLA HAIR MESH.



CONCEPTUAL TREE SPECIES

SYMBOL	QTY.	BOTANICAL NAME/ COMMON NAME	OR
	28	ARCHONTOPODIEN X PURPUREA KING PALM '28'-50' HIGH	STYRACIS RHINANGOPHANA GREEN PALM '50'-55' HIGH
	54	BANBUSA H. GOLDEN GODESS/ GOLDEN GODESS BAMBOO '15' HIGH	ELAEAGARIS DECIPRENS JAPANESE BLUEBERRY TREE '15' HIGH
	6	CALLISTEMON RICHIUS BOTTLEBRUSH TREE '10' HIGH	



CONCEPTUAL SHRUB SPECIES

SYMBOL	BOTANICAL NAME/ COMMON NAME	OR
	AGONIA X SUNBURST' KANSASO PANS. '24' HIGH	ECHVEFERIA 'APTERENLOW' NCH '12-14' HIGH
	JUNCUS EFFUSUS SOFT RUSH '24' HIGH	HEPERALOE PARYFLORA RED TUCCA '10' HIGH
	PENNISETUM ORIENTALE ORIENTAL FOUNTAIN GRASS '24' HIGH	PENNISETUM ORIENTALE ORIENTAL FOUNTAIN GRASS '15' HIGH
	PHORMIUM TENAX 'LIEBLE' NEW ZEALAND FLAX '30' HIGH	STIPA TENUISSIMA MEXICAN FEATHER GRASS '15' HIGH
	SPHORBIA TRICALLI STICKS ON FIRE '24' HIGH	PENNISETUM ORIENTALE ORIENTAL FOUNTAIN GRASS '24' HIGH



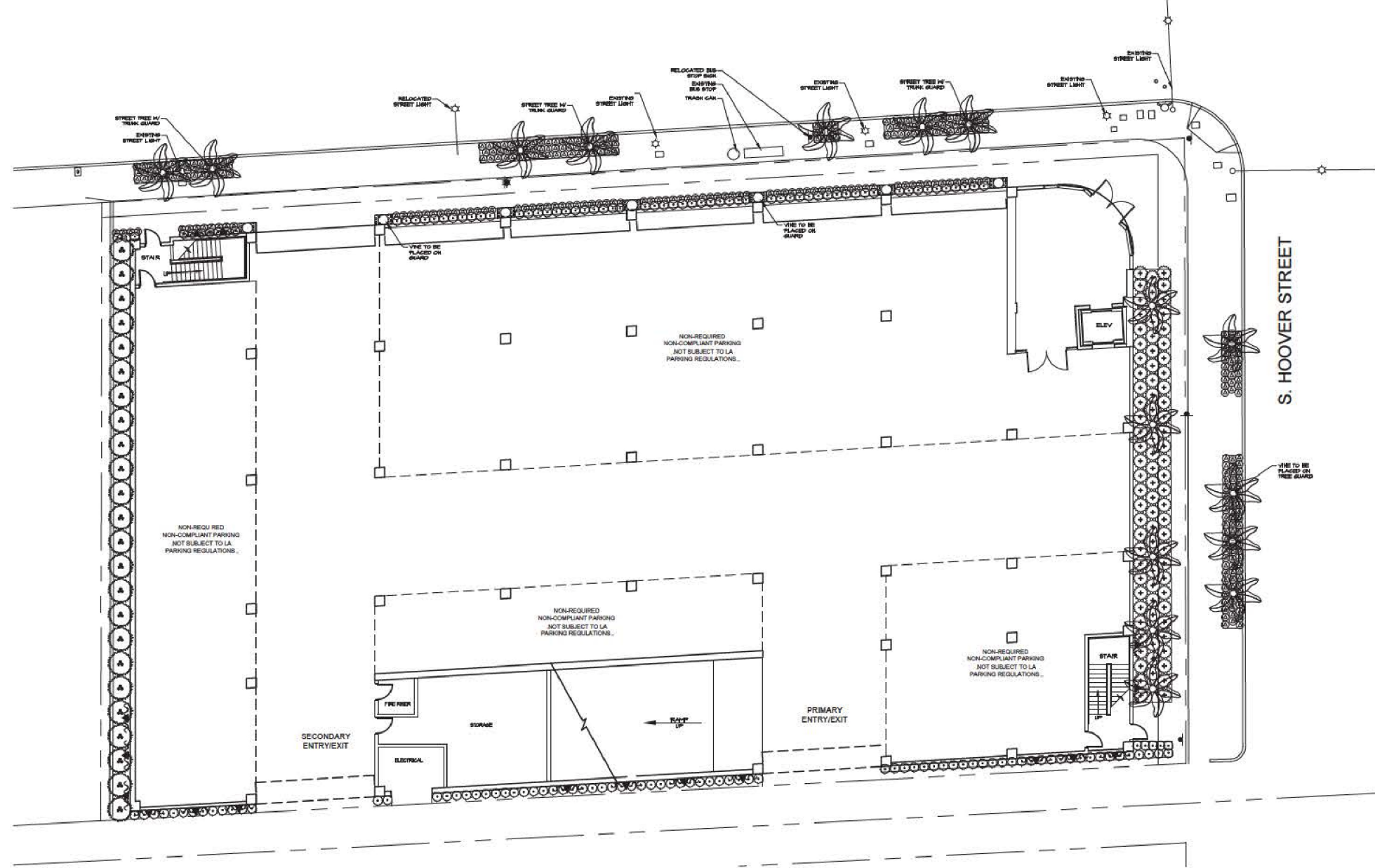
MAIN DEALERSHIP EAST

APN _____
 MAP _____
 TRACT _____
 BLOCK _____
 LOT _____

Date: 07/11/16
 Drawn: B.B./E.C.
 Scale: 1"=10'

CS 1

OF 1
 PLOTTED: 07/11/16



Environmental Patterns inc.
 31238 Via Colinas
 Suite E
 Westlake Village
 California, 91362
 License No. 2801
 (818) 706-3344



HONDA LOS ANGELES
 740 800 W MARTIN LUTHER KING JR BLVD
 LOS ANGELES, CA 90015

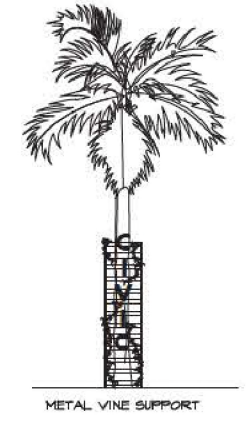
CONCEPTUAL IRRIGATION

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 - Statement note will be added regarding ordinance.
 - Add WUCOLS water use classifications for all plant material.

CONCEPTUAL VINE SPECIES

SYMBOL	BOTANICAL NAME/ COMMON NAME	OR
	DICTYOTA EUCGNATORIA BLOOD RED TRUMPET VINE	GLEMATIS X JACKMANII JACKMAN GLEMATIS
	PARTHENOGENESIS TRIGUSPIDATA BOSTON VIV	(VINE ATTACH TO ARCHITECTURE)

NOTES:
 VINES TO BE PLACED ON TREE GUARD, DICTYOTA EUCGNATORIA OR GLEMATIS X JACKMANII
 ALL PLANTING BED TO RECEIVE 5' GORELLA HAIR MULCH.



CONCEPTUAL TREE SPECIES

SYMBOL	QTY.	BOTANICAL NAME/ COMMON NAME	OR
	18	ARCHONTOPOXENX PURPUREA KING PALM	'28'-30' HIGH
	24	BAMBUSA N. GOLDEN GLOSS/ GOLDEN GLOSS BAMBOO	'18' HIGH
		SYAGRUS ROMANOFFIANA GREEN PALM	'50'-55' HIGH
		ELAEAGARPUS DECIPENS JAPANESE BLUEBERRY TREE	'18' HIGH



CONCEPTUAL SHRUB SPECIES

SYMBOL	BOTANICAL NAME/ COMMON NAME	OR
	AZONEM X 'SUNBURST' NOR	EUCHEVERIA 'AFTERGLOW' NOR
	ANISOZATIUS X RED' KANGAROO PANG	HEPERALOE PARVIFLORA RED TUCCA
	JUNCUS EFFUSUS SOFT RUSH	PENNISETUM ORIENTALE ORIENTAL FOUNTAIN GRASS
	PENNISETUM ORIENTALE ORIENTAL FOUNTAIN GRASS	STIPA TENUISSIMA MEXICAN FEATHER GRASS
	PHORMIUM TENAX 'LIBELLE' NEW ZEALAND FLAX	STIPA TENUISSIMA MEXICAN FEATHER GRASS
	ELPHORBIA TIRICALLI STIGNS OR FIRE	PENNISETUM ORIENTALE ORIENTAL FOUNTAIN GRASS



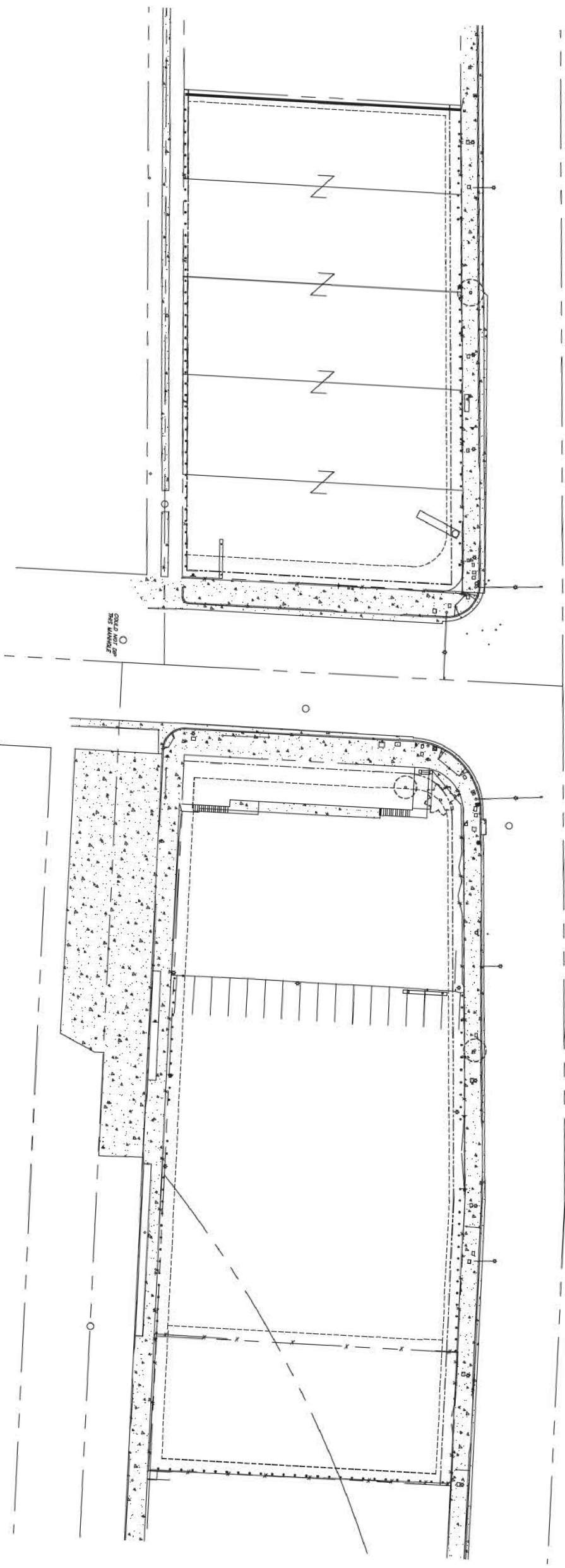
PARING STRUCTURE WEST

ADN
 MAP
 TRACT
 BLOCK
 LOT

07/11/16
 Date
 B.B./E.C.
 Designer
 \$216200
 Bid
 1"=10'
 Scale

NORTH

[CS 2]
 OF 5
 PLOTTED: 07/11/16



EXISTING TREE INVENTORY

PLANT LEGEND:

SYMBOL	SIZE	SCIENTIFIC NAME / COMMON NAME	COMMENTS
	EXIST	SPRING	SPRING
	EXIST	PALM	SPRING
	EXIST	SPRING	SPRING

NOTES:
 THERE ARE NO CITY OF LOS ANGELES PROTECTED TREES ON THE SITE

Environmental Patterns | inc.



11200 Via Cordana
 Suite E
 Yorba Linda, CA 91302
 California, 91302
 License No. 2001
 (916) 766-3344

► HONDA LOS ANGELES
 740 □ 800 W MARTIN LUTHER KING JR BLVD
 LOS ANGELES, CA 90015

TREE INVENTORY

DATE	07/11/16
DESIGNER	B.B./E.C.
SCALE	1"=20'
PROJECT	HONDA LOS ANGELES
LOT	
TRACT	
BLOCK	
MAP	
ABN	

[TI 3]
 OF 3 PAGES
 07/11/16



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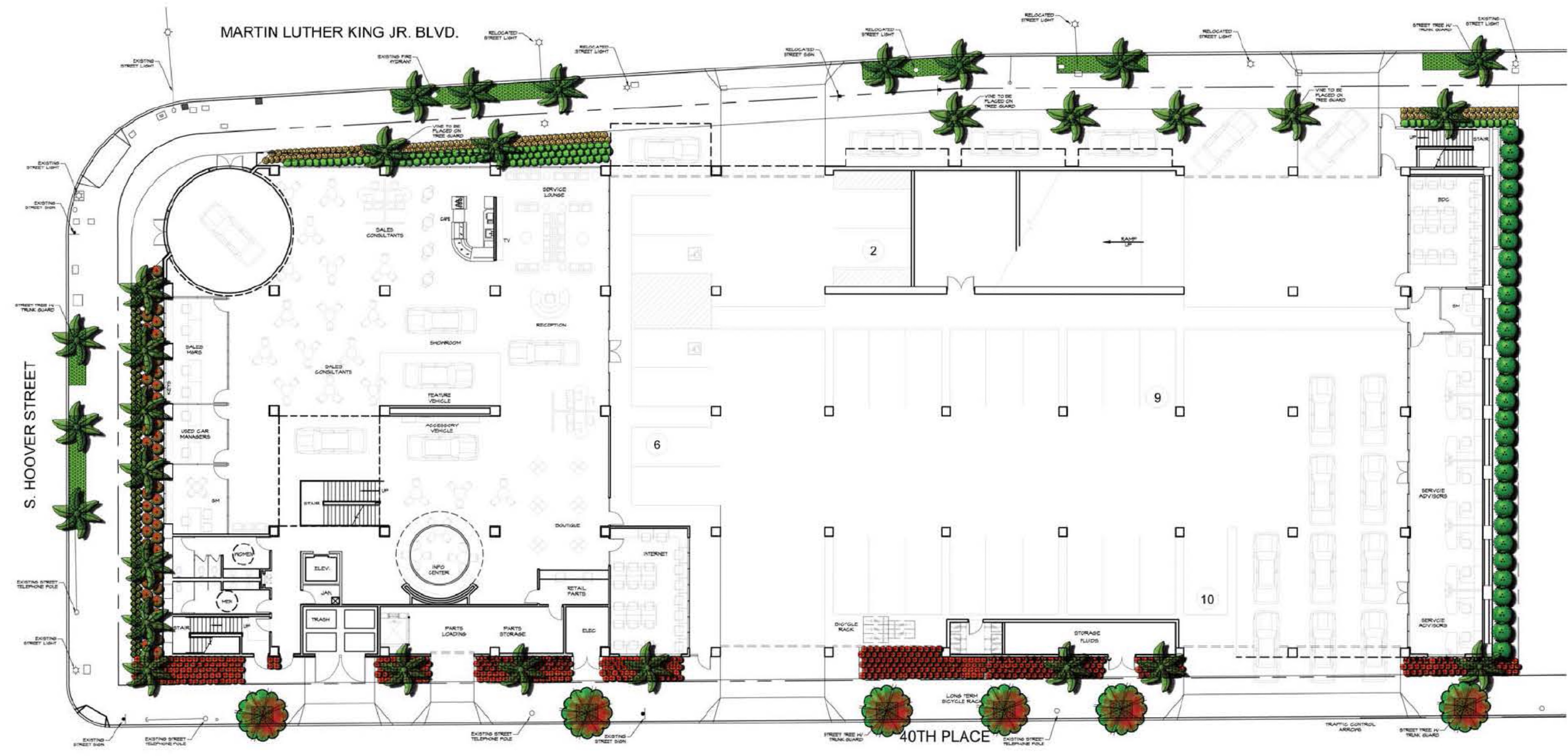
HONDA LOS ANGELES
 740 & 800 W MARTIN LUTHER KING JR BLVD
 LOS ANGELES, CA 90015

(COLOR SITE PLAN) MAIN DEALERSHIP EAST

APN: _____
 MAP: _____
 TRACT: _____
 BLOCK: _____
 LOT: _____

Date: 07/05/16
 Drawn: B.S.E.C.
 Job: #216200
 Scale: 1"=10'

NORTH



CONCEPTUAL IRRIGATION

- Selection of irrigation drip systems and smart controllers
 - Details of Installation/Backflows/Valves
 - AB18(B) standards (water conservation)
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 - Statement note will be added regarding ordinance.
 - Add WUCOLS water use classifications for all plant material.

CONCEPTUAL VINE SPECIES

VINES	
SYMBOL	BOTANICAL NAME/ COMMON NAME
	DISTICTIS BUGGINATORIA BLOOD RED TRUMPET VINE
	CLEMATIS X JACKMANI JACKMAN CLEMATIS
	HARTSENOCISSUS TRICUSPIDATA BOSTON VY (VINE ATTACH TO ARCHITECTURE)

NOTES:
 VINES TO BE PLACED ON TREE GUARD.
 DISTICTIS BUGGINATORIA OR CLEMATIS X JACKMANI
 ALL PLANTING BED TO RECEIVE 3" GORILLA HAIR MULCH



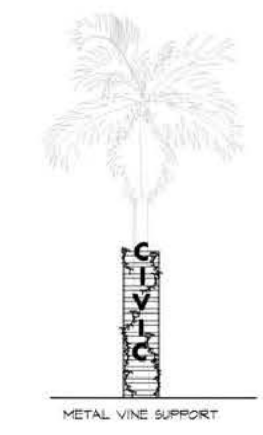
CONCEPTUAL TREE SPECIES

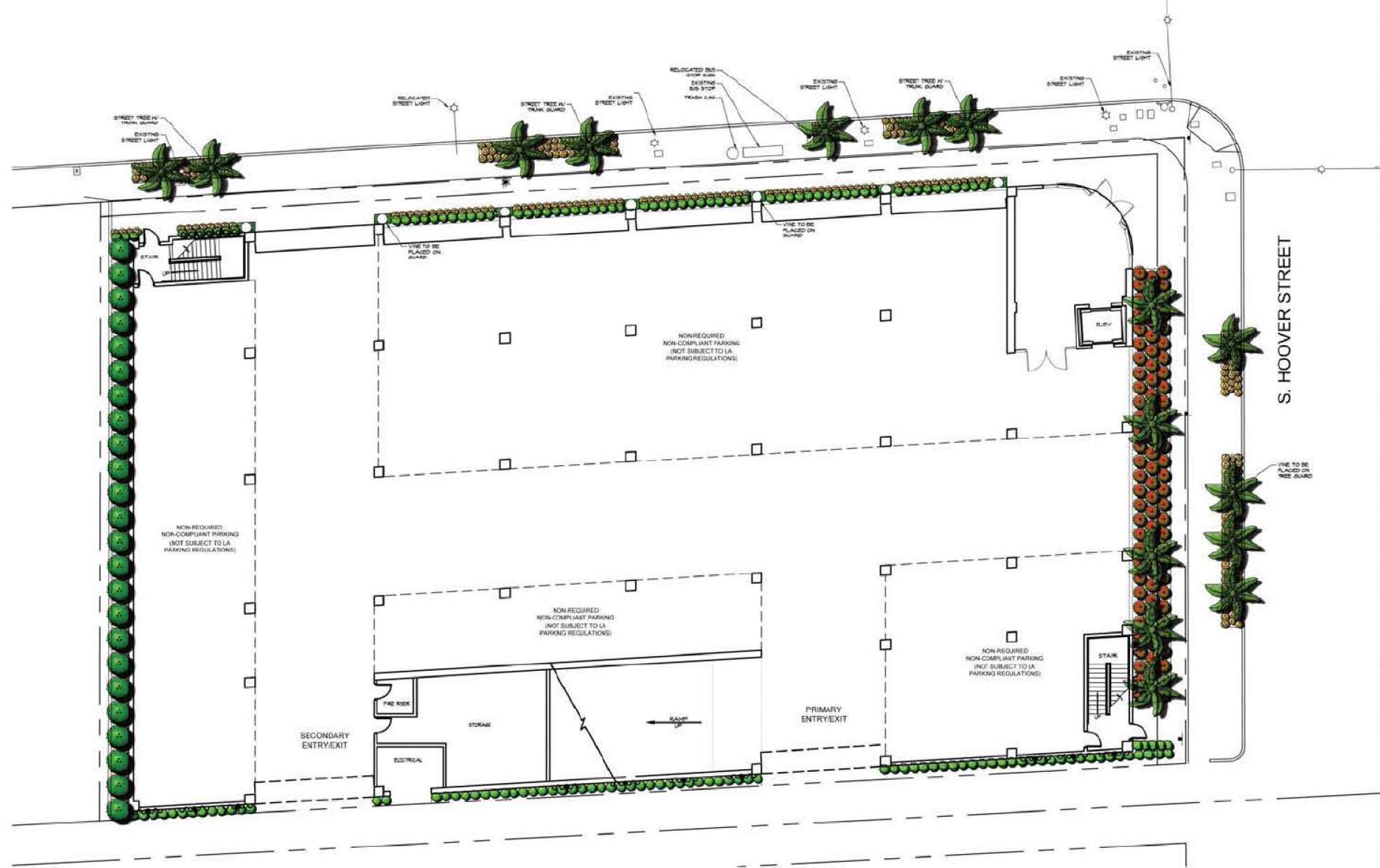
TREES		
SYMBOL	QTY.	BOTANICAL NAME/ COMMON NAME
	30	ARCHONTOPHOENIX PURPUREA KING PALM '20'-25' HIGH'
		SYAGRUS ROSENZOFFIANA QUEEN PALM '20'-25' HIGH'
	30	BAMBUSA N. GOLDEN GODDESS GOLDEN GODDESS BAMBOO '15' HIGH'
		ELAEGNUS PARGUENSIS JAPANESE BLUEBERRY TREE '15' HIGH'
	6	CALLISTEMON RIGIDUS BOTTLEBRUSH TREE '12' HIGH'



CONCEPTUAL SHRUB SPECIES

SHRUBS	
SYMBOL	BOTANICAL NAME/ COMMON NAME
	AEONIUM X SUNBURST NEN '14'-18' HIGH'
	SCHEVERIA 'ATTERSLOW' NEN '12'-14' HIGH'
	ANIGOZATHOS X RED KANGAROO PAW '24' HIGH'
	HEPERALOE PARVIFLORA RED YUCCA '18' HIGH'
	JUNCUS EFFUSUS SOFT RUSH '24' HIGH'
	PENNISETUM ORIENTALE ORIENTAL FOUNTAIN GRASS '24' HIGH'
	PENNISETUM ORIENTALE ORIENTAL FOUNTAIN GRASS '24' HIGH'
	STIPA TENUISSIMA MEXICAN FEATHER GRASS '18' HIGH'
	PHORIDIUM TENAX 'LIBELLE' NEW ZEALAND FLAX '30' HIGH'
	STIPA TENUISSIMA MEXICAN FEATHER GRASS '18' HIGH'
	EUPHORBIA TRIGALLI STOCKS ON FIRE '12'-14' HIGH'
	PENNISETUM ORIENTALE ORIENTAL FOUNTAIN GRASS '24' HIGH'





Environmental Patterns inc.

31238 Via Colinas
Suite E
Westlake Village
California, 91362
License No. 2801
(818) 706-3344

REGISTERED LANDSCAPE ARCHITECT
BRUCE E. BARNETT
2001
STATE OF CALIFORNIA

HONDA LOS ANGELES
740 & 800 W MARTIN LUTHER KING JR BLVD
LOS ANGELES, CA 90015

(COLOR SITE PLAN) PARKING STRUCTURE WEST

APN: _____
MAP: _____
TRACT: _____
BLOCK: _____
LOT: _____

07/05/16
Date: 05/20/16
Drawn: #216200
Job: #1+10
Scale: _____

CSP-5
07/05/16

CONCEPTUAL IRRIGATION

- Selection of irrigation drip systems and smart controllers
 - Details of installation/backflows/valves
 - AB1881 standards (water conservation)
- Effective January 2010, the State of California has implemented a new water ordinance and therefore many new requirements are being requested from both the State and local agencies. These are added measures that affect cost. In order to comply with these regulations we anticipate providing the following information:
- Prepare water usage calculations (MARA and ETAL) based on the new water ordinance
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 - Rain and wind sensors will be added per ordinance.
 - Statement note will be added regarding ordinance.
 - Add WUCOLS water use classifications for all plant material.

CONCEPTUAL VINE SPECIES

VINES	
SYMBOL	BOTANICAL NAME/ COMMON NAME OR
	DISTICTIS BUGINATORIA BLOOD RED TRUMPET VINE
	CLEMATIS X JACKMANII JACKMAN GLEHATIS
	PARTHENOCISSUS TRICUSPIDATA BOSTON VIV (VINE ATTACH TO ARCHITECTURE)

NOTES:
VINES TO BE PLACED ON TREE GUARD.
DISTICTIS BUGINATORIA OR CLEMATIS X JACKMANII
ALL PLANTING BED TO RECEIVE 3" SORELLA HAIR MULCH.



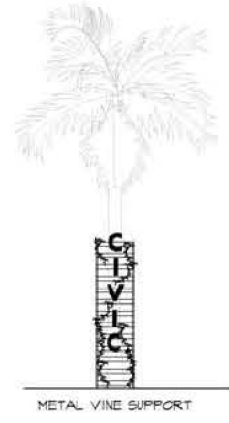
CONCEPTUAL TREE SPECIES

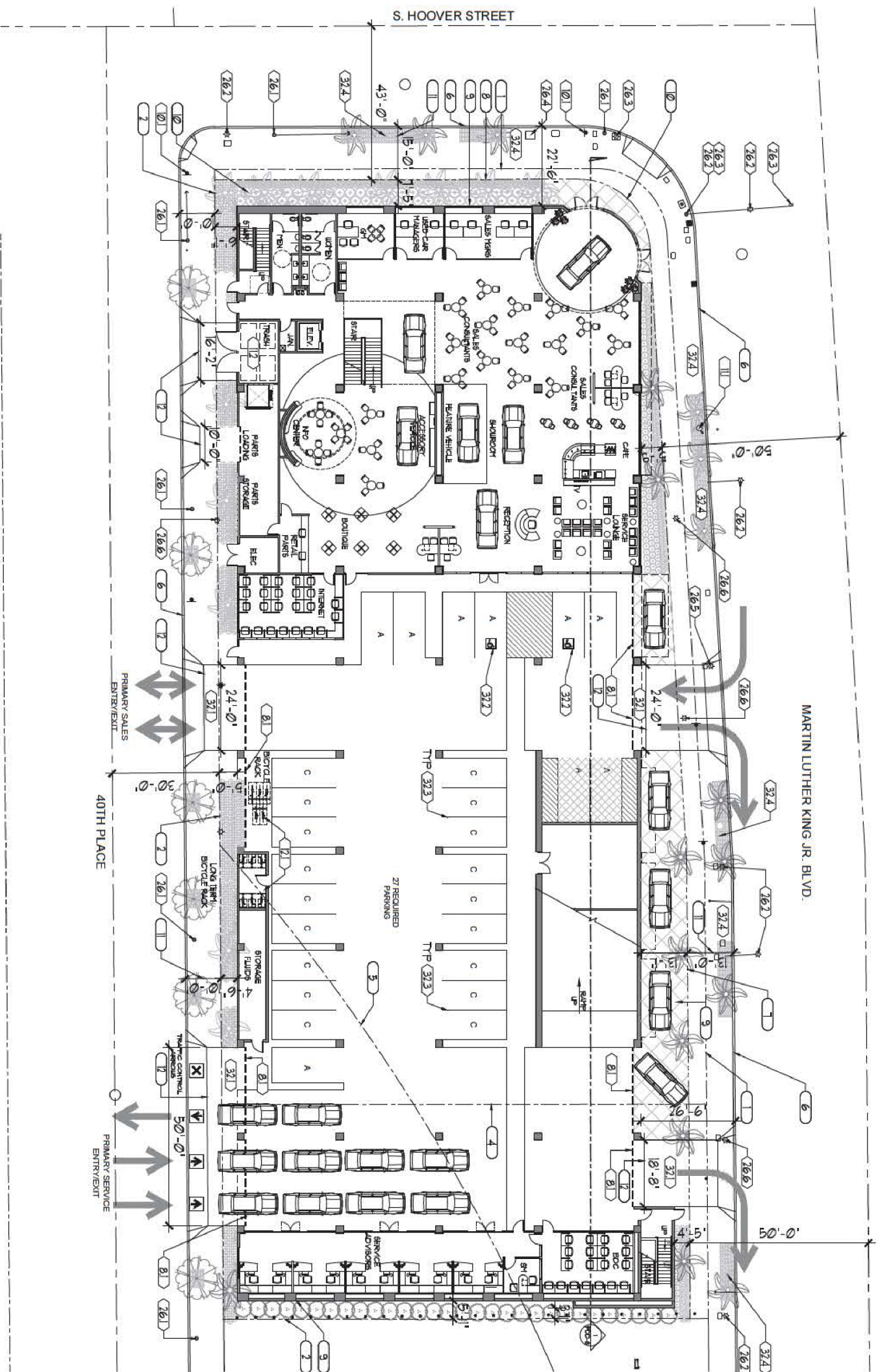
TREES		
SYMBOL	QTY.	BOTANICAL NAME/ COMMON NAME OR
	16	ARCHONTOPHOENIX PURPUREA KING PALM 20'-25' HIGH
		SYAGRUS ROZANOFFIANA QUEEN PALM 20'-25' HIGH
	24	BAMBUSA N. 'GOLDEN GODDESS' GOLDEN GODDESS BAMBOO 15' HIGH
		ELAEOCARPUS DECIPIENS JAPANESE BLEBBERRY TREE 15' HIGH



CONCEPTUAL SHRUB SPECIES

SHRUBS	
SYMBOL	BOTANICAL NAME/ COMMON NAME OR
	AEONIUM X SUNBURST NCA 14"-16" HIGH
	ECHEVERIA 'AFTERGLOW' NCA 12"-14" HIGH
	ANIGOZATHOS X RED KANGAROO PAWE 24" HIGH
	HEPERALOE PARVIFLORA RED YUCCA 18" HIGH
	JUNCUS EFFUSUS SOFT RUSH 24" HIGH
	PENNISETUM ORIENTALE ORIENTAL FOUNTAIN GRASS 24" HIGH
	PHORMIUM TENAX 'JUBILEE' NEW ZEALAND FLAX 30" HIGH
	STIPA TENUISSIMA MEXICAN FEATHER GRASS 18" HIGH
	EUPHORBIA TIRUCALLI STICKS ON FIRE 24" HIGH
	PENNISETUM ORIENTALE ORIENTAL FOUNTAIN GRASS 24" HIGH





PROPOSED SITE PLAN
 SCALE: 1/16" = 1'-0"
 0 4 8 16 32
 PDD-1

GENERAL NOTES

- ARCHITECTURAL SITE PLAN FOR REFERENCE ONLY - SEE OTHER DISCIPLINES FOR SITE IMPROVEMENTS NOT SHOWN OR NOTED ON THIS PLAN
- SEE LANDSCAPE PLAN FOR SPECIFIC PLANTING MATERIALS
- SITE DIMENSIONS ARE FOR REFERENCE ONLY. ACTUAL DIMENSIONS WILL BE DETERMINED AS THE PROJECT PROCEEDS AND CIVIL ENGINEERING IS COMPLETED
- SLOPE OF RAMPS AND LOCATION OF SOME ARCHITECTURAL ELEMENTS MAY VARY FROM FLOOR TO FLOOR. SEE ELEVATIONS AND SECTIONS FOR REQUIRED PARKING STALL TYPES A THROUGH E INFORMATION. SEE SHEET PD-1

KEY SITE NOTES

NOTES ARE GENERAL - NOT ALL ITEMS REFERENCED ON SHEET

- 1 EXISTING PROPERTY LINE
- 2 EXISTING PROPERTY LINE - NO DEDICATION
- 3 NOT USED
- 4 EXISTING PROPERTY LINE WITH CITY OWNED PARCEL
- 5 EXISTING ZONING LINE
- 6 EXISTING CURB
- 7 ULTIMATE PROPERTY LINE AFTER 5' DEDICATION
- 8 ULTIMATE PROPERTY LINE AFTER 3' DEDICATION
- 9 VOLUNTARY BUFFER
- 10 ULTIMATE PROPERTY LINE AFTER DEDICATION
- 11 ANTICIPATED SIDEWALK WIDTH FROM FACE OF CURB TO ULTIMATE PROPERTY LINE. DISTANCE MAY VARY ALONG ALL STREETS. FINAL WIDTH WILL BE DETERMINED AS PROJECT PROCEEDS AND CIVIL ENGINEERING IS COMPLETED.
- 12 ANTICIPATED ACCESS WIDTH FROM STREET TO BUILDING. FINAL WIDTH WILL BE DETERMINED AS PROJECT PROCEEDS AND CIVIL ENGINEERING IS COMPLETED.

KEY CONSTRUCTION SITE NOTES

- 080000 - OPENINGS
- 01 SECTIONAL OVERHEAD GLASS DOOR
- 100000 - SPECIALTIES (SIGNAGE)
- 00 EXISTING SIGNAGE TO REMAIN
- 100000 - EQUIPMENT
- 11 EXISTING FIRE HYDRANT
- 112 TRASH/RECYCLING
- 120000 - FURNISHINGS (SITE)
- 21 NEW BICYCLE RACKS
- 260000 - ELECTRICAL (SITE)
- 161 EXISTING POWER POLE TO REMAIN
- 162 EXISTING STREET LIGHT TO REMAIN
- 163 EXISTING STREET LIGHT TO REMAIN
- 164 EXISTING SIGNAL LIGHT TO REMAIN
- 165 EXISTING UTILITY CABINET TO REMAIN
- 165 EXISTING STREET LIGHT TO BE RELOCATED
- 166 EXISTING STREET LIGHT TO BE REMOVED
- 167 NEW LED WALL PACKS
- 320000 EXTERIOR IMPROVEMENTS
- 321 NEW DRIVEWAY ACCESS
- 322 PAINTED ACCESSIBLE PARKING STALL SYMBOL
- 323 NEW PARKING STRIPING
- 324 NEW LANDSCAPING AND OFF-SITE AVENUES RE-LANDSCAPE ARCHITECT

LEGEND

- FLOW OF TRAFFIC ARBOURS
- EV PARKING STALLS
- NEW LANDSCAPED AREAS
- DISPLAY HARDSCAPE 4' X 4' PATTERN NON-COLORED FLANK GREY WITH BROOK FINISH

WAGNER
 ARCHITECTS
 815 Oak Center Drive, Suite 101
 Los Angeles, CA 90015
 Phone: 760.967.0511
 Fax: 760.967.0200
 www.wagnerarchitects.com



Honda of Downtown Los Angeles
 740 and 800 Martin Luther King Jr Blvd, Los Angeles, CA 90015



PROPOSED
 SITE PLAN

PDD-1

GENERAL NOTES

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- SLOPE OF RAMPS AND LOCATION OF SOME ARCHITECTURAL ELEMENTS MAY VARY FROM FLOOR TO FLOOR SEE ELEVATIONS AND SECTIONS
- FOR REQUIRED PARKING STALL TYPES A THROUGH E INFORMATION SEE SHEET PD-1

WAGNER ARCHITECTS
 815 Civic Center Drive, Suite 101
 Oceanside, CA 92054
 Phone: 760.967.0511
 Fax: 760.967.0500
 WagnerArchitecture.com

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Honda of Downtown Los Angeles
 740 and 800 Martin Luther King Jr Blvd, Los Angeles, CA 90015



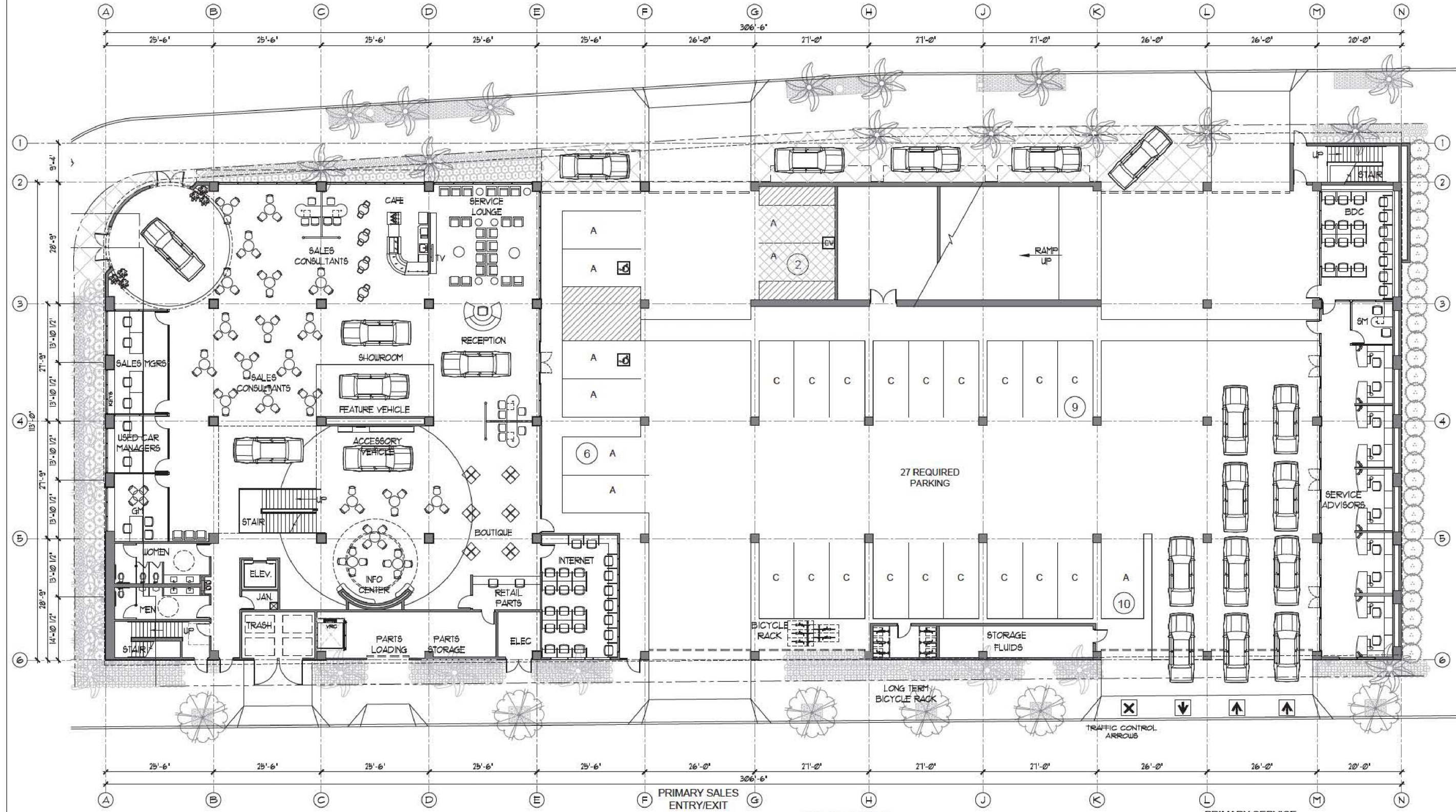
PROPOSED
 GROUND LEVEL
 FLOOR PLAN

ENTITLEMENT SET: 03.2.16
 ENTITLEMENT SET REVISION #1: 05.05.16
 PLANNING MEETING: 06.23.16
 ENTITLEMENT SET REVISION #2: 06.29.16
 DIGITAL FILE: 07.06.16

PROJECT NO:
 SHEET NO:

PDD-2

MARTIN LUTHER KING JR. BLVD.



PROPOSED GROUND LEVEL FLOOR PLAN
 SCALE: 3/32" = 1'-0"
 0 4 8 16 32
 1 PDD-2

PRIMARY SALES ENTRY/EXIT

40TH PLACE

PRIMARY SERVICE ENTRY/EXIT

GENERAL NOTES

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4. FOR REQUIRED PARKING STALL TYPES A THROUGH E INFORMATION SEE SHEET PD-1.



815 Civic Center Drive, Suite 101
 Oceanside, CA 92054
 Phone: 760.967.0511
 Fax: 760.967.0500
 WagnerArchitecture.com

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Honda of Downtown Los Angeles
 740 and 800 Martin Luther King Jr Blvd, Los Angeles, CA 90015



SHEET TITLE

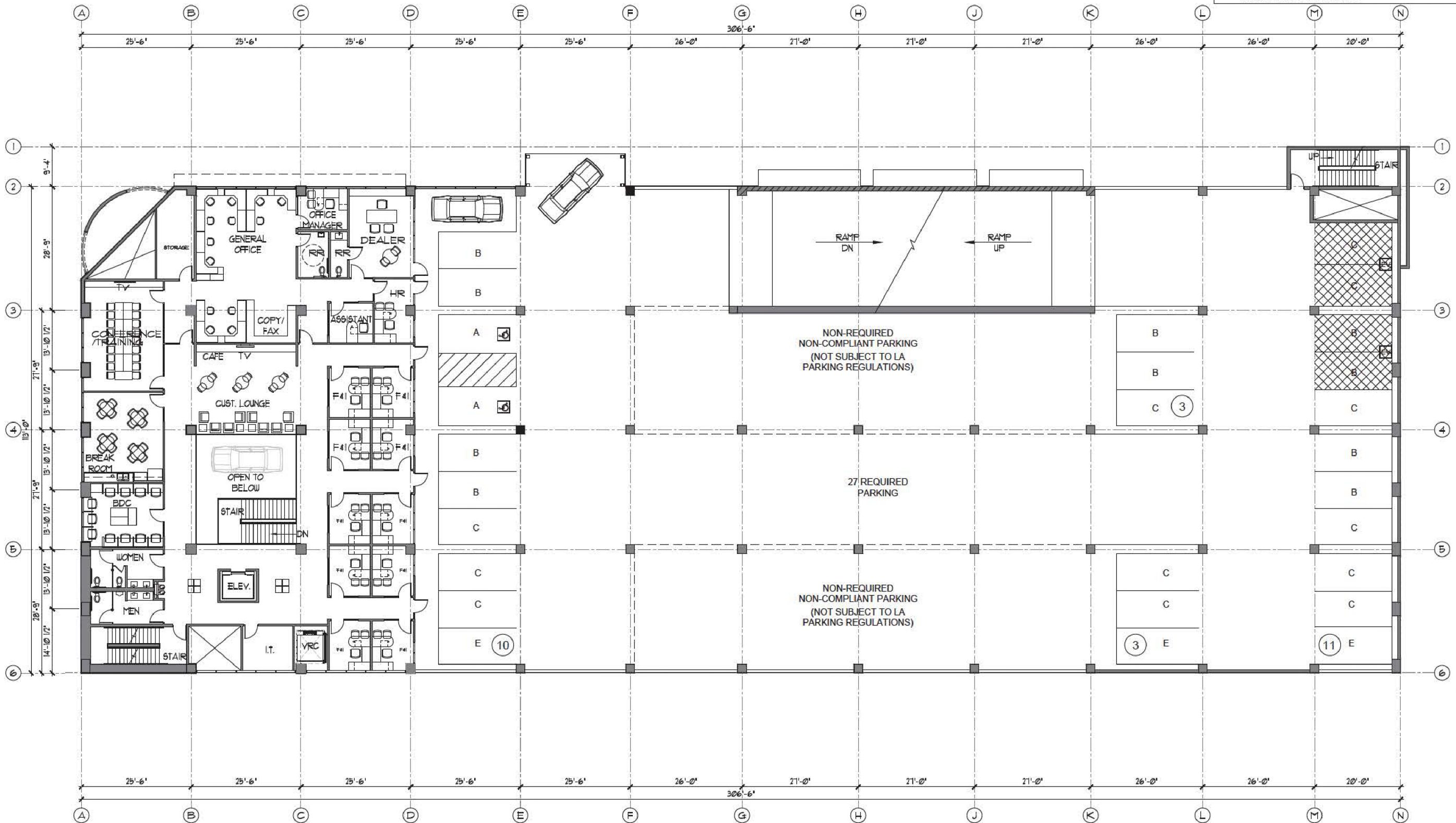
PROPOSED SECOND LEVEL FLOOR PLAN

ENTITLEMENT SET 03/2/16
 ENTITLEMENT SET REVISION #1 05/03/16
 PLANNING MEETING 06/23/16
 ENTITLEMENT SET REVISION #2 06/29/16
 DIGITAL FILE
 ENTITLEMENT INSTRUMENTAL 07/06/16

PROJECT NO.

SHEET NO.

PDD-3



PROPOSED SECOND LEVEL FLOOR PLAN
 SCALE: 3/32" = 1'-0"
 1 PDD-3



GENERAL NOTES

1. ARCHITECTURAL SITE PLAN FOR REFERENCE ONLY - SEE OTHER DISCIPLINES FOR SITE IMPROVEMENTS NOT SHOWN OR NOTED ON THIS PLAN.
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4. FOR REQUIRED PARKING STALL TYPES A THROUGH E INFORMATION SEE SHEET PD-1.

WAGNER
ARCHITECTS

815 Civic Center Drive, Suite 101
Oceanside, CA 92054
Phone: 760.967.0511
Fax: 760.967.0500
WagnerArchitecture.com

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Honda of Downtown Los Angeles
740 and 800 Martin Luther King Jr Blvd, Los Angeles, CA 90015

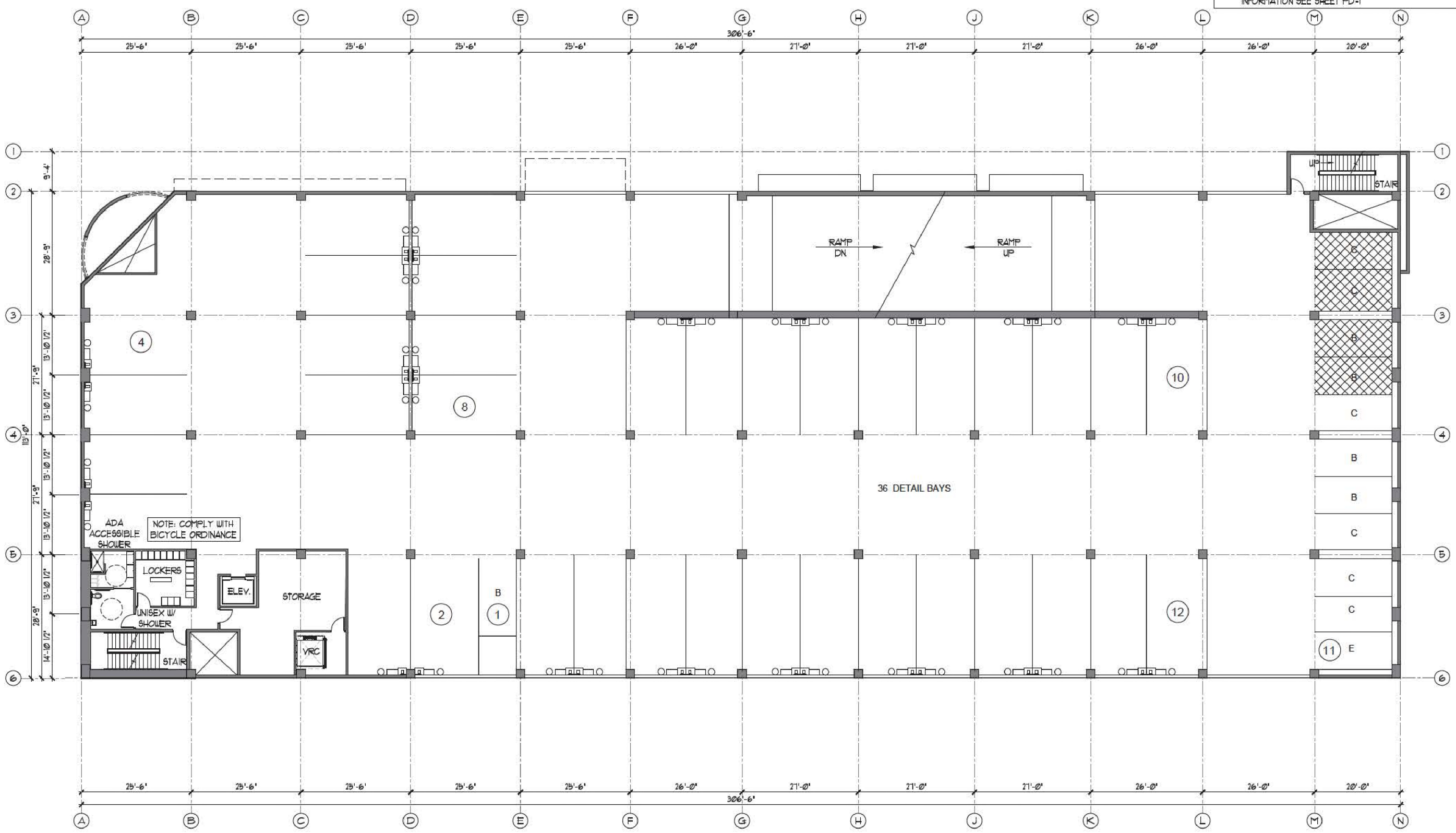


PROPOSED
THIRD LEVEL
FLOOR PLAN

ENTITLEMENT SET 03.2.16
ENTITLEMENT SET REVISION #1 05.03.16
PLANNING MEETING 06.23.16
ENTITLEMENT SET REVISION #2 06.29.16
CIRCULAR FILE
ENTITLEMENT INSTRUMENTAL 07.06.16

PROJECT NO.
SHEET NO.

PDD-4



PROPOSED THIRD LEVEL FLOOR PLAN
SCALE: 3/32" = 1'-0"
1 PDD-4



GENERAL NOTES

1. ARCHITECTURAL SITE PLAN FOR REFERENCE ONLY - SEE OTHER DISCIPLINES FOR SITE IMPROVEMENTS NOT SHOWN OR NOTED ON THIS PLAN.
2. SITE DIMENSIONS ARE FOR REFERENCE ONLY. ACTUAL DIMENSIONS WILL BE DETERMINED AS THE PROJECT PROCEEDS AND CIVIL ENGINEERING IS COMPLETED.
3. SLOPE OF RAMPS AND LOCATION OF SOME ARCHITECTURAL ELEMENTS MAY VARY FROM FLOOR TO FLOOR SEE ELEVATIONS AND SECTIONS.
4. FOR REQUIRED PARKING STALL TYPES A THROUGH E INFORMATION SEE SHEET PD-1.

WAGNER
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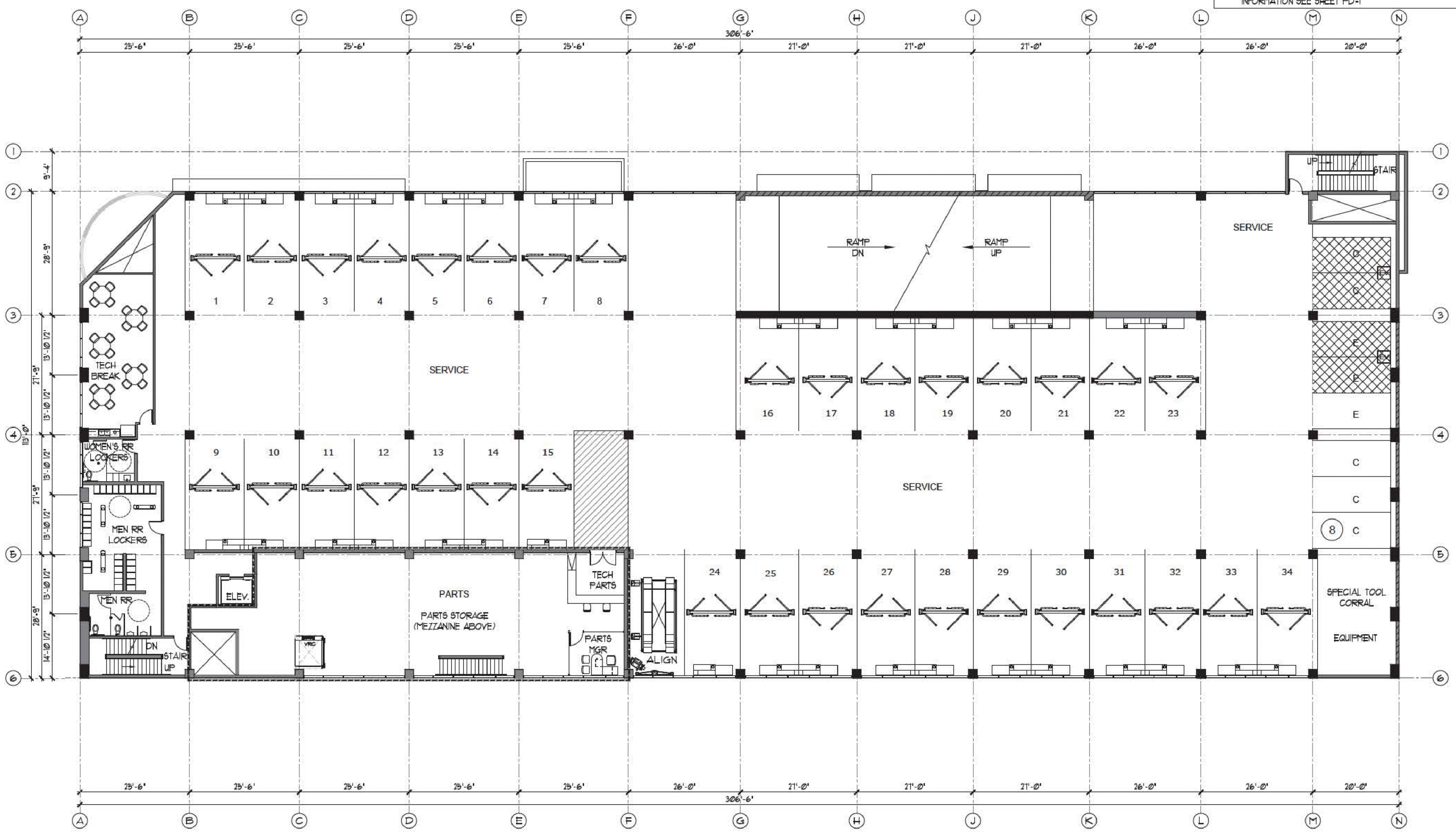


PROPOSED THIRD LEVEL FLOOR PLAN

ENTITLEMENT SET 03/2/16
ENTITLEMENT SET REVISION #1 05/03/16
PLANNING MEETING 06/23/16
ENTITLEMENT SET REVISION #2 06/29/16
SHEET #11/18
ENTITLEMENT INSTRUMENTAL 07/06/16

PROJECT NO.
SHEET NO.

PDD-5



PROPOSED FOURTH LEVEL FLOOR PLAN
SCALE: 3/32" = 1'-0"
1 PDD-5

GENERAL NOTES

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3. SLOPE OF RAMPS AND LOCATION OF SOME ARCHITECTURAL ELEMENTS MAY VARY FROM FLOOR TO FLOOR SEE ELEVATIONS AND SECTIONS.
4. FOR REQUIRED PARKING STALL TYPES A THROUGH E INFORMATION SEE SHEET PD-1.

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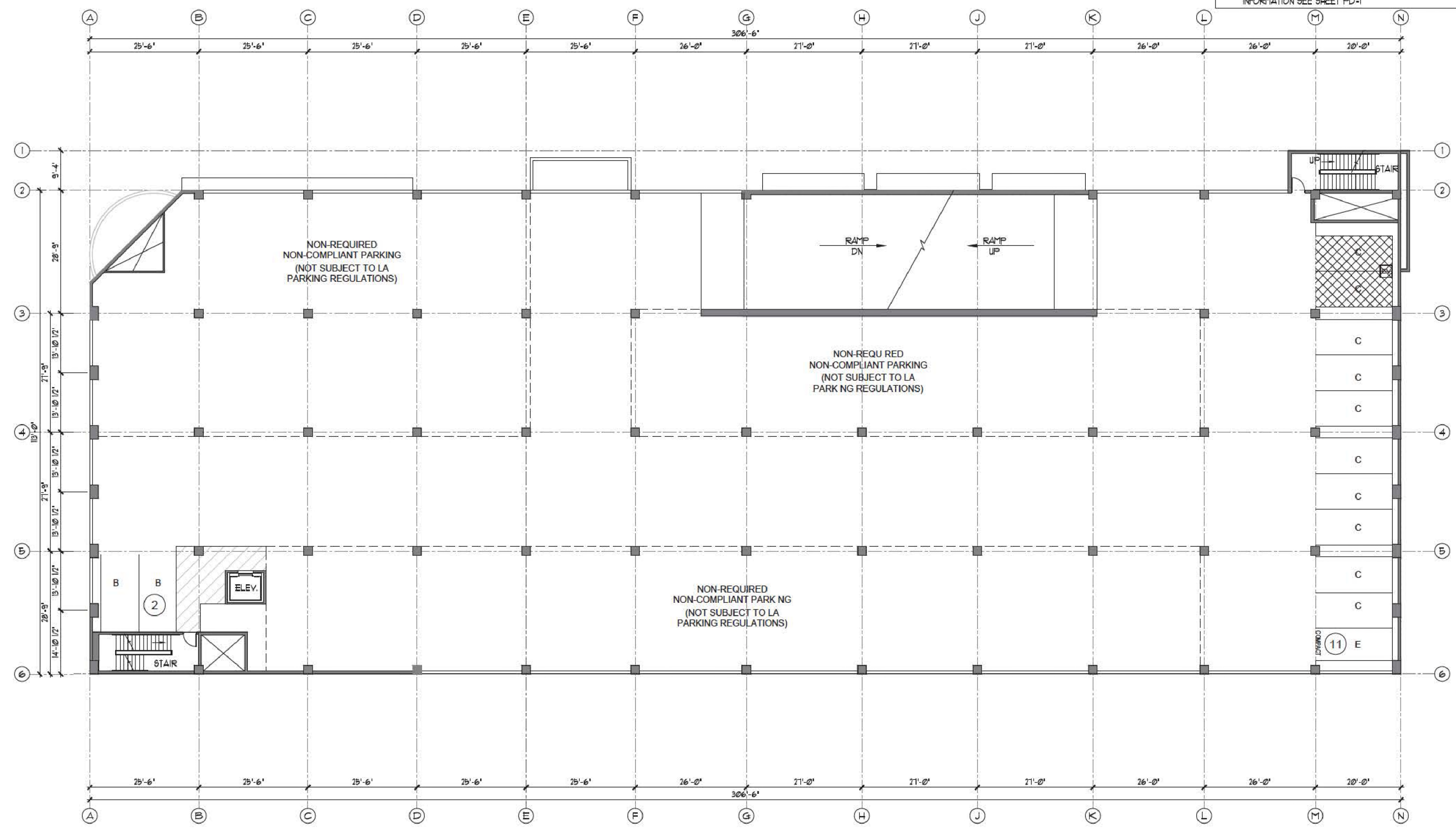
SHEET TITLE

PROPOSED FIFTH LEVEL FLOOR PLAN

ENTITLEMENT SET 03/2/16
ENTITLEMENT SET REVISION #1 05/03/16
PLANNING MEETING 06/23/16
ENTITLEMENT SET REVISION #2 06/29/16
DIGITAL FILE
ENTITLEMENT SUBMITTAL 07/06/16

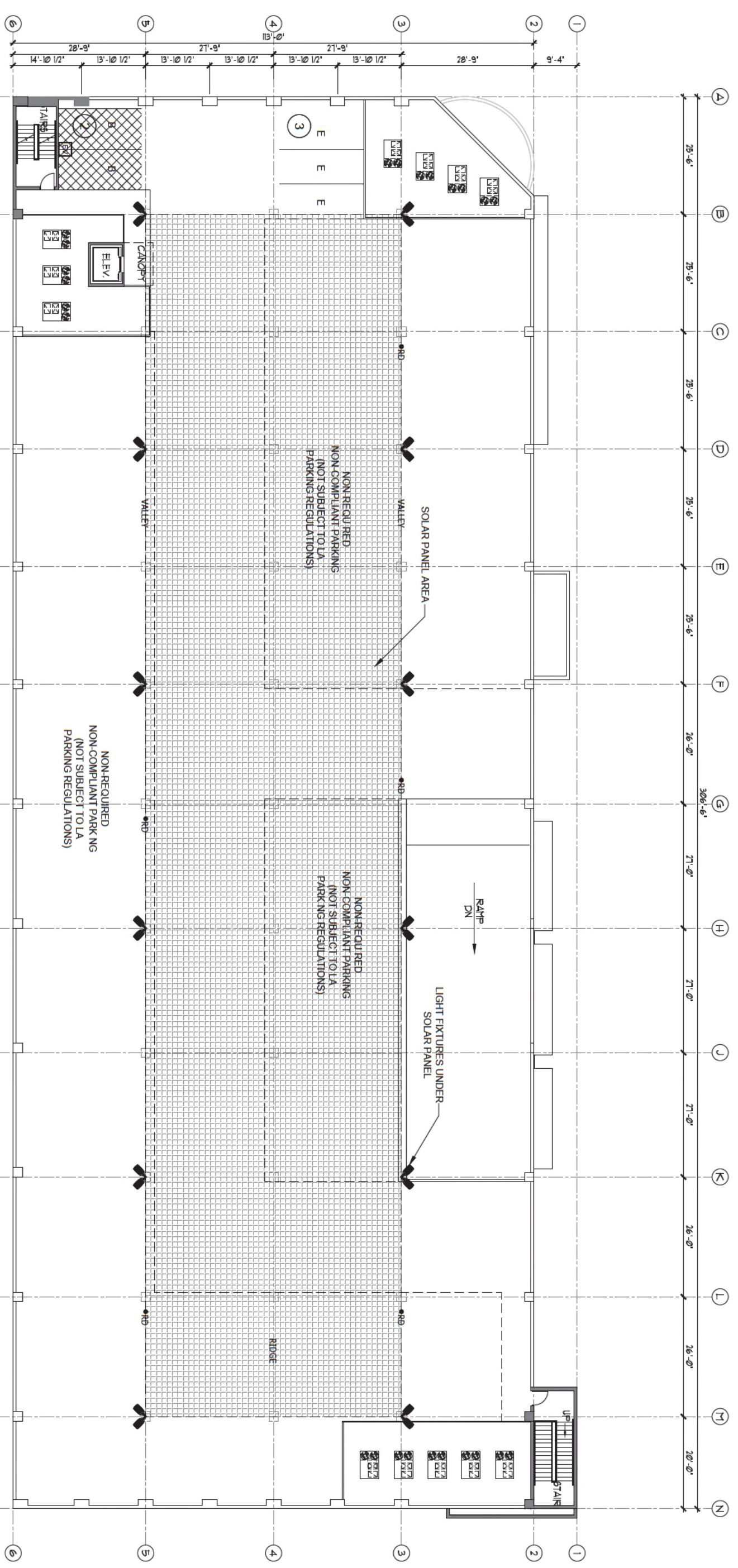
PROJECT NO.
SHEET NO.

PDD-6




PROPOSED FIFTH LEVEL FLOOR PLAN
SCALE: 1/16" = 1'-0"
0 4 8 16 32

ROOF LIGHTING & SOLAR	GENERAL NOTES
<ul style="list-style-type: none"> ROOFTOP LIGHTING TO BE VISIONAIRE MAX (OR SIMILAR) LED LIGHT FIXTURES WITH PROPER SHIELDING AND/OR OPTICS TO ELIMINATE LIGHT BLEED OR OVERSPOIL BEYOND THE ADJACENT PROPERTY LINES WITH LIGHT FIXTURES INTENDED FOR SECURITY PURPOSES ONLY TO BE ACTIVATED BY MOTION SENSORS DURING NON-BUSINESS HOURS. SEE SHEET PDD-8 FOR ROOFTOP LIGHTING SPEC SHEETS PROJECT TO ACCOMMODATE ACTIVE SOLAR PV ROOF MOUNTED SYSTEM AS DETERMINED WITH CITY OF LOS ANGELES. 	<ol style="list-style-type: none"> ARCHITECTURAL SITE PLAN FOR REFERENCE ONLY - SEE OTHER DISCIPLINES FOR SITE IMPROVEMENTS NOT SHOWN OR NOTED ON THIS PLAN SITE DIMENSIONS ARE FOR REFERENCE ONLY. ACTUAL DIMENSIONS WILL BE DETERMINED AS THE PROJECT PROCEEDS AND CIVIL ENGINEERING IS COMPLETED SLOPE OF RAMPS AND LOCATION OF SOME ARCHITECTURAL ELEMENTS MAY VARY FROM FLOOR TO FLOOR. SEE ELEVATIONS AND SECTIONS FOR REQUIRED PARKING STALL TYPES A THROUGH E INFORMATION SEE SHEET PD-1




PROPOSED ROOF PLAN
SCALE: 3/32" = 1'-0"





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REVISIONS:

NO.	DATE	DESCRIPTION
01	2/16/20	REVISIONS TO PERMIT SET
02	2/16/20	REVISIONS TO PERMIT SET
03	2/16/20	REVISIONS TO PERMIT SET
04	2/16/20	REVISIONS TO PERMIT SET
05	2/16/20	REVISIONS TO PERMIT SET
06	2/16/20	REVISIONS TO PERMIT SET
07	2/16/20	REVISIONS TO PERMIT SET
08	2/16/20	REVISIONS TO PERMIT SET
09	2/16/20	REVISIONS TO PERMIT SET
10	2/16/20	REVISIONS TO PERMIT SET

PROPOSED ROOF PLAN

PDD-7

VXL LED Project Name: Catalog Number: Type:

Dimensional Drawings

The new VXL LED Series offers clean, functional styling that is defined by its sleek low profile design and rugged construction. It combines LED performance and advanced LED thermal management technology and provides outdoor lighting that is both energy efficient and aesthetically pleasing.

The LED's performance and the driver's life are maximized by enclosing them in two separate die cast aluminum housings. Easy tool-less access for mounting and maintenance.

The VXL LED light assemblies come with 96 to 192 LEDs. Seven optical distribution patterns are available. Choose between 4000 or 5000 Kelvin temperature of the LEDs.

A durable polyester powder coat finish is guaranteed for five years, and is available in standard or custom colors.

The VXL LED series is an exceptional choice for commercial parking lots, office complexes, architectural projects, and other general lighting projects.

Fixture	A	B	C	D	Max. Watts	Lbs
VXL-1	36"	10.25"	5.5"	4"	414	58

Model	Option	Source	Current	Kelvin	Voltage	Mounting	Finish	Options
VXL-1	Type I (T1)	96 (P6LC)	530 (5)	4000K (4H)	120-277 (UNV)	Arm Mount (AM)	Bronze (BZ)	PhotoCell & Zensentrol (PCR20) (PCR20B) (PCR24S) (PCR27)
	Type II (T2)	128" (128LC)	700 (7)	5000K (5K)	Not available at 1 amp	Wall Mount (WM)	Black (BK)	Photo Retrace (PRG)
	Type III (T3)	160" (160LC)	1000 (10)	347 (8)	Not available at 1 amp	Smooth Black (SBK)	White (WH)	Round Pole Plate Adaptor For 3" Dia (RPP3) For 4" Dia (RPP4) For 5" Dia (RPP5) Cast Wt. Plate (BWP)
	Type IV (T4)	192" (192LC)				Smooth White (SWH)	Graphite (GP)	D-10v Dimming Driver (DD)
	Type IV-A (T4A)					Driver Metallic (SL)	Grey (GY)	Motion Sensor (MS-A) (MS-C) (MS-C20) (MS-C40)
	Type IV-AL (T4AL)					Custom Color (CC)	CutOff Louver Shield (LS)	Wireless Control (WC)
	Type V (T5)					Universal Pole Mount Adaptor (UPMA)		
	Type V-W (T5W)							

VISIONAIRE LIGHTING

VXL LED

Heat Sink

- Die cast aluminum heat sink with integral cooling fins for thermal management.

Mounting Arm/Driver Compartment

- Durable two-piece die cast aluminum driver compartment utilizes a tool-less push button latch for ease of maintenance and sealed with a one-piece silicone gasket.

Thermal Management

- The VXL series provides excellent thermal management by mounting the LEDs to the substantial heat sink of the housing. This enables the luminaires to withstand higher ambient temperatures and driver currents without degrading LED life.
- The L70 test determines the point in an LED's life when it reaches 70 percent of its initial output. The VXL series LEDs have been determined to last 90,000+ hours in 25° C environments when driven at 530 mA.

Optical System

- The highest lumen output LEDs are utilized in the VXL series.IES distribution Types I, II, III, IV, V, A, V and V-W are available. The optical system qualifies as IES full cutoff to restrict light trespass, glare and light pollution.
- CRI values are 70 for 4000K and 75 for 5000K.

Qual-Guard™ Finish

- The finish is a Qual-Guard™ textured, chemically pretreated through a multi-step wet-die electrostatically applied, trimost polyester powder coat finish, with a minimum of 3-5 millimeter thickness. Finish is oven-baked at 400° F to maximize maximum adhesion and finish hardness. All finishes are available in standard and custom colors.
- Finish is guaranteed for five (5) years.

Electrical Assembly

- The VXL LED Series is supplied with a choice of 530, 700 or 1000 mA High performance LED drivers that accept 120v thru 480v, 50 Hz to 60 Hz, input. Power factor of 90%, Rated for -40° C operations.
- 10 W surge protector supplied as standard.
- Terminal block supplied as standard.

Options

- PhotoCell & Zensentrol
- Motion Sensor
- Wireless Control
- Universal Pole Mount Adaptor
- CutOff Louver Shield

Warranty

- Five (5) year Limited Warranty on entire system, including finish. For full warranty information, please visit www.visionairighting.com.

Options

- PhotoCell & Zensentrol
- Photo receptacle
- Round pole plate adaptor
- Cast Wt. Plate
- E-10v Dimming Driver
- Motion Sensor
- Wireless Control
- Universal Pole Mount Adaptor
- CutOff Louver Shield

Listings

- The VXL is ETL listed, suitable for wet locations.
- P65 Rated
- Flourescent Coated Touch
- DLC Listed

IP65 FATED **POWER COATED FINISH** **ETL** **lighting facts** **DLC**

VXL SK LUMEN DATA

LEDs	mA	THP	W	THP	W	THP	W	THP	W	THP	W	THP	W	THP	W	THP	W	THP	W	
96	530	20725	2.4	18791	2.0	15855	1.7	14370	1.5	12885	1.3	11400	1.1	9915	0.9	8430	0.7	6945	0.6	
128	700	28000	3.2	23520	2.7	19040	1.6	16800	1.4	14560	1.2	12320	1.0	10080	0.8	7840	0.6	5600	0.5	
160	1000	37333	4.3	31111	2.6	24889	1.5	21778	1.3	18667	1.1	15556	1.0	12445	0.8	9334	0.7	6223	0.5	
192	1472	54.4	22776	3.9	33066	2.8	27552	2.0	23040	1.7	18528	1.4	14016	1.1	9504	0.8	5000	0.4	4000	0.3

EPA Data

1.0 1.6 2.0 2.5 2.4 2.5

9641 Rancho Viejo Ranch Dominguez, CA 90220
Tel: (310) 312-9868 Fax: (310) 312-1460
www.visionairighting.com

- GENERAL NOTES**
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 - FOR REQUIRED PARKING STALL TYPES A THROUGH E INFORMATION SEE SHEET PD-1.

- ROOF LIGHTING & SOLAR**
- ROOFTOP LIGHTING TO BE VISIONAIRE VXL (OR SIMILAR LED LIGHT FIXTURE) WITH PROPER SHIELDING AND/OR OPTICS TO ELIMINATE LIGHT BLEED OR OVEFLOW BEYOND THE ADJACENT PROPERTY LINES WITH LIGHT FIXTURES INTENDED FOR SECURITY PURPOSES ONLY TO BE ACTIVATED BY MOTION SENSORS DURING NON-BUSINESS HOURS. SEE SHEET PDD-3 FOR ROOFTOP LIGHTING SPEC SHEETS.
 - PROJECT TO ACCOMMODATE ACTIVE SOLAR PV ROOF MOUNTED SYSTEM AS DETERMINED WITH CITY OF LOS ANGELES.

WAGNER ARCHITECTURE

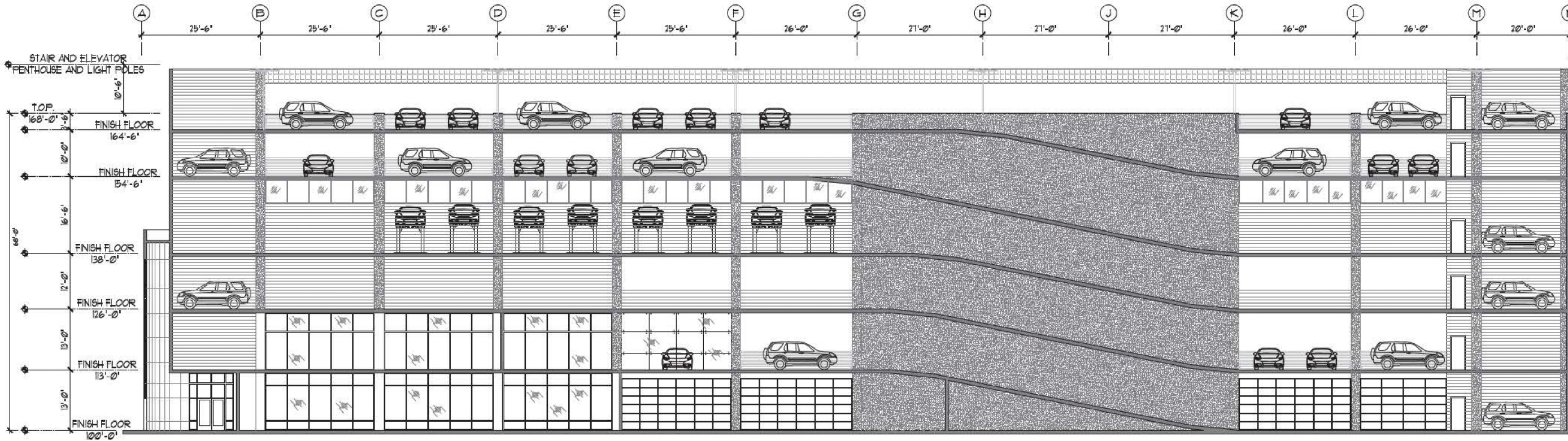
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REGISTERED ARCHITECT
WALTER E. WAGNER
No. 014831
Exp. 1/31/17
STATE OF CALIFORNIA

Honda of Downtown Los Angeles

740 and 800 Martin Luther King Jr Blvd, Los Angeles, CA 90015



PROPOSED BUILDING SECTION

SCALE: 3/32" = 1'-0"

1 PDD-8

0 4 8 16 32

SUBJECT TITLE

PROPOSED BUILDING SECTION

ENTITLEMENT SET 03.2.16
ENTITLEMENT SET REVISION #1 05.05.16
PLANNING MEETING 06.23.16
ENTITLEMENT SET REVISION #2 06.29.16
SPECIAL FILED 07.06.16
ENTITLEMENT INSTRUMENTAL 07.06.16

PROJECT NO.
SUBJECT NO.

PDD-8

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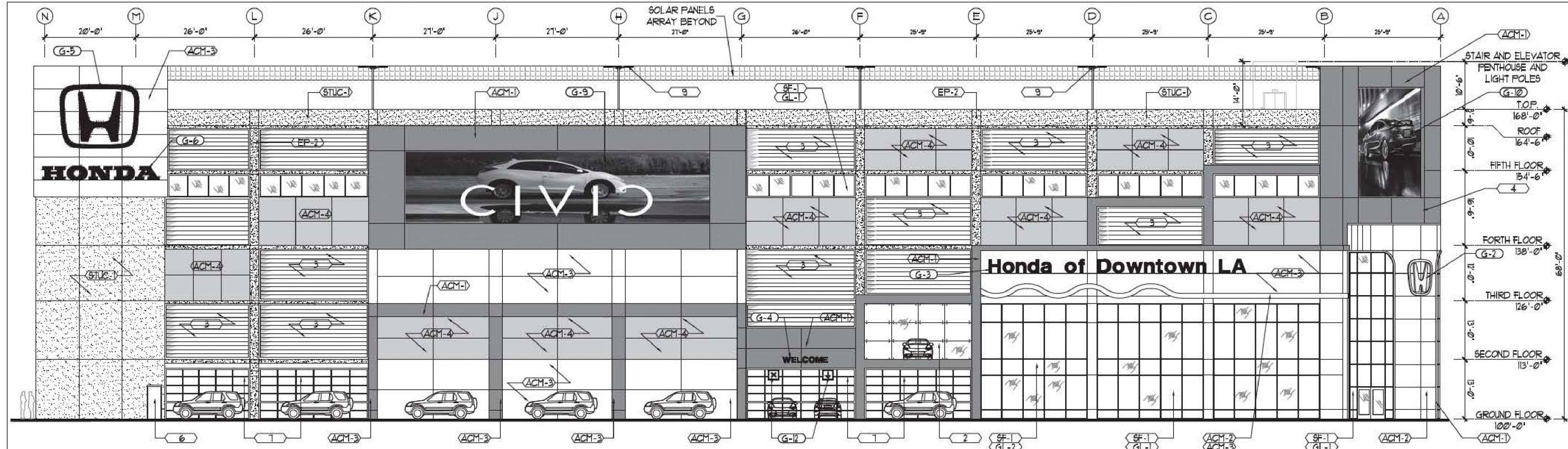
PROPOSED EXTERIOR ELEVATIONS

ENTITLEMENT SET	03.2.16
ENTITLEMENT SET REVISION #1	05.03.16
PLANNING MEETING	06.23.16
ENTITLEMENT SET REVISION #2	06.29.16
DRAWING MEETING	07.06.16
ENTITLEMENT SUBMITTAL	07.06.16

PROJECT NO:
SHEET NO:

PROJECT NO:	
SHEET NO:	

PDD-9



PROPOSED NORTH ELEVATION
SCALE: 3/32" = 1'-0"



1
PDD-9

KEY SITE NOTES

- NOTES ARE GENERAL - NOT ALL ITEMS REFERENCED ON SHEET
- 1 NOT USED
 - 2 GLASS JEWEL BOX
 - 3 METAL LOUVERS
 - 4 REVEAL COLOR TO MATCH ACM-1
 - 5 GLASS & ALUMINUM DOOR 3610 OR 6010 STANDARD NARROW STYLE CENTER HING MEDIUM STYLE
 - 6 HOLLOW METAL DOOR TO MATCH EP-1
 - 7 OVERHEAD SECTIONAL DOOR TO MATCH EP-1
 - 8 WALL PACK LIGHT FIXTURE
 - 9 LIGHT FIXTURE
 - 10 IVY ON WALL

GENERAL NOTES

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- GRAFFITI COATING ON EXTERIOR FINISHES.

ROOF LIGHTING & SOLAR

- ROOFTOP LIGHTING TO BE VISIONAIRE VLX (OR SIMILAR LED LIGHT FIXTURE) WITH PROPER SHIELDING AND/OR OPTICS TO ELIMINATE LIGHT BLEED OR OVERHEAD LIGHTS BEYOND THE ADJACENT PROPERTY LINES WITH LIGHT FIXTURES INTENDED FOR SECURITY PURPOSES ONLY TO BE ACTIVATED BY MOTION SENSORS DURING NON-BUSINESS HOURS.
- PROJECT TO ACCOMMODATE ACTIVE SOLAR PV ROOF MOUNTED SYSTEM AS DETERMINED WITH CITY OF LOS ANGELES.

EXTERIOR GRAPHIC ELEMENTS

- STREET FRONTS**
- WEST SIDE PARKING STRUCTURE:**
- HLC - 203'-4"
 - HOOVER - 15'-8"
 - ALLEY - 203'-4"
- EAST SIDE DEALERSHIP BUILDING:**
- HLC - 203'-4"
 - HOOVER - 13'-0"
 - 40TH PLACE - 306'-6"

ALLOWED WALL SIGN FORMULAS

1. THE TOTAL SIGN AREA OF WALL SIGNS FACING A STREET SHALL NOT EXCEED TWO SQUARE FEET FOR EACH FOOT OF STREET FRONTAGE, PLUS ONE SQUARE FOOT FOR EACH FOOT OF BUILDING FRONTAGE FOR A SINGLE-STORY BUILDING.
2. FOR BUILDINGS MORE THAN ONE STORY IN HEIGHT, THE COMBINED WALL SIGN AREA SHALL NOT EXCEED THAT PERMITTED FOR A SINGLE STORY BY MORE THAN TEN PERCENT FOR EACH ADDITIONAL STORY. IN NO EVENT SHALL THE COMBINED WALL SIGN AREA EXCEED BY 50 PERCENT THAT AREA PERMITTED FOR A SINGLE-STORY BUILDING.
3. FOR WALL SIGNS THAT ARE MADE UP OF INDIVIDUAL LETTERS THAT USE THE WALL OF THE BUILDING AS BACKGROUND, THE ALLOWABLE SIGN AREA MAY BE INCREASED BY 20 PERCENT PROVIDED THERE IS NO CHANGE IN COLOR BETWEEN THE BACKGROUND AND THE SURROUNDING WALL AREA.

- THE TOTAL ALLOWABLE SIGN AREA THEN IS:
- 2 SF + 1 SF X STREET FRONTAGE (SINGLE-STORY ALLOWABLE WALL SIGN AREA) = 3SF
 - 1 SF X 4 STOREYS + 4 X 3 SF X STREET FRONTAGE (MAXIMUM MULTI-STORY ALLOWABLE WALL SIGN AREA INCREASE, ASSUMING THERE ARE BOTH 4 STORY BUILDINGS WITH ROOFTOP PARKING) = 12 SF
 - FOR INDIVIDUAL LETTERS (HONDA, HONDA LOGO, HONDA OF DOWNTOWN LA), WE CAN INCREASE ALLOWABLE SIGN AREA BY 20%.

EAST STRUCTURE

MARTIN LUTHER KING JR BLVD. FRONTAGE

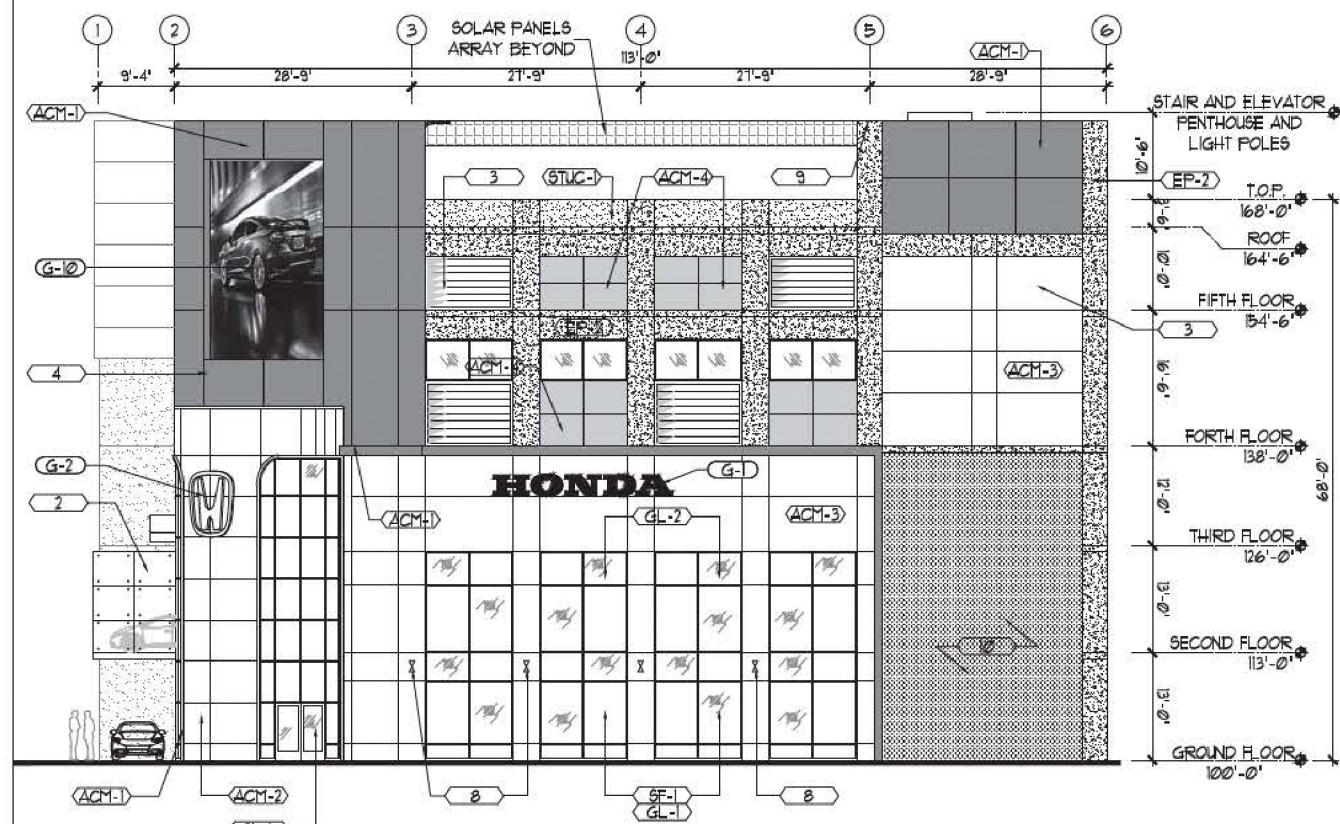
DESCRIPTION	SIZE +/-	#	AREA
G-3 'HONDA OF DOWNTOWN LA' INDIV. LETTERS INTERNAL ILLUM.	3'-0" X 48'-0"	1	144 SQ FT
G-4 'WELCOME' INDIV. LETTERS INTERNAL ILLUM.	1'-3" X 10'-0"	1	13 SQ FT
G-5 'H' INDIV. LETTER INTERNAL ILLUM.	17'-3" X 14'-0"	1	241 SQ FT
G-6 'HONDA' - INDIV. LETTERS INTERNAL ILLUM.	2'-10" X 25'-0"	1	73 SQ FT
G-9 DIGITAL DISPLAY	61'-0" X 15'-0"	1	1070 SQ FT
G-10 INTERNAL ILLUM. TRAFFIC CONTROL ARROWS	2'-4" X 7'-4"	2 # 6 SF	12 SQ FT
TOTAL PROPOSED			1293 SQ FT
TOTAL ALLOWED -42 SF X 12 = 504 X 306.5 =			155484 SQ FT

S. HOOVER STREET FRONTAGE

DESCRIPTION	SIZE +/-	#	AREA
G-1 'HONDA' - INDIV. LETTERS INTERNAL ILLUM.	2'-6" X 22'-5"	1	56 SQ FT
G-2 'H' INDIV. LETTER INTERNAL ILLUM.	8'-0" X 9'-6"	1	76 SQ FT
G-10 DIGITAL DISPLAY	24'-3" X 16'-3"	1	394 SQ FT
TOTAL PROPOSED			526 SQ FT
TOTAL ALLOWED -42 SF X 12 = 504 SF X 113' =			56952 SQ FT

40TH PLACE FRONTAGE

DESCRIPTION	SIZE +/-	#	AREA
G-1 'HONDA' - INDIV. LETTERS INTERNAL ILLUM.	2'-6" X 22'-5"	1	56 SQ FT
G-1 'SERVICE RECEPTION' - INDIV. LETTERS INTERNAL ILLUM.	2'-6" X 26'-3"	1	66 SQ FT
G-8 'SERVICE' - INTERNAL ILLUM. CABINET SIGN	8'-0" X 2'-0"	4 # 16 SF	64 SQ FT
G-11 MURAL PER CITY ORDINANCE	33'-9" X 44'-0"	1	NA
G-12 ILLUM. TRAFFIC CONTROL ARROWS	2'-4" X 2'-4"	6 # 6 SF	36 SQ FT
G-4 'WELCOME' INDIV. LETTERS INTERNAL ILLUM.	1'-3" X 10'-0"	1	13 SQ FT
TOTAL PROPOSED			239 SQ FT
TOTAL ALLOWED -42 SF X 12 = 504 X 306.5 =			154476 SQ FT



PROPOSED WEST ELEVATION
SCALE: 3/32" = 1'-0"



2
PDD-9

EXTERIOR SURFACE FINISH SCHEDULE

COD	MATERIAL / MASTER FORMAT CODE	MANUFACTURER	DESCRIPTION			LOCATION
			PRODUCT	COLOR	DIMENSIONS	
ACM-1	ALUMINUM COMPOSITE METAL PANEL 07.4213.23	ALPOLIC	DRY JOINT SYSTEM	HONDA SILVER METALLIC 4MM PIN BSK		EXTERIOR FACADE ACCENT
ACM-2	ALUMINUM COMPOSITE METAL PANEL 07.4213.23	ALPOLIC	DRY JOINT SYSTEM	HONDA BLUE 4MM PIN HNB		EDGES OF CANOPIES, ENTRANCE CYLINDER
ACM-3	ALUMINUM COMPOSITE METAL PANEL 07.4213.23	ALPOLIC	DRY JOINT SYSTEM	HONDA WHITE 4MM PIN BNT		EXTERIOR FACADE MAIN FIELD OPTION, UNDERSIDE OF CANOPIES
ACM-4	ALUMINUM COMPOSITE METAL PANEL 07.4213.23	ALPOLIC	DRY JOINT SYSTEM	MICA MZG GREY		
CF-1	CAP FLASH			TO MATCH ACM-1	4' HEIGHT	
CMU-1	PRECISION CONCRETE UNIT MASONRY 04.2223.29	ANCHOR CONCRETE PRODUCTS	SPLIT FACE	8D-36 NOTE: USE WITH LEHIGH MASONRY CEMENT, COLOR 50-33	8'X6'	EXTERIOR FACADE FIELD
EP-1	EXTERIOR PAINT 09.9113	BBJAMIN MOORE	PAINT: AURA WATERBORNE EXTERIOR PAINT: SBTIGLOS6 FINISH 9632	CLASSIC COLORS 1B ALABASTER 9616		EXTERIOR METAL DOOR
EP-2	EXTERIOR PAINT 09.9113	BBJAMIN MOORE	PAINT: AURA WATERBORNE EXTERIOR PAINT: SATN FINISH 9631	CLASSIC COLORS 1B ALABASTER		CONCRETE WALL AND STUCCO
EP-3	EXTERIOR PAINT 09.9113	BBJAMIN MOORE	EXTERIOR PAINT: SATN FINISH	WHALE GRAY 9134-40		
SF-1	STOREFRONT/ CURTAINWALL 08.4313	KAWEER		CLEAR ANODIZED ALUMINUM		GENERAL EXTERIOR
STUC-1	EXTERIOR STUCCO			COLOR: HONDA CHINA WHITE FINISH: SAND		
GL-1	EXTERIOR GLAZING 08.9113	PPG	LOW E CLEAR GLASS			GENERAL EXTERIOR
GL-2	EXTERIOR GLAZING 08.9113	PPG		6PANDREL		

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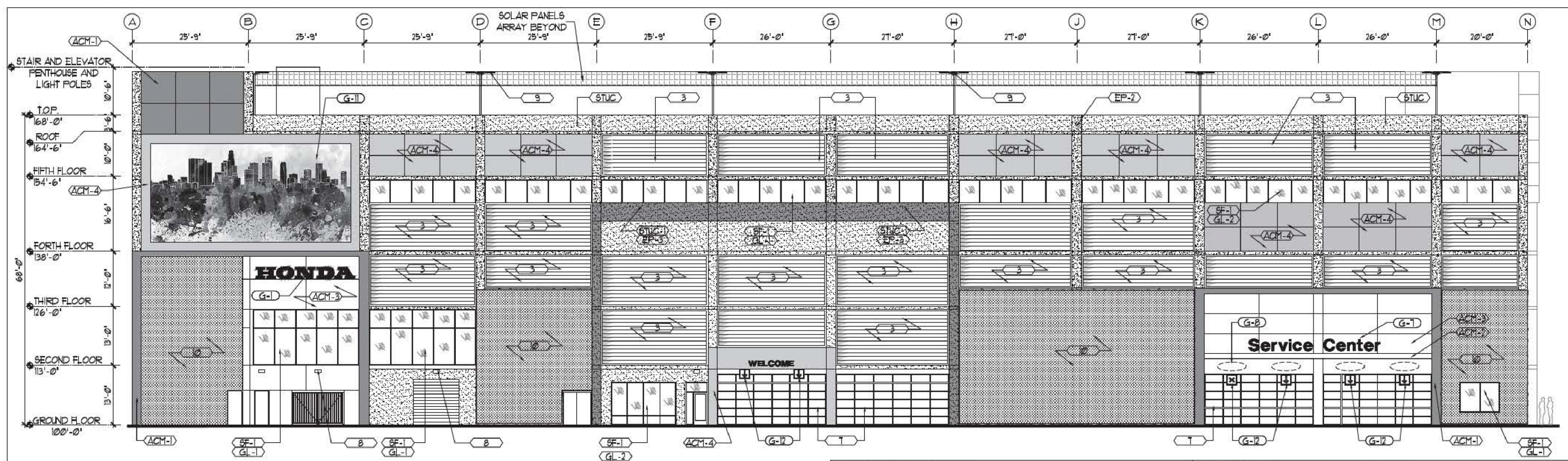


EXTERIOR ELEVATIONS

ENTITLEMENT SET: 03.2.16
ENTITLEMENT SET REVISION #1: 05.03.16
PLANNING MEETING: 06.23.16
ENTITLEMENT SET REVISION #2: 06.29.16
ENTITLEMENT INSTRUMENTAL: 07.06.16

PROJECT NO:
SHEET NO:

PDD-10



PROPOSED SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



1
PDD-10

KEY SITE NOTES

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- 1 NOT USED
 - 2 GLASS JEWEL BOX
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 - 6 HOLLOW METAL DOOR TO MATCH EP-1
 - 7 OVERHEAD SECTIONAL DOOR TO MATCH EP-1
 - 8 WALL PACK LIGHT FIXTURE
 - 9 LIGHT FIXTURE
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- GRAFFITI COATING ON EXTERIOR FINISHES.

ROOF LIGHTING & SOLAR

- ROOFTOP LIGHTING TO BE VISIONAIRE VLX (OR SIMILAR LED LIGHT FIXTURE) WITH PROPER SHIELDING AND/OR OPTICS TO ELIMINATE LIGHT BLEED OR OVERFLOW BEYOND THE ADJACENT PROPERTY LINES WITH LIGHT FIXTURES INTENDED FOR SECURITY PURPOSES ONLY TO BE ACTIVATED BY MOTION SENSORS DURING NON-BUSINESS HOURS.
- PROJECT TO ACCOMMODATE ACTIVE SOLAR PV ROOF MOUNTED SYSTEM AS DETERMINED WITH CITY OF LOS ANGELES.

EXTERIOR GRAPHIC ELEMENTS

- STREET FRONTS**
- WEST SIDE PARKING STRUCTURE:
 - HLC - 203'-4"
 - HOOVER - 15'-8"
 - ALLEY - 203'-4"
 - EAST SIDE DEALERSHIP BUILDING:
 - HLC - 306'-5"
 - HOOVER - 15'-0"
 - 40TH PLACE - 306'-6"

- ALLOWED WALL SIGN FORMULAS**
1. THE TOTAL SIGN AREA OF WALL SIGNS FACING A STREET SHALL NOT EXCEED TWO SQUARE FEET FOR EACH FOOT OF STREET FRONTAGE, PLUS ONE SQUARE FOOT FOR EACH FOOT OF BUILDING FRONTAGE FOR A SINGLE-STORY BUILDING.
 2. FOR BUILDINGS MORE THAN ONE STORY IN HEIGHT, THE COMBINED WALL SIGN AREA SHALL NOT EXCEED THAT PERMITTED FOR A SINGLE STORY BY MORE THAN TEN PERCENT FOR EACH ADDITIONAL STORY. IN NO EVENT SHALL THE COMBINED WALL SIGN AREA EXCEED BY 50 PERCENT THAT AREA PERMITTED FOR A SINGLE-STORY BUILDING.
 3. FOR WALL SIGNS THAT ARE MADE UP OF INDIVIDUAL LETTERS THAT USE THE WALL OF THE BUILDING AS BACKGROUND, THE ALLOWABLE SIGN AREA MAY BE INCREASED BY 20 PERCENT PROVIDED THERE IS NO CHANGE IN COLOR BETWEEN THE BACKGROUND AND THE SURROUNDING WALL AREA.
- THE TOTAL ALLOWABLE SIGN AREA THEN IS:
- 2 SF + 1 SF X STREET FRONTAGE (SINGLE-STORY ALLOWABLE WALL SIGN AREA) = 3SF
 - 1 SF X 4 STOREYS + 4 X 3 SF X STREET FRONTAGE (MAXIMUM MULTI-STORY ALLOWABLE WALL SIGN AREA INCREASE, ASSUMING THERE ARE BOTH 4 STORY BUILDINGS WITH ROOFTOP PARKING) = 12 SF
 - FOR INDIVIDUAL LETTERS (HONDA, HONDA LOGO, HONDA OF DOWNTOWN LA), WE CAN INCREASE ALLOWABLE SIGN AREA BY 20%.

EAST STRUCTURE
MARTIN LUTHER KING JR BLVD. FRONTAGE

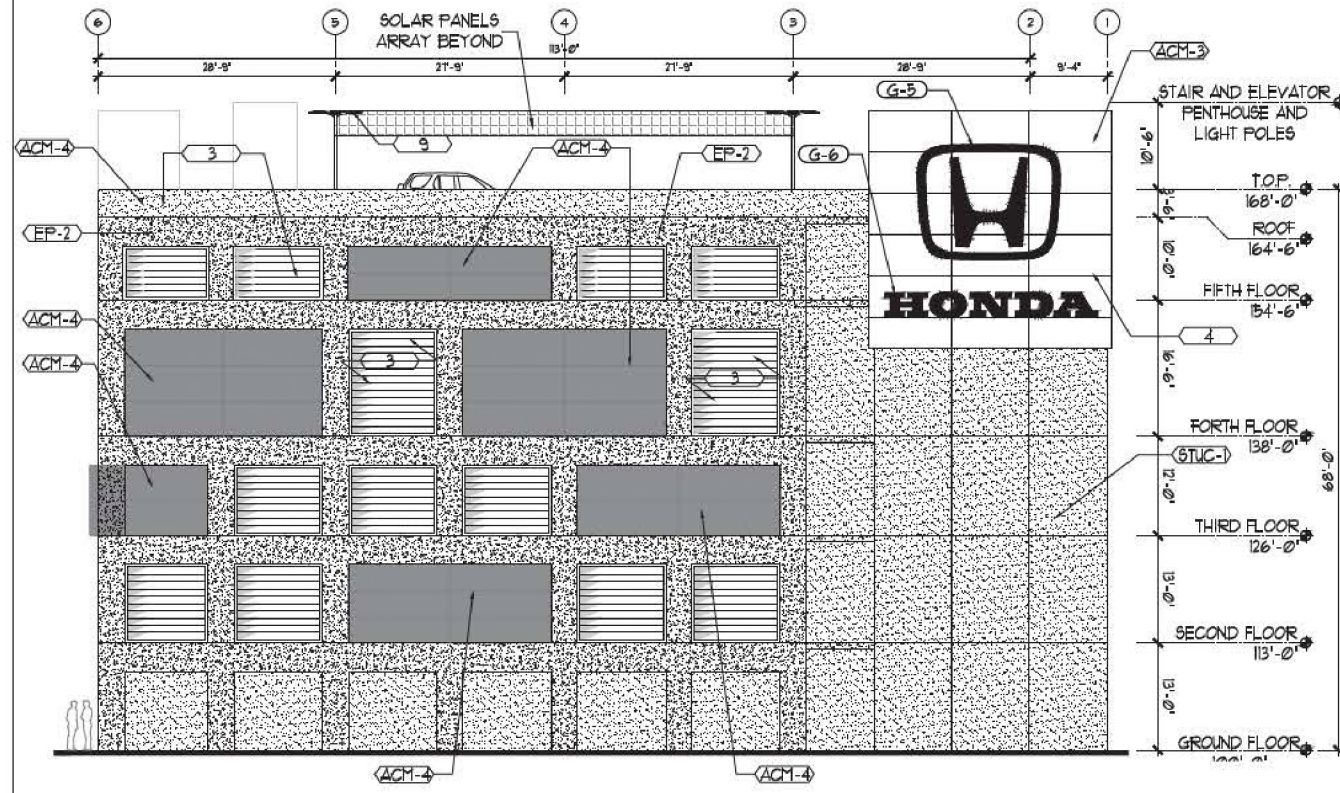
DESCRIPTION	SIZE +/-	#	AREA
G-3 'HONDA OF DOWNTOWN LA' INDIV. LETTERS INTERNAL ILLUM.	3'-0" X 48'-0"	1	144 SQ FT
G-4 'WELCOME' INDIV. LETTERS INTERNAL ILLUM.	1'-3" X 10'-0"	1	13 SQ FT
G-5 'H' INDIV. LETTER INTERNAL ILLUM.	17'-3" X 14'-0"	1	241 SQ FT
G-6 'HONDA' - INDIV. LETTERS INTERNAL ILLUM.	2'-10" X 25'-0"	1	53 SQ FT
G-9 DIGITAL DISPLAY	61'-0" X 15'-0"	1	1070 SQ FT
G-10 INTERNAL ILLUM. TRAFFIC CONTROL ARROWS	2'-4" X 7'-4"	2 # 6 SF	12 SQ FT
TOTAL PROPOSED			1293 SQ FT
TOTAL ALLOWED - 42 SF X 12 = 504 X 306.5 =			155484 SQ FT

S. HOOVER STREET FRONTAGE

DESCRIPTION	SIZE +/-	#	AREA
G-1 'HONDA' - INDIV. LETTERS INTERNAL ILLUM.	2'-6" X 22'-5"	1	56 SQ FT
G-2 'H' INDIV. LETTER INTERNAL ILLUM.	8'-0" X 9'-6"	1	76 SQ FT
G-10 DIGITAL DISPLAY	24'-3" X 16'-3"	1	394 SQ FT
TOTAL PROPOSED			526 SQ FT
TOTAL ALLOWED - 42 SF X 12 = 504 SF X 113 =			56952 SQ FT

40TH PLACE FRONTAGE

DESCRIPTION	SIZE +/-	#	AREA
G-1 'HONDA' - INDIV. LETTERS INTERNAL ILLUM.	2'-6" X 22'-5"	1	56 SQ FT
G-1 'SERVICE RECEPTION' - INDIV. LETTERS INTERNAL ILLUM.	2'-6" X 26'-3"	1	66 SQ FT
G-8 'SERVICE' - INTERNAL ILLUM. CABINET SIGN	8'-0" X 2'-0"	4 # 16 SF	64 SQ FT
G-11 MURAL PER CITY ORDINANCE	33'-9" X 44'-0"	1	NA
G-12 ILLUM. TRAFFIC CONTROL ARROWS	2'-4" X 7'-4"	6 # 6 SF	36 SQ FT
G-4 'WELCOME' INDIV. LETTERS INTERNAL ILLUM.	1'-3" X 10'-0"	1	13 SQ FT
TOTAL PROPOSED			239 SQ FT
TOTAL ALLOWED - 42 SF X 12 = 504 X 306.5 =			154476 SQ FT



PROPOSED EAST ELEVATION
SCALE: 3/32" = 1'-0"

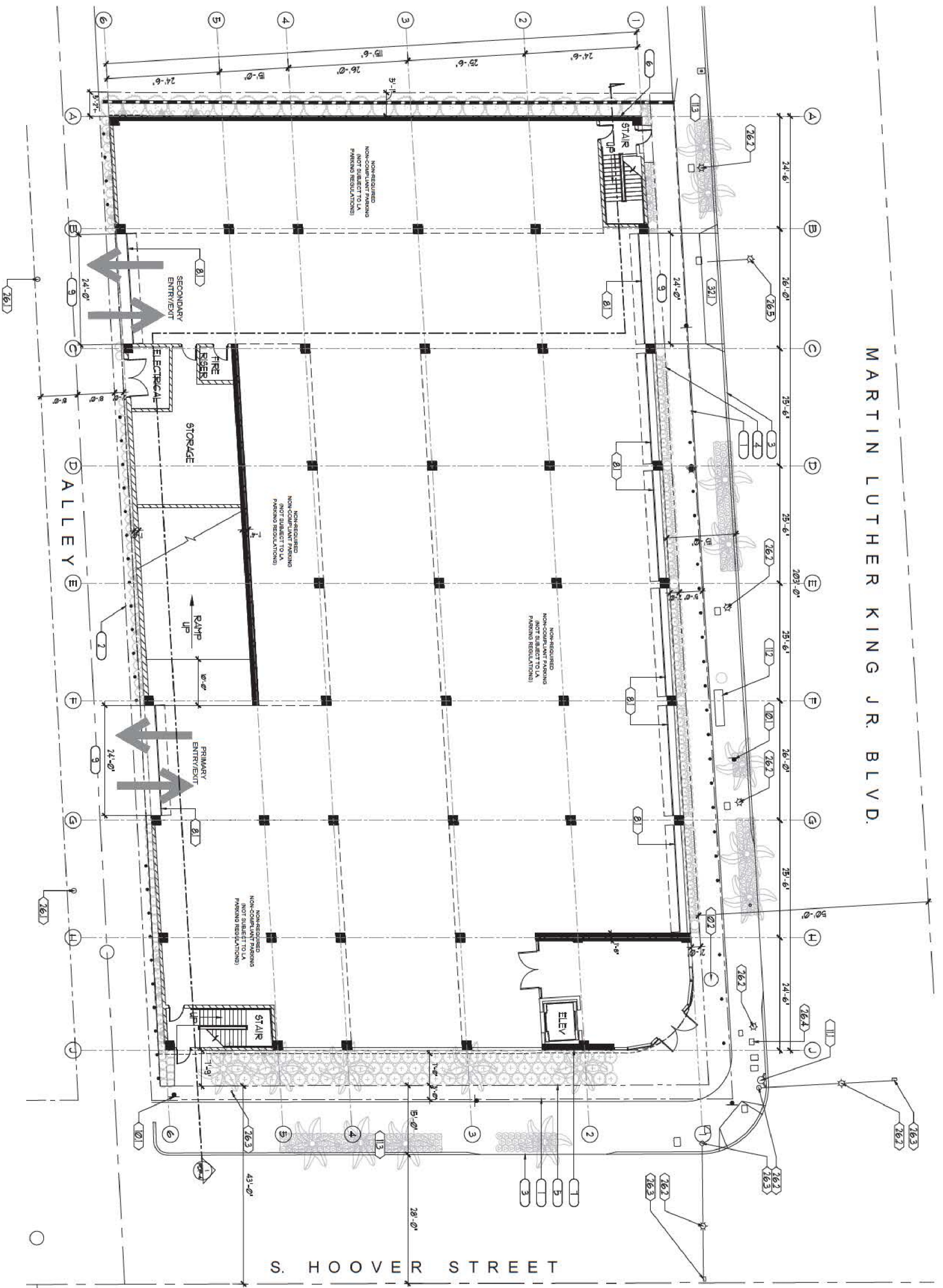


2
PDD-10

EXTERIOR SURFACE FINISH SCHEDULE

COD	MATERIAL / MASTER FORMAT CODE	MANUFACTURER	DESCRIPTION			LOCATION
			PRODUCT	COLOR	DIMENSIONS	
ACM-1	ALUMINUM COMPOSITE METAL PANEL 01.42.13.23	ALPOLIC	DRY JOINT SYSTEM	HONDA SILVER METALLIC 4MM PIN BSK		EXTERIOR FACADE ACCENT
ACM-2	ALUMINUM COMPOSITE METAL PANEL 01.42.13.23	ALPOLIC	DRY JOINT SYSTEM	HONDA BLUE 4MM PIN HNB		EDGES OF CANOPIES, ENTRANCE CYLINDER
ACM-3	ALUMINUM COMPOSITE METAL PANEL 01.42.13.23	ALPOLIC	DRY JOINT SYSTEM	HONDA WHITE 4MM PIN BNT		EXTERIOR FACADE MAIN FIELD OPTION, UNDERSIDE OF CANOPIES
ACM-4	ALUMINUM COMPOSITE METAL PANEL 01.42.13.23	ALPOLIC	DRY JOINT SYSTEM	MICA MZG GREY		
CF-1	CAP FLASH			TO MATCH ACM-1	4' HEIGHT	
CMU-1	PRECISION CONCRETE UNIT MASONRY 04.22.23.29	ANCHOR CONCRETE PRODUCTS	SPLIT FACE	8D-36 NOTE: USE WITH LEHIGH MASONRY CEMENT, COLOR 9D-33	8'X16'	EXTERIOR FACADE FIELD
EP-1	EXTERIOR PAINT 09.91.13	BBJAMIN MOORE	PAINT: AURA WATERBORNE EXTERIOR PAINT; SEMI-GLOSS FINISH 9632	CLASSIC COLORS 1B ALABASTER 9616		EXTERIOR METAL DOOR
EP-2	EXTERIOR PAINT 09.91.13	BBJAMIN MOORE	PAINT: AURA WATERBORNE EXTERIOR PAINT; SATIN FINISH 9631	CLASSIC COLORS 1B ALABASTER		CONCRETE WALL AND STUCCO
EP-3	EXTERIOR PAINT 09.91.13	BBJAMIN MOORE	EXTERIOR PAINT; SATIN FINISH	WHALE GRAY 9134-40		
SF-1	STOREFRONT/CURTAIN WALL 08.43.13	KAWEER	CLEAR ANODIZED ALUMINUM		GENERAL EXTERIOR
STUC-1	EXTERIOR STUCCO			COLOR: HONDA CHINA WHITE FINISH: SAND		
GL-1	EXTERIOR GLAZING 08.91.13	PPG	LOW E CLEAR GLASS			GENERAL EXTERIOR
GL-2	EXTERIOR GLAZING 08.91.13	PPG		6PANDREL		

MARTIN LUTHER KING JR. BLVD.



PROPOSED SITE & GROUND PLAN
 SCALE: 3/32" = 1'-0"
 0 4 8 16 32
 PDP-1

GENERAL NOTES

- ARCHITECTURAL SITE PLAN FOR REFERENCE ONLY - SEE OTHER DISCIPLINES FOR SITE IMPROVEMENTS NOT SHOWN OR NOTED ON THIS PLAN
- SEE LANDSCAPE PLAN FOR SPECIFIC PLANTING MATERIALS
- SITE DIMENSIONS ARE FOR REFERENCE ONLY - ACTUAL DIMENSIONS WILL BE DETERMINED AS THE PROJECT PROCEEDS AND CIVIL ENGINEERING IS COMPLETED
- SLOPE OF RAMPS AND LOCATION OF SOME ARCHITECTURAL ELEMENTS MAY VARY FROM FLOOR TO FLOOR (SEE ELEVATIONS AND SECTIONS)

KEY SITE NOTES

- NOTES ARE GENERAL - NOT ALL ITEMS REFERENCED ON SHEET
- EXISTING PROPERTY LINE
 - EXISTING PROPERTY LINE - NO DEDICATION
 - EXISTING CURB
 - ULTIMATE PROPERTY LINE AFTER 5' DEDICATION
 - ULTIMATE PROPERTY LINE AFTER 3' DEDICATION
 - VOLUNTARY 5'-1" BUFFER
 - VOLUNTARY 1'-1" BUFFER
 - ANTICIPATED SIDEWALK WIDTH FROM FACE OF CURB TO ULTIMATE PROPERTY LINE. DISTANCE MAY VARY ALONG ALL STREETS. FINAL WIDTH WILL BE DETERMINED AS PROJECT PROCEEDS AND CIVIL ENGINEERING IS COMPLETED.
 - ANTICIPATED ACCESS WIDTH FROM STREET TO BUILDING. FINAL WIDTH WILL BE DETERMINED AS PROJECT PROCEEDS AND CIVIL ENGINEERING IS COMPLETED.

KEY CONSTRUCTION SITE NOTES

- OPENINGS
- 083458 - SECURITY OVERHEAD DOOR
- SPECIALTIES (SIGNAGE)
- EXISTING SIGN
- EXISTING 3' DIAMETER POLE BILLBOARD SIGN TO BE REMOVED
- EXISTING BILLBOARD SIGN TO BE REMOVED
- EQUIPMENT
- EXISTING FIRE HYDRANT
- EXISTING BENCH
- OFFSITE APPOINTERS PER LANDSCAPE ARCHITECT
- ELECTRICAL (SITE)
- EXISTING POLE POLE TO REMAIN
- EXISTING STREET LIGHT TO REMAIN
- EXISTING SIGNAL LIGHT TO REMAIN
- EXISTING UTILITY RISER
- EXISTING STREET LIGHT TO BE RELOCATED
- NEW LED WALL PLACKS
- EXTERIOR IMPROVEMENTS
- NEW DRIVEWAY ACCESS RE: CIVIL SHEETS
- NEW LANDSCAPING RE: LANDSCAPE SHEETS

LEGEND

- FLOW OF TRAFFIC ARROWS
- NEW LANDSCAPED AREAS



GENERAL NOTES

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- SLOPE OF RAMPS AND LOCATION OF SOME ARCHITECTURAL ELEMENTS MAY VARY FROM FLOOR TO FLOOR SEE ELEVATIONS AND SECTIONS.

WAGNER ARCHITECTURE
 815 Civic Center Drive, Suite 101
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 WagnerArchitecture.com

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Honda of Downtown Los Angeles
 740 and 800 Martin Luther King Jr Blvd, Los Angeles, CA 90015



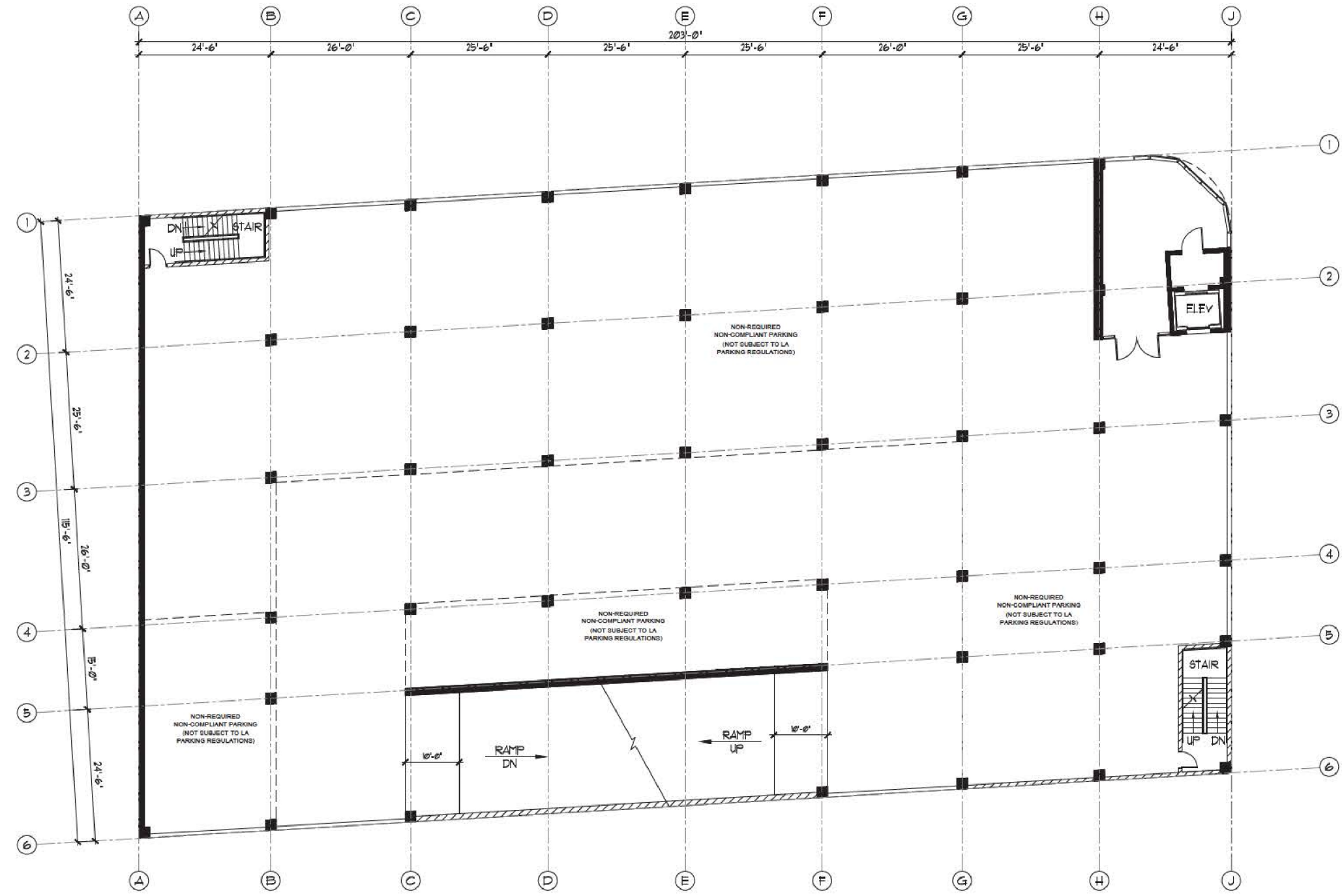
SHEET TITLE

PROPOSED 2ND - 5TH LEVEL FLOOR PLAN

ENTITLEMENT SET	03.2.16
ENTITLEMENT SET REVISION #1	03.03.16
PLANNING MEETING	06.23.16
ENTITLEMENT SET REVISION #2	06.29.16
DRAWING FILED	
ENTITLEMENT INSTRUMENTAL	07.06.16

PROJECT NO.
 SHEET NO.

PDP-2



PROPOSED 2ND - 5TH LEVEL FLOOR PLAN
 SCALE: 3/32" = 1'-0"
 1 PDP-2



GENERAL NOTES

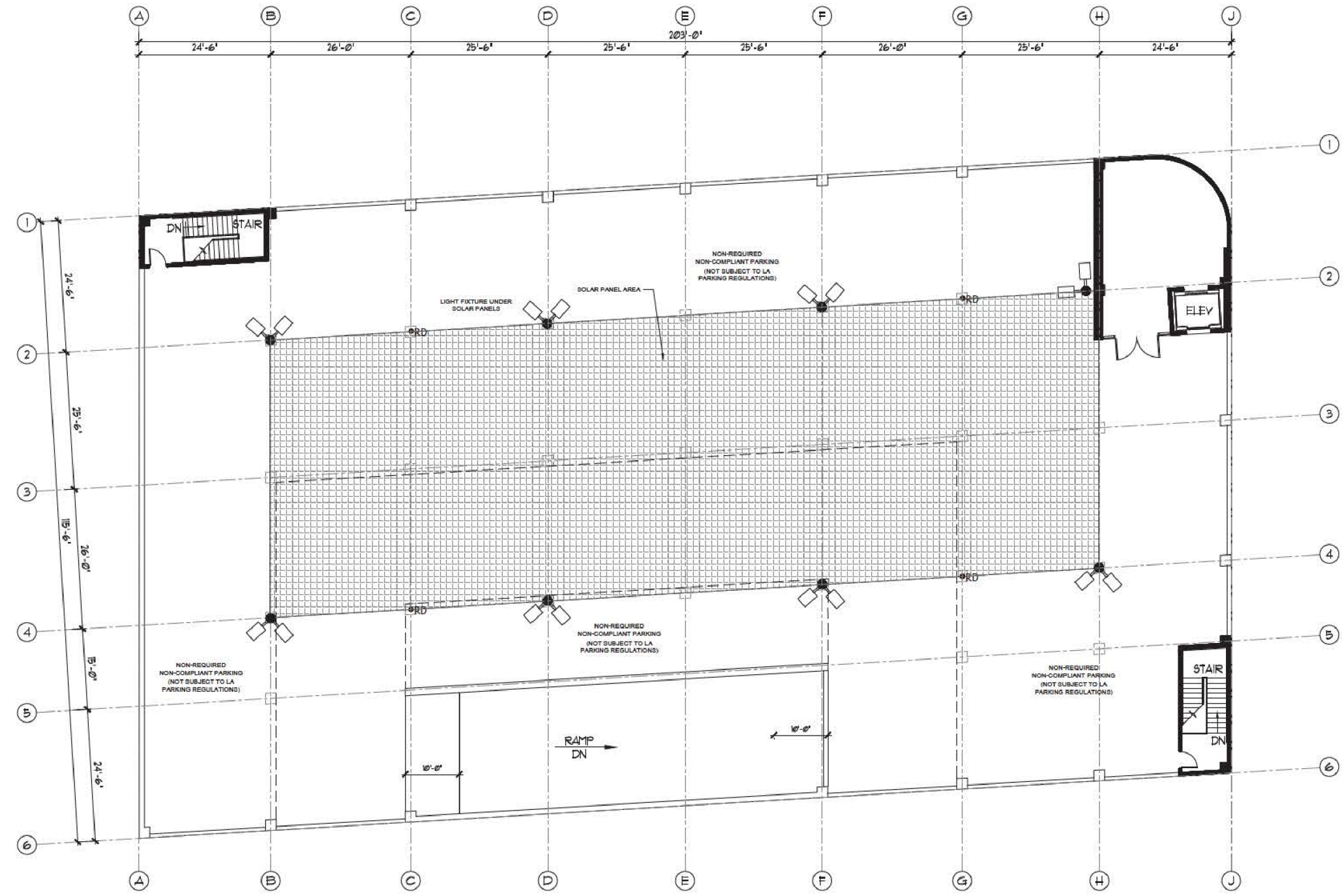
- ARCHITECTURAL SITE PLAN FOR REFERENCE ONLY - SEE OTHER DISCIPLINES FOR SITE IMPROVEMENTS NOT SHOWN OR NOTED ON THIS PLAN.
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ROOF LIGHTING & SOLAR

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PROPOSED ROOF PLAN
 SCALE: 1/16" = 1'-0"
 0 4 8 16 32
 1 PDP-3

Honda of Downtown Los Angeles
 740 and 800 Martin Luther King Jr Blvd, Los Angeles, CA 90015



SHEET TITLE


PROPOSED ROOF LEVEL FLOOR PLAN

ENTITLEMENT SET	03.2.16
ENTITLEMENT SET REVISION #1	03.03.16
PLANNING MEETING	06.23.16
ENTITLEMENT SET REVISION #2	06.29.16
DIGITAL FILE	
ENTITLEMENT SUBMITTAL	07.06.16

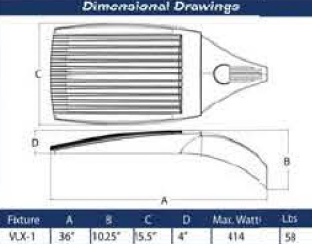
PROJECT NO.
 SHEET NO.

PDP-3

VLX LED Project Name: _____ Catalog Number: _____ Type: _____



Dimensional Drawings



The new VLX LED Series offers clean, functional styling that is defined by its sleek low profile design and rugged construction. It combines LED performance and advanced LED thermal management technology and provides outdoor lighting that is both energy efficient and aesthetically pleasing.

The LEDs performance and the driver's life are maximized by enclosing them in two separate die cast aluminum housings. Easy tool-less access for mounting and maintenance.

The VLX LED Series offers clean, functional styling that is defined by its sleek low profile design and rugged construction. It combines LED performance and advanced LED thermal management technology and provides outdoor lighting that is both energy efficient and aesthetically pleasing.

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Model	Optics	Source	Current	Kelvin	Voltage	Mounting	Finish	Options
VLX-1	Type I (TI)	95 (P6LC)	530 (5)	4000K (4K)	120-277 (UNV)	Arm Mount (AM)	Bronze (BZ)	Photocell & Jockey (PCR208) (PCR248) (PCR277)
	Type II (TII)	128" (128LC)	700 (7)	5000K (5K)	480 (5)	Wall Mount (WM)	Black (BK)	Photo Reactivity (PRR)
	Type III (TIII)	160" (160LC)	1000 (10)	480 (5)	Not Available in 1 amp	Smooth Black (SEK)	Smooth Black (SEK)	Round Pole Plate Adapter For 3.5 Pin (RPP) For 5.5 Pin (PFP) Cast Wall Plate (CAWP)
	Type IV (TIV)	192" (192LC)	1000 (10)	347 (8)	Not Available in 1 amp	White (WH)	Smooth White (SWH)	D-10V Dimming Driver (DD)
	Type V (TV)						Graphite (GP)	Motion Sensor (MSC-3) (MSC-20) (MSC-40)
	Type VI (TVI)						Grey (GR)	Wireless Control (WC)
	Type VII (TVII)						Silver Metallic (SL)	Universal Pole Mount Adapter (UPMA)
	Type VIII (TVIII)						Custom Color (CC)	Cutoff Louver Shield (LS)

VLX LED

Hostink

- One cast aluminum heat sink with integral cooling fins for thermal management.

Mounting Arm/Driver Compartment

- Durable two-piece die cast aluminum driver compartment utilizes a tool-less push button latch for ease of maintenance and sealed with a one-piece silicone gasket.

Thermal Management

- The VLX Series provides excellent thermal management by mounting the LEDs to the substantial heat sink of the housing. This enables the LEDs to withstand higher ambient temperatures and driver currents without degrading LED life.
- The L70 test determines the point in an LED's life when it reaches 70 percent of its initial output. The VLX Series LEDs have been determined to last 90,000+ hours in 25° C environments when driven at 530 mA.

Optical System

- The highest lumen output LEDs are utilized in the VLX Series.IES distribution Types I, II, III, IV, V, and VI are available. The optical system qualifies as an IES ETL listed product to restrict glare and light pollution.
- CRF values are 70 for 4000K and 75 for 5000K.

Quality Guard™ Finish

- The finish is a Dual-Quartz™ textured, chemically pretreated through a multiple-stage wettable electrostatically applied, thermoset polyester powder coat finish, with a minimum of 3-5 millimeter thickness. Finish is oven-baked at 400° F to promote maximum adhesion and finish hardness. All finishes are available in standard and custom colors.
- Finish is guaranteed for five (5) years.

Electrical Assembly

- The VLX LED series is supplied with choice of 530, 700 or 1000 mA high performance LED drivers that accept 120v thru 480v, 50 Hz to 60 Hz, input. Power factor of 90%. Rated for -40°C operations.
- 10 W surge protector supplied as standard.
- Neutral block supplied as a standard.

Warranty

- Five (5) Year Limited Warranty on entire system, including driver. For full warranty information, please visit www.visionairlighting.com.

Options

- Photocell & receptacle
- Photo Reactivity
- Round pole plate adapter
- Cast Wall Plate
- F-10V Dimming Driver
- Motion Sensor
- Wireless Control
- Universal Pole Mount Adapter
- Cutoff Louver Shield

Listings

- The VLX is ETL listed, suitable for wet locations.
- P65 Rated
- Flower Coated Tough
- ULC Listed

IP65 FATF2 **POWERED TOUGH** **ETL** **lighting facts** **DLG**

VLX SK LUMEN DATA

LEDs	W	H	D	W	H	D	W	H	D	W	H	D	W	H	D	W	H	D	W	H	D	
95	3.5	2.5	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

EPA Data

1.0	1.6	2.0	2.5	2.4	2.5
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GENERAL NOTES

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- SITE DIMENSIONS ARE FOR REFERENCE ONLY. ACTUAL DIMENSIONS WILL BE DETERMINED AS THE PROJECT PROCEEDS AND CIVIL ENGINEERING IS COMPLETED.
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ROOF LIGHTING & SOLAR

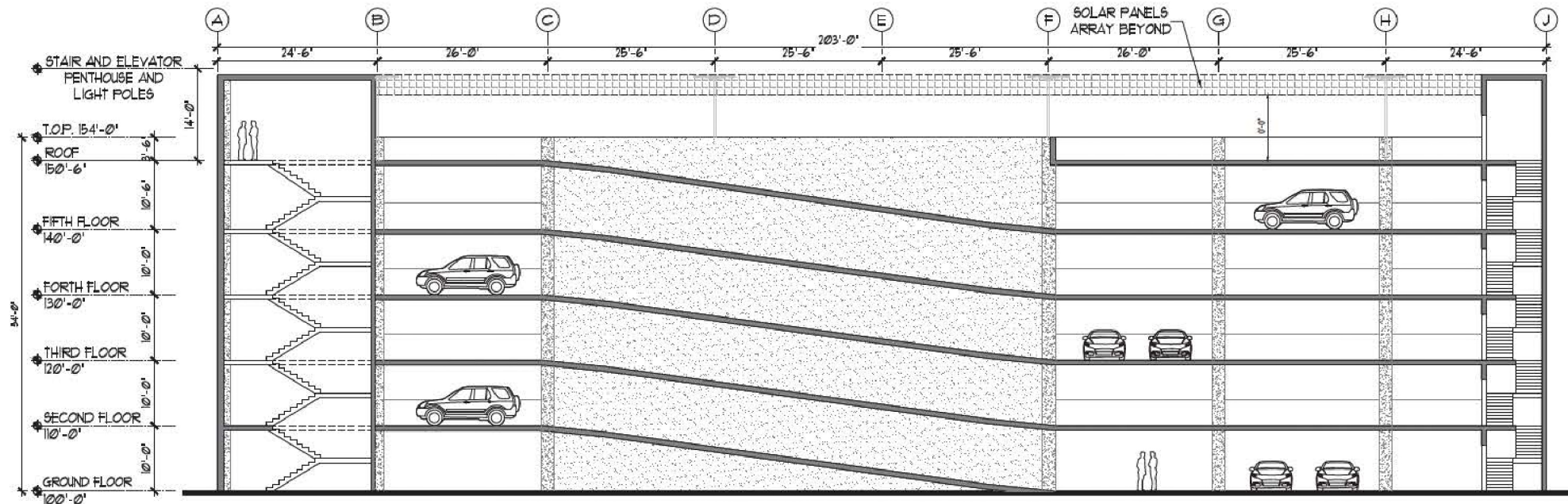
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LICENSED ARCHITECT
 WALTER E. WAGNER
 No. 014831
 Exp. 1/31/17
 STATE OF CALIFORNIA

Honda of Downtown Los Angeles
 740 and 800 Martin Luther King Jr Blvd, Los Angeles, CA 90015

PROPOSED BUILDING SECTION
 SCALE: 3/32" = 1'-0"

1 PDP-4

0 4 8 16 32

PROPOSED BUILDING SECTION

ENTITLEMENT SET 03.2.16
 ENTITLEMENT SET REVISION #1 03.03.16
 PLANNING MEETING 06.23.16
 ENTITLEMENT SET REVISION #2 06.29.16
 INITIAL PLAN 07.06.16
 ENTITLEMENT SUBMITTAL 07.06.16

PROJECT NO.
 SHEET NO.

PDP-4

GENERAL NOTES

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- SITE DIMENSIONS ARE FOR REFERENCE ONLY, ACTUAL DIMENSIONS WILL BE DETERMINED AS THE PROJECT PROCEEDS AND CIVIL ENGINEERING IS COMPLETED.
- SLOPE OF RAMPS AND LOCATION OF SOME ARCHITECTURAL ELEMENTS MAY VARY FROM FLOOR TO FLOOR SEE ELEVATIONS AND SECTIONS.
- GRAFFITI COATING ON EXTERIOR FINISHES.

ROOF LIGHTING & SOLAR

- ROOFTOP LIGHTING TO BE VISIONAIRE VLX (OR SIMILAR LED LIGHT FIXTURE) WITH PROPER SHIELDING AND/OR OPTICS TO ELIMINATE LIGHT BLEED OR OVERFLOW BEYOND THE ADJACENT PROPERTY LINES, WITH LIGHT FIXTURES INTENDED FOR SECURITY PURPOSES ONLY TO BE ACTIVATED BY MOTION SENSORS DURING NON-BUSINESS HOURS.
- PROJECT TO ACCOMMODATE ACTIVE SOLAR PV ROOF MOUNTED SYSTEM AS DETERMINED WITH CITY OF LOS ANGELES.

KEY SITE NOTES

- NOTES ARE GENERAL - NOT ALL ITEMS REFERENCED ON SHEET
- 1 NOT USED
 - 2 CONCRETE WALL WITH SCORE MARK PATTERN COLOR TO BE FLAIN GREY
 - 3 REVEAL COLOR TO MATCH ACM-1
 - 4 GLASS & ALUMINUM DOOR 30"10 OR 50"10 STANDARD NARROW STYLE CENTER HUNG MEDIUM STYLE
 - 5 OVERHEAD DOOR TO MATCH EP-1
 - 6 WALL PACK LIGHT FIXTURE
 - 7 LIGHT FIXTURE
 - 8 IVY ON WALL
 - 9 METAL LOUVERS

EXTERIOR GRAPHIC ELEMENTS

STREET FRONTAGES

WEST SIDE PARKING STRUCTURE:	EAST SIDE DEALERSHIP BUILDING:
• MLK - 203'-4"	• MLK - 308'-6"
• HOOVER - 15'-8"	• HOOVER - 13'-0"
• ALLEY - 203'-4"	• 40TH PLACE - 306'-6"

ALLOWED WALL SIGN FORMULAS

- THE TOTAL SIGN AREA OF WALL SIGNS FACING A STREET SHALL NOT EXCEED TWO SQUARE FEET FOR EACH FOOT OF STREET FRONTAGE, PLUS ONE SQUARE FOOT FOR EACH FOOT OF BUILDING FRONTAGE FOR A SINGLE-STORY BUILDING.
- FOR BUILDINGS MORE THAN ONE STORY IN HEIGHT, THE COMBINED WALL SIGN AREA SHALL NOT EXCEED THAT PERMITTED FOR A SINGLE STORY BY MORE THAN TEN PERCENT FOR EACH ADDITIONAL STORY. IN NO EVENT SHALL THE COMBINED WALL SIGN AREA EXCEED BY 50 PERCENT THAT AREA PERMITTED FOR A SINGLE-STORY BUILDING.
- FOR WALL SIGNS THAT ARE MADE UP OF INDIVIDUAL LETTERS THAT USE THE WALL OF THE BUILDING AS BACKGROUND, THE ALLOWABLE SIGN AREA MAY BE INCREASED BY 20 PERCENT PROVIDED THERE IS NO CHANGE IN COLOR BETWEEN THE BACKGROUND AND THE SURROUNDING WALL AREA.

THE TOTAL ALLOWABLE SIGN AREA THEN IS:

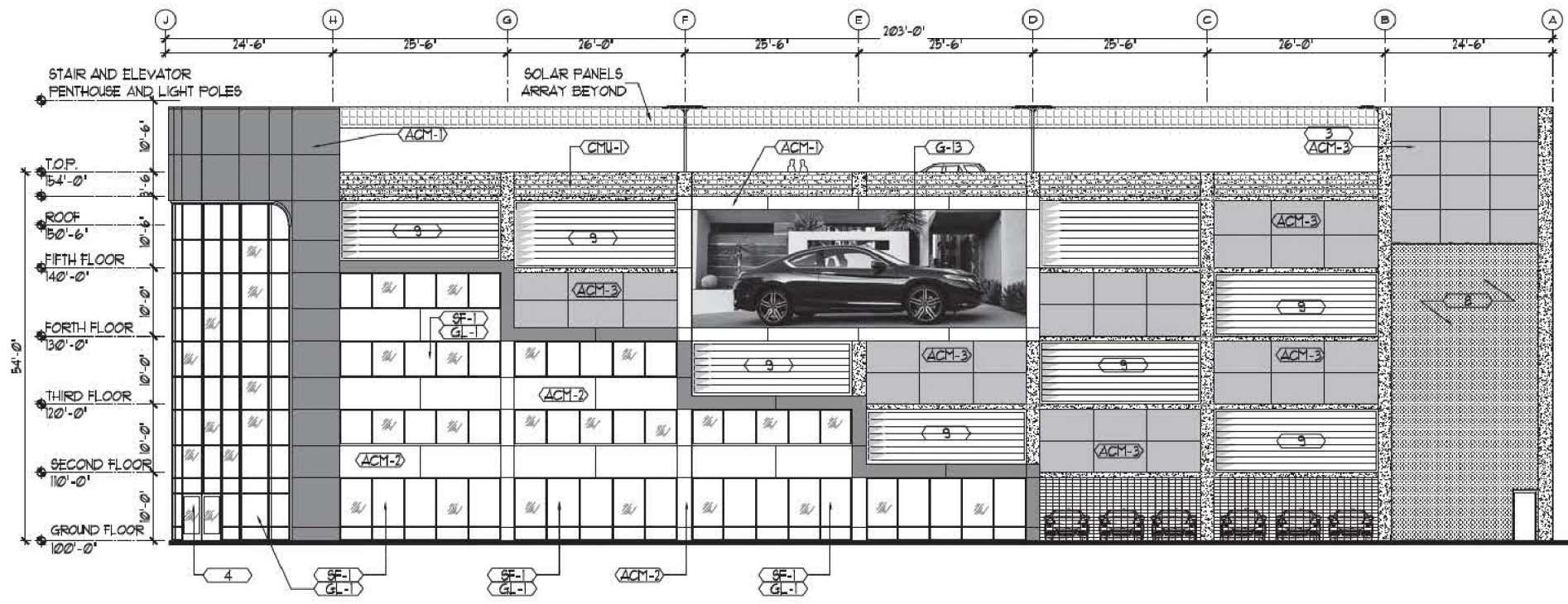
- 2 SF + 1 SF X STREET FRONTAGE (SINGLE-STORY ALLOWABLE WALL SIGN AREA) = 3SF.
- 10 X 4 STORES = 4 X 3 SF X STREET FRONTAGE (MAXIMUM MULTI-STORY ALLOWABLE WALL SIGN AREA INCREASE ASSUMING THESE ARE BOTH 4 STORY BUILDINGS WITH ROOFTOP PARKING) = 12 SF.
- FOR INDIVIDUAL LETTERS (HONDA, HONDA LOGO, HONDA OF DOWNTOWN LA), WE CAN INCREASE ALLOWABLE SIGN AREA BY 20%.

WEST STRUCTURE

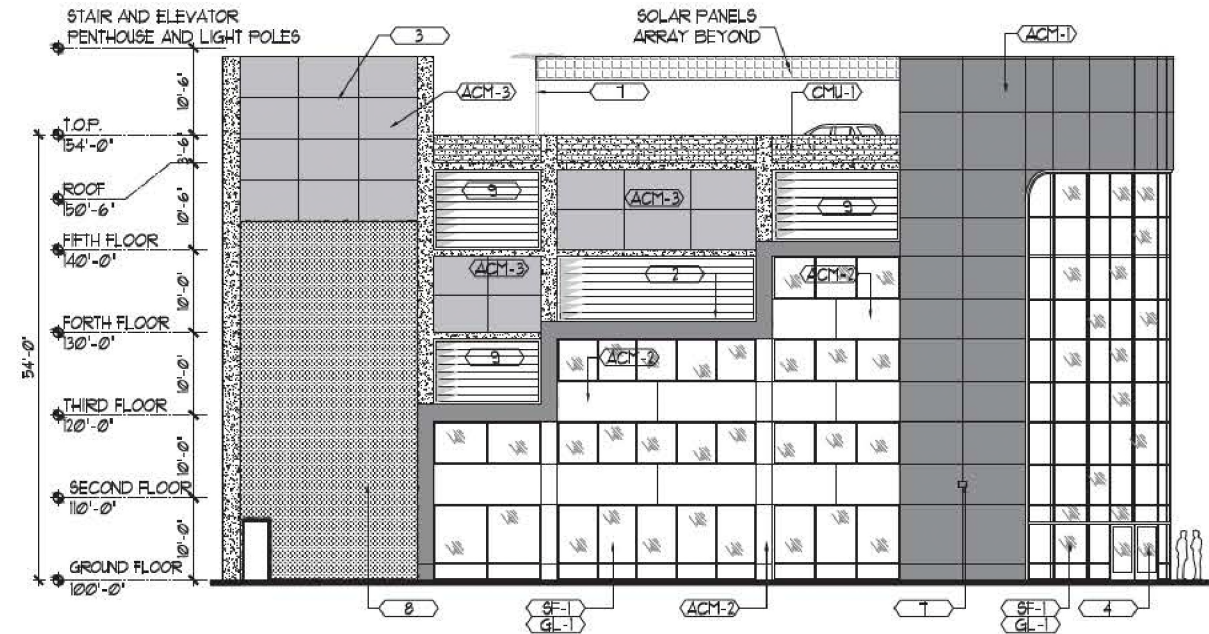
MARTIN LUTHER KING JR BLVD. FRONTAGE			
DESCRIPTION	SIZE +/-	#	AREA
G-13 DIGITAL DISPLAY	49'-0" X 17'-3"	1	845 SQ FT
TOTAL ALLOWED - 42 SF X 203.33 = (FOR SIGNS WITH NO INDIVIDUAL LETTERS)			853366 SQ FT
S. HOOVER STREET FRONTAGE			
TOTAL PROPOSED			0 SQ FT
TOTAL ALLOWED - 42 SF X 12 = 504 SF X 13'			56952 SQ FT
ALLEY FRONTAGE			
G-14 NON-ILLUM PUBLIC ART (NOT INCLUDED IN TOTAL)	49'-0" X 16'-9"	1	NA
TOTAL ALLOWED -			56952 SQ FT

EXTERIOR SURFACE FINISH SCHEDULE

COD	MATERIAL / MASTER FORMAT CODE	MANUFACTURER	DESCRIPTION			LOCATION
			PRODUCT	COLOR	DIMENSIONS	
ACM-1	ALUMINUM COMPOSITE METAL PANEL 01421323	ALPOLIC	DRY JOINT SYSTEM	HONDA SILVER METALLIC 4M1 PN B5X		EXTERIOR FACADE ACCENT
ACM-2	ALUMINUM COMPOSITE METAL PANEL 01421323	ALPOLIC	DRY JOINT SYSTEM	HONDA WHITE 4M1 PN BNT		EXTERIOR FACADE MAIN FIELD OPTION UNDERSIDE OF CANOPIES
ACM-3	ALUMINUM COMPOSITE METAL PANEL 01421323	ALPOLIC	DRY JOINT SYSTEM	MICA MZG GREY		
CF-1	CAP FLASH			TO MATCH ACM-1	4' HEIGHT	
MU-C	PRECISION CONCRETE UNIT MASONRY 04222329	ANCHOR CONCRETE PRODUCTS	SPLIT FACE	SD-36 NOTE: USE WITH LEHIGH MASONRY CEMENT, COLOR SD-33	8'X6'	EXTERIOR FACADE FIELD
EP-1	EXTERIOR PAINT 099113	BENJAMIN MOORE	PAINT: AURA WATERBORNE EXTERIOR PAINT; SEMI-GLOSS FINISH %32	CLASSIC COLORS 1B ALABASTER %16		EXTERIOR METAL DOOR
EP-2	EXTERIOR PAINT 099113	BENJAMIN MOORE	PAINT: AURA WATERBORNE EXTERIOR PAINT; SATIN FINISH %31	CLASSIC COLORS 1B ALABASTER		CONCRETE WALL AND STUCCO
SF-1	STOREFRONT/ CURTAIN WALL 084313	KAWNEER		CLEAR ANODIZED ALUMINUM		GENERAL EXTERIOR
GL-1	EXTERIOR GLAZING 085113	PPG	LOW E CLEAR GLASS			GENERAL EXTERIOR



PROPOSED NORTH ELEVATION
SCALE: 3/32" = 1'-0"
0 4 8 16 32
1 PDP-5



PROPOSED EAST ELEVATION
SCALE: 3/32" = 1'-0"
0 4 8 16 32
2 PDP-5

GENERAL NOTES

- ARCHITECTURAL SITE PLAN FOR REFERENCE ONLY - SEE OTHER DISCIPLINES FOR SITE IMPROVEMENTS NOT SHOWN OR NOTED ON THIS PLAN.
- SITE DIMENSIONS ARE FOR REFERENCE ONLY, ACTUAL DIMENSIONS WILL BE DETERMINED AS THE PROJECT PROCEEDS AND CIVIL ENGINEERING IS COMPLETED.
- SLOPE OF RAMPS AND LOCATION OF SOME ARCHITECTURAL ELEMENTS MAY VARY FROM FLOOR TO FLOOR SEE ELEVATIONS AND SECTIONS.
- GRAFFITI COATING ON EXTERIOR FINISHES.

ROOF LIGHTING & SOLAR

- ROOFTOP LIGHTING TO BE VISIONAIRE VLX (OR SIMILAR LED LIGHT FIXTURE) WITH PROPER SHIELDING AND/OR OPTICS TO ELIMINATE LIGHT BLEED OR OVERFLOW BEYOND THE ADJACENT PROPERTY LINES, WITH LIGHT FIXTURES INTENDED FOR SECURITY PURPOSES ONLY TO BE ACTIVATED BY MOTION SENSORS DURING NON-BUSINESS HOURS.
- PROJECT TO ACCOMMODATE ACTIVE SOLAR PV ROOF MOUNTED SYSTEM AS DETERMINED WITH CITY OF LOS ANGELES.

KEY SITE NOTES

NOTES ARE GENERAL - NOT ALL ITEMS REFERENCED ON SHEET

- 1 METAL LOUVERS
- 2 REVEAL COLOR TO MATCH ACM-1
- 3 LIGHT FIXTURE
- 4 IVY ON WALL
- 5 OVERHEAD DOOR TO MATCH EP-1
- 6 SOLAR PANEL AREA

EXTERIOR GRAPHIC ELEMENTS

STREET FRONTAGES

WEST SIDE PARKING STRUCTURE:

- MLK - 203'-4"
- HOOVER - 15'-8"
- ALLEY - 203'-4"

EAST SIDE DEALERSHIP BUILDING:

- MLK - 306'-6"
- HOOVER - 113'-0"
- 40TH PLACE - 306'-6"

ALLOWED WALL SIGN FORMULAS

- THE TOTAL SIGN AREA OF WALL SIGNS FACING A STREET SHALL NOT EXCEED TWO SQUARE FEET FOR EACH FOOT OF STREET FRONTAGE, PLUS ONE SQUARE FOOT FOR EACH FOOT OF BUILDING FRONTAGE FOR A SINGLE-STORY BUILDING.
- FOR BUILDINGS MORE THAN ONE STORY IN HEIGHT, THE COMBINED WALL SIGN AREA SHALL NOT EXCEED THAT PERMITTED FOR A SINGLE STORY BY MORE THAN TEN PERCENT FOR EACH ADDITIONAL STORY. IN NO EVENT SHALL THE COMBINED WALL SIGN AREA EXCEED BY 50 PERCENT THAT AREA PERMITTED FOR A SINGLE-STORY BUILDING.
- FOR WALL SIGNS THAT ARE MADE UP OF INDIVIDUAL LETTERS THAT USE THE WALL OF THE BUILDING AS BACKGROUND, THE ALLOWABLE SIGN AREA MAY BE INCREASED BY 20 PERCENT PROVIDED THERE IS NO CHANGE IN COLOR BETWEEN THE BACKGROUND AND THE SURROUNDING WALL AREA.

THE TOTAL ALLOWABLE SIGN AREA THEN IS:

- 2 SF + 1 SF X STREET FRONTAGE (SINGLE-STORY ALLOWABLE WALL SIGN AREA) = 3SF
- 10 X 4 STOREYS = 4 X 3 SF X STREET FRONTAGE (MAXIMUM MULTI-STORY ALLOWABLE WALL SIGN AREA INCREASE ASSUMING THESE ARE BOTH 4 STORY BUILDINGS WITH ROOFTOP PARKING) = 12 SF
- FOR INDIVIDUAL LETTERS (HONDA, HONDA LOGO, HONDA OF DOWNTOWN LA), WE CAN INCREASE ALLOWABLE SIGN AREA BY 20%.

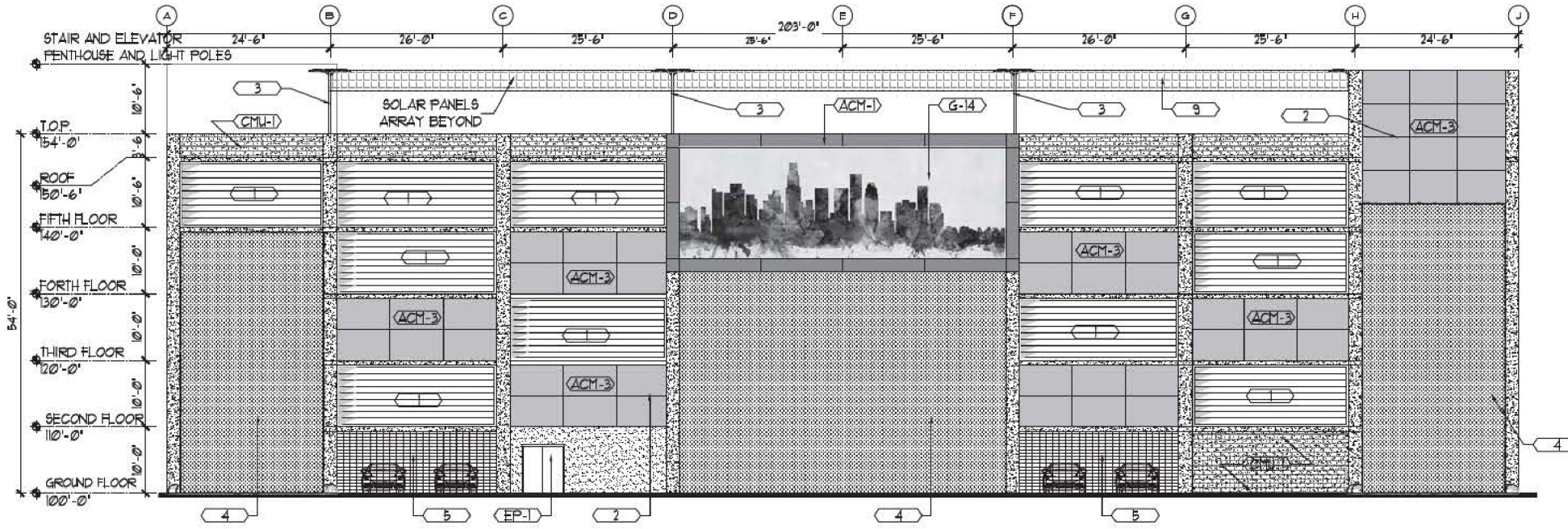
WEST STRUCTURE

MARTIN LUTHER KING JR BLVD. FRONTAGE

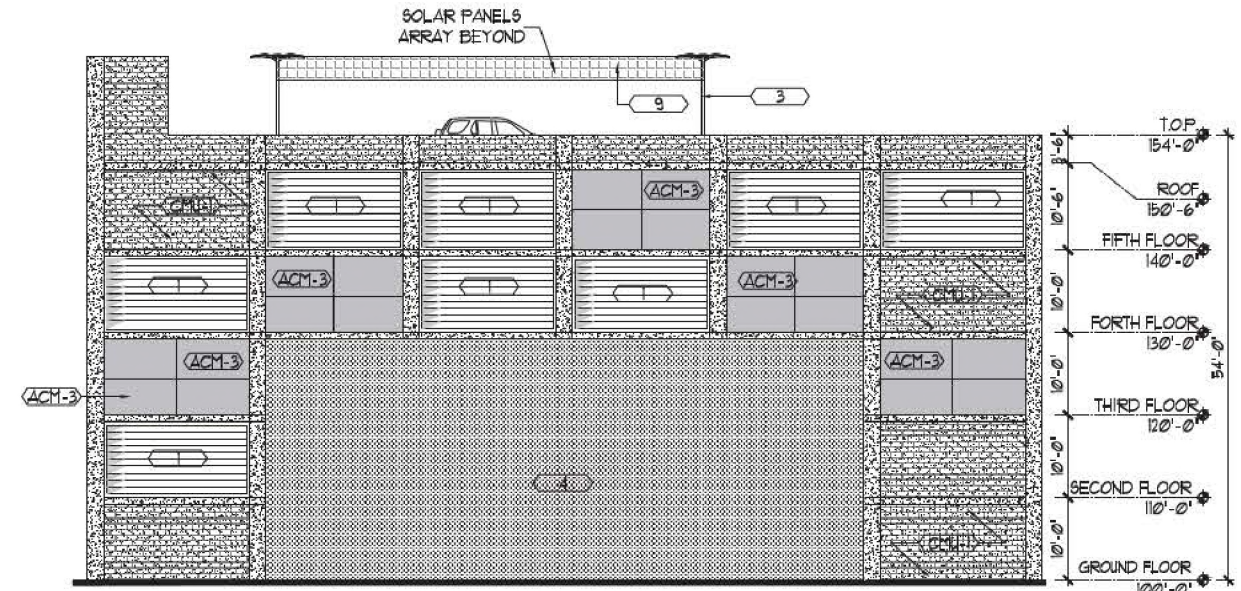
DESCRIPTION	SIZE +/-	#	AREA
G-13 DIGITAL DISPLAY	49'-0" X 17'-3"	1	845 SQ FT
TOTAL ALLOWED - 42 SF X 203.33' = (FOR SIGNS WITH NO INDIVIDUAL LETTERS)			853366 SQ FT
TOTAL PROPOSED			0 SQ FT
TOTAL ALLOWED - 42 SF X 12' = 504 SF X 13' =			56932 SQ FT
ALLEY FRONTAGE			
G-14 NON-ILLUM PUBLIC ART (NOT INCLUDED IN TOTAL)	49'-0" X 16'-9"	1	NA
TOTAL ALLOWED -			853366 SQ FT

EXTERIOR SURFACE FINISH SCHEDULE

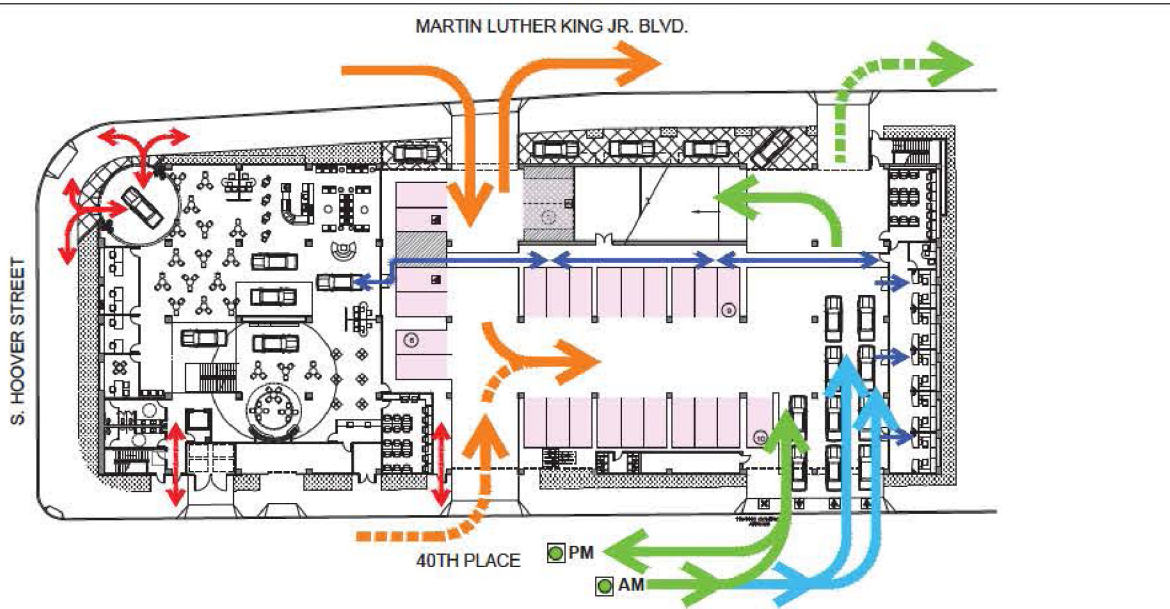
COD	MATERIAL / MASTER FORMAT CODE	MANUFACTURER	DESCRIPTION			LOCATION
			PRODUCT	COLOR	DIMENSIONS	
ACM-1	ALUMINUM COMPOSITE METAL PANEL 0142.13.23	ALPOLIC	DRY JOINT SYSTEM	HONDA SILVER METALLIC 4M1 PN B5X		EXTERIOR FACADE ACCENT
ACM-2	ALUMINUM COMPOSITE METAL PANEL 0142.13.23	ALPOLIC	DRY JOINT SYSTEM	HONDA WHITE 4M1 PN BNT		EXTERIOR FACADE MAIN FIELD OPTION UNDERSIDE OF CANOPIES
ACM-3	ALUMINUM COMPOSITE METAL PANEL 0142.13.23	ALPOLIC	DRY JOINT SYSTEM	MICA M2G GREY		
CF-1	CAP FLASH			TO MATCH ACM-1	4' HEIGHT	
CM-1	PRECISION CONCRETE UNIT MASONRY 0422.23.29	ANCHOR CONCRETE PRODUCTS	SPLIT FACE	SD-36 NOTE: USE WITH LEHIGH MASONRY CEMENT, COLOR SD-33	8'X16'	EXTERIOR FACADE FIELD
EP-1	EXTERIOR PAINT 09.91.13	BENJAMIN MOORE	PAINT: AURA WATERBORNE EXTERIOR PAINT: SEMI-GLOSS FINISH %32	CLASSIC COLORS 1B ALABASTER %76		EXTERIOR METAL DOOR
EP-2	EXTERIOR PAINT 09.91.13	BENJAMIN MOORE	PAINT: AURA WATERBORNE EXTERIOR PAINT: SATIN FINISH %31	CLASSIC COLORS 1B ALABASTER		CONCRETE WALL AND STUCCO
GF-1	STOREFRONT/ CURTAIN WALL 08.43.13	KAWNEER		CLEAR ANODIZED ALUMINUM		GENERAL EXTERIOR
GL-1	EXTERIOR GLAZING 08.51.13	PPG	LOW E CLEAR GLASS			GENERAL EXTERIOR



PROPOSED SOUTH ELEVATION
SCALE: 3/32" = 1'-0"
1 PDP-6

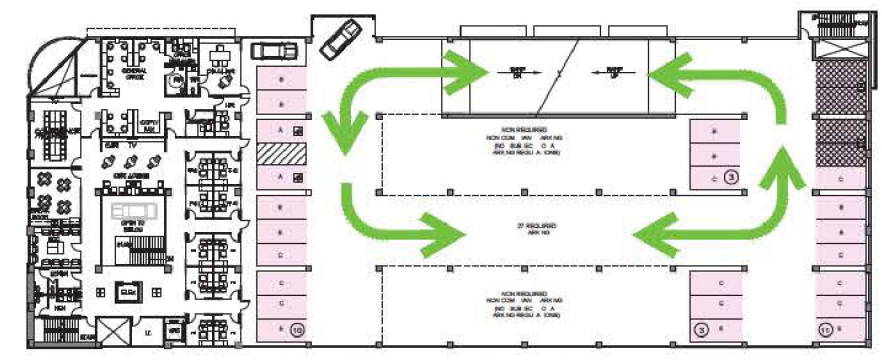


PROPOSED WEST ELEVATION
SCALE: 3/32" = 1'-0"
2 PDP-6



GROUND LEVEL FLOOR PLAN

ALL CUSTOMER ACCESS TO SECOND FLOOR IS BY STAIRS/ELEVATOR - NO CUSTOMER VEHICULAR ACCESS FROM GROUND FLOOR TO ANY LEVELS ABOVE.



SECOND LEVEL FLOOR PLAN

ALL CUSTOMER ACCESS TO SECOND FLOOR IS BY STAIRS/ELEVATOR - NO CUSTOMER VEHICULAR ACCESS FROM GROUND FLOOR TO ANY LEVELS ABOVE. IF NO CUSTOMER PARKING IS AVAILABLE ON THE GROUND FLOOR, PORTERS WILL VALET CUSTOMER CARS TO THIS LEVEL.

LEGEND

PEDESTRIAN CIRCULATION

- SALES CUSTOMERS (PRIMARY CIRCULATION)
- SALES CUSTOMERS (SECONDARY CIRCULATION)
- SERVICE CUSTOMERS (PRIMARY CIRCULATION)
- SERVICE CUSTOMERS (SECONDARY CIRCULATION)

VEHICULAR CIRCULATION

- EMPLOYEE VEHICULAR (PRIMARY CIRCULATION)
- EMPLOYEE VEHICULAR (SECONDARY CIRCULATION)
- SERVICE VEHICULAR (PRIMARY CIRCULATION)
- SERVICE VEHICULAR (SECONDARY CIRCULATION)
- SALES VEHICULAR (PRIMARY CIRCULATION)
- SALES VEHICULAR (SECONDARY CIRCULATION)

PARKING

- CUSTOMERS PARKING
- EMPLOYEE PARKING
- VEHICLE STORAGE (INVENTORY)
- SERVICE BAYS
- EV PARKING

WAGNER ARCHITECTS

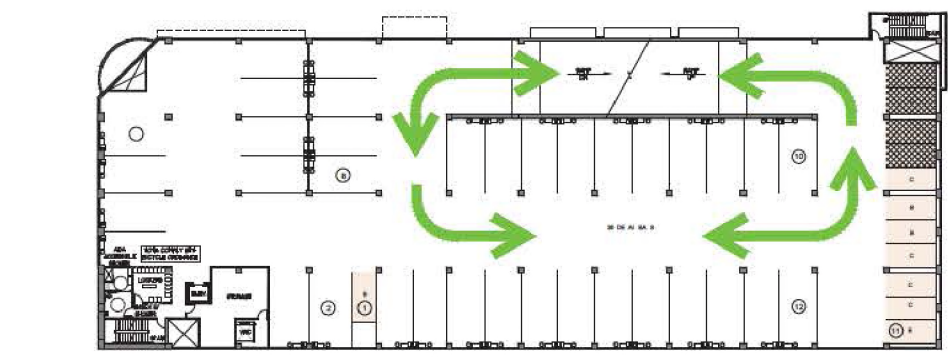
815 Civic Center Drive, Suite 101
 Oceanside, CA 92054
 Phone: 760.967.0511
 Fax: 760.967.0500
 WagnerArchitecture.com

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LICENSED ARCHITECT
 WALTER E. WAGNER
 No. 014831
 Exp. 1/31/17
 STATE OF CALIFORNIA

Honda of Downtown Los Angeles

740 and 800 Martin Luther King Jr Blvd, Los Angeles, CA 90015



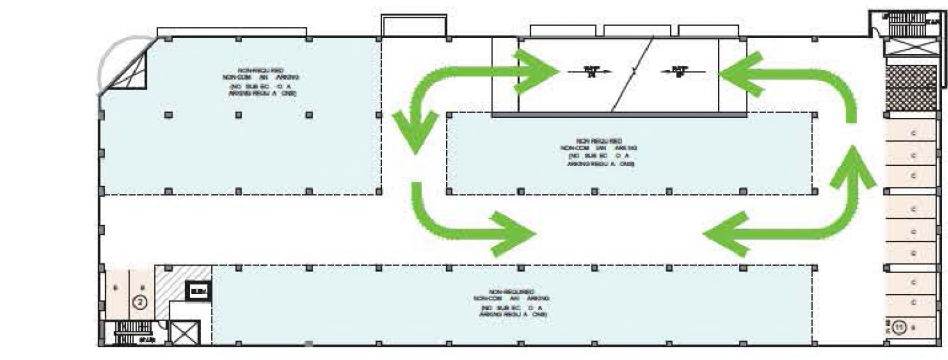
THIRD LEVEL FLOOR PLAN

NO CUSTOMER ACCESS TO THIS FLOOR, ALL ACCESS BY EMPLOYEES ONLY.



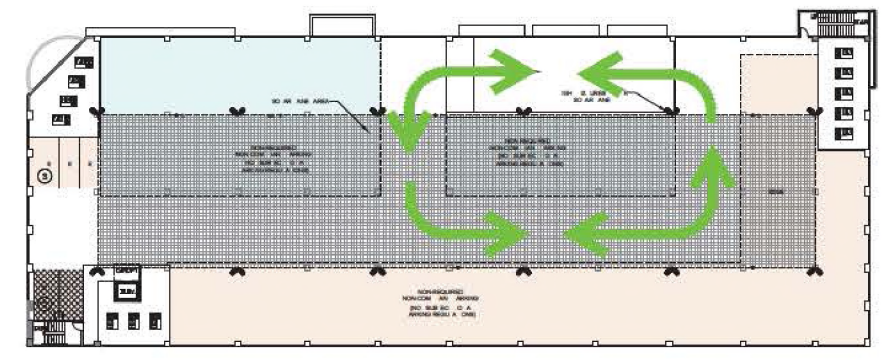
FOURTH LEVEL FLOOR PLAN

NO CUSTOMER ACCESS TO THIS FLOOR, ALL ACCESS BY EMPLOYEES ONLY.



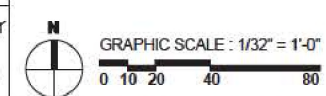
FIFTH LEVEL FLOOR PLAN

NO CUSTOMER ACCESS TO THIS FLOOR, ALL ACCESS BY EMPLOYEES ONLY.
 VEHICLE STORAGE IS FOR NEW CARS, USED CARS, AND SERVICE CARS.



ROOF PLAN

NO CUSTOMER ACCESS TO THIS FLOOR, ALL ACCESS BY EMPLOYEES ONLY.
 VEHICLE STORAGE IS FOR NEW CARS, USED CARS, AND SERVICE CARS.



HONDA

SHEET TITLE

CIRCULATION PLAN

ENTITLEMENT SET 03.2.16
 ENTITLEMENT SET REVISION #1 05.03.16
 PLANNING MEETING 06.23.16
 ENTITLEMENT SET REVISION #2 06.29.16
 SERIAL FILE #
 ENTITLEMENT INSTRUMENTAL 07.06.16

PROJECT NO.
 SHEET NO.

PD-0.1



Honda of Downtown Los Angeles

740 and 800 Martin Luther King Jr Blvd., Los Angeles, CA 90015



SHEET TITLE

RENDERINGS

DATE: 01/24/18
REVISIONS (DATE/DESCRIPTION):

PROJECT NO.	
SHEET NO.	

PD-0.2



VIEW OF PROJECT ON MLK BLVD FROM NORTH



VIEW OF EAST STRUCTURE FROM MLK/HOOVER STREET INTERSECTION



VIEW OF EAST STRUCTURE FROM HOOVER/40TH PLACE INTERSECTION



VIEW OF WEST STRUCTURE FROM MLK/HOOVER STREET INTERSECTION



VIEW OF WEST STRUCTURE FROM HOOVER/ALLEY INTERSECTION

EXHIBIT C

ENVIRONMENTAL CLEARANCE

C1 – ENV-2016-1036-MND
C2 – Mitigation Monitoring Program
C3 – Response to Comments

EXHIBIT C1

ENV-2016-1036-MND
CPC-2016-1032-GPA-ZC-HD-BL-ZAD-SPR

HYPERLINKS FOR ENV-2016-1036-MND	
ENV-2016-1036-MND Initial Study	http://cityplanning.lacity.org/staffrpt/mnd/Pub_051916/ENV-2016-1036.pdf
APPENDIX A Air Quality & Greenhouse Gas Modeling Results	http://cityplanning.lacity.org/staffrpt/mnd/Pub_051916/ENV-2016-1036-APPA.pdf
APPENDIX B Tree Letter	http://cityplanning.lacity.org/staffrpt/mnd/Pub_051916/ENV-2016-1036-APPB.pdf
APPENDIX C Cultural Resource Records Report	http://cityplanning.lacity.org/staffrpt/mnd/Pub_051916/ENV-2016-1036-APPC.pdf
APPENDIX D Geotechnical Study	http://cityplanning.lacity.org/staffrpt/mnd/Pub_051916/ENV-2016-1036-APPD.pdf
APPENDIX E Phase I & Phase II ESA	http://cityplanning.lacity.org/staffrpt/mnd/Pub_051916/ENV-2016-1036-APPE.pdf
APPENDIX F Noise Background & Modeling Data	http://cityplanning.lacity.org/staffrpt/mnd/Pub_051916/ENV-2016-1036-APPF.pdf
APPENDIX G.1 DOT Approval Letter	http://cityplanning.lacity.org/staffrpt/mnd/Pub_051916/ENV-2016-1036-APPG1.pdf
APPENDIX G.2 Traffic Study	http://cityplanning.lacity.org/staffrpt/mnd/Pub_051916/ENV-2016-1036-APPG2.pdf

MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

- Verify compliance of the required mitigation measures of the MND;
- Provide a methodology to document implementation of required mitigation;
- Provide a record and status of mitigation requirements;
- Identify monitoring and enforcement agencies;
- Establish and clarify administrative procedures for the clearance of mitigation measures;
- Establish the frequency and duration of monitoring and reporting; and
- Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Air Quality

III-20 Air Pollution (Auto Repair Garage)

Adverse impacts upon occupants and adjacent residential properties may result due to auto repair work and dust from the auto repair and servicing. However, these impacts shall be mitigated to a less than significant level by the following measures:

- All auto repair work shall be conducted within enclosed buildings that have been designed with appropriate pollution controls and ventilation systems.

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: South Coast Air Quality Management District and Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction (Plan Check) and Operation

Monitoring Frequency: Once, during plan check, then Ongoing

Action Indicating Compliance: Certification of compliance with SCAQMD air pollution regulations shall be submitted to the decision maker and Building and Safety.

III-30 Expose Sensitive Receptors to Pollutants (Auto-Repair Garage)

Environmental impacts to adjacent residential properties may result due to air quality and dust from the auto repair and servicing. However, these impacts can be mitigated to a less than significant level by requiring the following measure:

- No window or door opening shall be permitted along the sides of the buildings facing residential.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

III-90 Air Quality

Air quality impacts from project implementation due to construction-related emissions may occur. However, the potential impact may be mitigated to a less than significant level by the following measures:

- AQ-1 All off-road construction equipment greater than 50 horsepower (hp) shall meet US EPA Tier 4 emission standards, where available, to reduce NO_x, PM₁₀ and PM_{2.5} emissions at the proposed project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- AQ-2 Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements.
- AQ-3 At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.
- AQ-4 Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate cleanup of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at: <http://www.aqmd.gov/home/programs/business/business-detail?title=offroad-diesel-engines&parent=vehicle-engine-upgrades>.

Enforcement Agency: Los Angeles Department of Building and Safety and South Coast Air Quality Management District

Monitoring Agency: Los Angeles Department of Building and Safety and South Coast Air Quality Management District

Monitoring Phase: Demolition and Construction

Monitoring Frequency: Periodic during construction operations

Action Indicating Compliance: Field inspection sign-off; statement of compliance

Biological Resources

IV-20 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

- Proposed project activities (including disturbances to native and nonnative vegetation, structures, and substrates) should take place outside of the breeding season for birds which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (California Fish and Wildlife Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, no earlier than 30 prior to the disturbance of suitable nesting habitat, the applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The survey shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work.
 - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - c. Alternatively, the Qualified Biologist could continue the survey in order to locate any nests. If an active nest is located, clearing and construction (within 300 feet of the nest or as determined by a qualified biological monitor) shall be postponed until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - d. If the Qualified Biologist determines that a narrower buffer between the construction activities and the observed active nests is warranted, the Qualified Biologist may submit a written explanation as to why (e.g., species-specific information; ambient conditions and bird's habituation to them; terrain, vegetation, and birds' lines of sight between the construction activities and the nest and foraging areas) to the City and, upon request, the CDFW. Based on the submitted information, the City, acting as the Lead Agency (and CDFW, if CDFW requests) shall comply with the buffer zone recommended in the Qualified Biologist report.
 - e. The applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, prior to issuance of building permit; or, if vegetation removal, building demolition or grading is initiated during the nesting season, as determined by a qualified biologist

Action Indicating Compliance: if vegetation removal, building demolition, or grading is initiated during the nesting season, submittal of a survey report by a qualified biologist.

IV-70 Tree Removal (Non-Protected Trees)

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

Enforcement Agency: Board of Public Works Urban Forestry Division

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: pre-construction

Monitoring Frequency: Once, at plan check, and once at field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

IV-90 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.

Enforcement Agency: Board of Public Works

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once during plan check, once during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Geology and Soils

GEO-1 Geotechnical Report

- Prior to the issuance of building permits, the Applicant shall submit a design level 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 estimation of settlement, lateral movement, or reduction in foundation soil-bearing capacity, and discuss 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 proposed project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of Building Permit

Green House Gas Emissions

VII-10 Greenhouse Gas

- Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the project.
- Any new construction shall include 20 percent of parking spaces set aside for EV-ready parking.

Enforcement Agency: Los Angeles Department of Building and Safety; SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

Noise

XII-20 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- The proposed project shall comply with the City Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Demolition and construction activities shall, to the extent feasible, be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices, to the extent feasible.
- Sound curtains or an equivalent sound attenuating device capable of achieving a 10 dB reduction shall be placed along the northern, southern, and western property boundary prior to commencement of construction. The sound curtain or equivalent sound attenuating device shall be engineered and erected according to applicable codes.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy or Use of Land

XII-40 Increased Noise Levels (Parking Structure Ramps)

Environmental impacts adjacent to residential properties may result from proposed 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.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

Enforcement Agency: Los Angeles Department Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once, at plan check for Project; Once, during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit (Preconstruction); Issuance of Certificate of Occupancy of Use of Land (Construction)

XII-80 Increased Noise Levels (Auto-Repair Garage)

Environmental impacts adjacent to residential properties may result from proposed project implementation due to mobile noise from the auto-repair garage. However, these impacts will be mitigated to a less than significant level by the following measure:

- No openings shall be permitted on any building facade which abuts a residential use or zone.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction and Operation

Monitoring Frequency: Once, at plan check, and once during field inspection

Action Indicating Compliance: Issuance of building permits, and issuance of Certificate of Occupancy

Public Services

XIV-10 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.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XIV-20 Public Services (Police – Demolition/Construction Sites)

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

Enforcement Agency: Los Angeles Department of building and Safety

Monitoring Agency: Los Angeles Department of building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance: Field inspection sign-off

XIV-30 Public Services (Police)

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

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of building permits

XIV-50 Public Services (Schools affected by Haul Route)

- LADBS shall assign specific haul route hours of operation based upon Pacific Charter Middle School and/or Charter Middle School hours of operation.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

Transportation and Traffic

XVI-30 Transportation (Haul Route)

- The developer shall install traffic signs in accordance with the LAMC around the site to ensure pedestrian and vehicle safety.

Enforcement Agency: Los Angeles Department of Building and Safety, Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Ongoing during construction

Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

XVI-80 Transportation/Traffic

The proposed project will result in impacts to transportation and/or traffic systems. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Enforcement Agency: Los Angeles Department of Building and Safety, LADOT, BOE

Monitoring Agency: Los Angeles Department of Building and Safety, LADOT

Monitoring Phase: Construction

Monitoring Frequency: Ongoing

Action Indicating Compliance: Issuance of Certificate of Occupancy

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
 - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
 - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: “POST NO BILLS”.
 - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
 - The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
 - **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
 - **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
 - **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
 - **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
 - **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
 - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
 - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):** If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
 - Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
 - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
 - New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance

with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - Stop immediately and contact the County Coroner:
1104 N. Mission Road
Los Angeles, CA 90033
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

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

- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
 - **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air

- Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
 - **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.
- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm

event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

PUBLIC SERVICES

Parks

- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.
- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation

and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.
- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

RESPONSES TO WRITTEN COMMENTS ON THE DRAFT MND

The State CEQA Guidelines¹ require that the decision-making body of the Lead Agency consider the proposed MND together with any comments received during the public review process prior to approving a project.

The following comment letters were received regarding the Draft MND:

- South Coast Air Quality Management District (SCAQMD), dated June 8, 2016
- Joyce Dillard, dated June 8, 2016
- William T.B. King, dated June 15, 2016

¹ California Code of Regulations, sec. 15074(b), State CEQA Guidelines.



South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:

June 8, 2016

courtney.shum@lacity.org
darlene.navarette@lacity.org

Courtney Shum, City Planning Associate
City of Los Angeles – Planning Department
200 N. Spring St., 7th Floor
Los Angeles, CA 90012

Draft Mitigated Negative Declaration (MND) for the Proposed
704-820 W Martin Luther King Jr. Blvd & 703-705 W 40th Pl; South Los Angeles (ENV-2016-1036)

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The Lead Agency proposes to demolish the current structures and construct an automotive dealership. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

1-1

The proposed project includes an automotive paint spray booth and associated filtration system. A permit would be required in accordance with SCAQMD Rule 201- Permit to Construct and Rule 203 – Permit to Operate. If there are permit questions concerning the paint spray booth, they can be directed to Engineering and Compliance Staff at (909) 396-2315.

SCAQMD Staff recommends the following changes:

Regulatory Compliance Measure RC-AQ-6: The Project shall install odor reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

SCAQMD Rule 1138 is not applicable to the Project. SCAQMD Rule 1138 – Control of Emissions from Restaurant Operations only applies to restaurant operations.

Regulatory Compliance Measure RC-AQ-7: Comply with SCAQMD Rule 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations

1-2

Regulatory Compliance Measure RC-AQ-8: Comply with SCAQMD Rule 1171 – Solvent Cleaning Operations

Regulatory Compliance Measure RC-AQ-9: Comply with SCAQMD Rule 109 – Recordkeeping for Volatile Organic Compound Emissions

Courtney Shum

June 8, 2016

The SCAQMD staff is available to work with the Lead Agency to address these concerns and any other air quality questions that may arise. Please contact Jack Cheng, Air Quality Specialist at (909) 396-2448, if you have any questions regarding these comments. We look forward to reviewing the Final MND associated with this project.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

JW:JC
LAC160519-11
Control Number

SCAQMD LETTER NO. 1: June 8, 2016

Response 1-1

The proposed project will comply with the SCAQMD's requirements to obtain a permit to construct and operate pursuant to SCAQMD Rule 201—Permit to Construct and Rule 203—Permit to Operate for the proposed automotive paint spray booth and associated filtration system.

Response 1-2

Revisions to the Draft MND are provided below in response to the comments received by the SCAQMD. As indicated in the revisions to the Draft MND below, regional, localized, and health effect impacts would remain less than the SCAQMD construction, and operation thresholds and impacts would be less than significant.

The following revision has been made to reflect the changes made in **Section 4.3, Air Quality**.

Page Revision

4.0-33 and 4.0-34

~~**Regulatory Compliance Measure RC-AQ-6:** The project shall install odor reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.~~

Regulatory Compliance Measure RC-AQ-7: Comply with SCAQMD Rule 1151—Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations.

Regulatory Compliance Measure RC-AQ-8: Comply with SCAQMD Rule 1171—Solvent Cleaning Operations

Regulatory Compliance Measure RC-AQ-9: Comply with SCAQMD Rule 109—Recordkeeping for Volatile Organic Compound Emissions

6/9/2016

City of Los Angeles Mail - Comments ENV-2016-1036. 704-820 W Martin Luther King Jr. Blvd & 703-705 W 40th PI due 6.8.2016



Darlene Navarrete <darlene.navarrete@lacity.org>

Comments ENV-2016-1036. 704-820 W Martin Luther King Jr. Blvd & 703-705 W 40th PI due 6.8.2016

1 message

Joyce Dillard <dillardjoyce@yahoo.com>
Reply-To: Joyce Dillard <dillardjoyce@yahoo.com>
To: Darlene Navarrete <darlene.navarrete@lacity.org>

Wed, Jun 8, 2016 at 4:19 PM

Environmental Factors that may be affected should include:

- Geology and Soils
- Hydrology and Water Quality
- Utilities

2-1

Watershed quality and degradation issues have not been addressed. LID Ordinances 181899 effective November 14, 2011 and 183833 effective October 3, 2015 are omitted from the document.

LA Regional Water Quality Control Board issued Municipal Separate Storm Sewer Systems Permit ORDER NO. R4-2012-0175 NPDES PERMIT NO. C. It reads as follows:

D. Permit Coverage and Facility Description

The Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the Los Angeles County Flood Control District with the exception of the City of Long Beach (see Table 5, List of Permittees), hereinafter referred to separately as Permittees and jointly as the Dischargers, discharge storm water and non-storm water from municipal separate storm sewer systems (MS4s), also called storm drain systems. For the purposes of this Order, references to the "Discharger" or "Permittee" in applicable federal and state laws, regulations, plans, or policy are held to be equivalent to references to the Discharger, or Permittees herein depicting the major drainage infrastructure within the area covered under this Order are included in Attachment C of this Order.

2-2

Ballona Creek Watershed Group is in the Santa Monica Bay Watershed Management Area with the City of Los Angeles as the Lead Agency in the preparation of the EWMP Enhanced Watershed Management Plans and the CIMP Coordinated Integrated Monitoring Program. There exists responsibility for the Receiving Water compliance issues with timelines of

Ballona Creek Trash TMDL September 30, 2015

Ballona Creek Estuary Toxic Pollutants TMDL January 11, 2021

<https://mail.google.com/mail/u/0/?ui=2&ik=cb993c6bd1&view=pt&search=inbox&th=15532508fd22f354&siml=15532508fd22f354>

1/3

6/9/2016

City of Los Angeles Mail - Comments ENV-2016-1036, 704-820 W Martin Luther King Jr. Blvd & 703-705 W 40th Pl due 6.8.2016

Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL
Dry Weather April 27, 2013
Wet Weather July 15, 2021

2-2

Ballona Creek Metals TMDL
Dry Weather January 11, 2016
Wet Weather January 11, 2021

WATER SUPPLY

Water supplies have not been identified after the Drought Declaration and lack of water. Cessation of water deliveries from the Department of Water Resources to the Metropolitan Water District occurred on January 31, 2014, with reduced delivery to the LADWP. Metropolitan has requested water rights for Feather River, but LADWP has not readdressed if any allocation is available under their jurisdiction. This source was not in any Integrated Resource Plan.

2-3

On April 1, 2015 and April 25, 2015, Governor Jerry Brown's California Drought Declaration along with the emergency regulations approved by the State Water Resources Board need to be taken into consideration.

CIRCULATION ELEMENT

There is no adopted Circulation Element which is a comprehensive infrastructure plan addressing the circulation of people, goods, energy, water, sewage, storm drainage, and communications. The Circulation Element is required by the State of California.

2-4

FRAMEWORK ELEMENT

The project is not consistent with Framework Element Policy No. 3.3.2. Framework Element Policy No. 3.3.2 is the monitoring aspect of CEQA for the General Plan. It reads:

3.3.2 Monitor population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area. The results of this monitoring effort will be annually reported to the City Council and shall be used in part as a basis to:

2-5

- a. Determine the need and establish programs for infrastructure and public service investments to accommodate development in areas in which economic development is desired and for which growth is focused by the General Plan Framework Element.*
- b. Change or increase the development forecast within the City and/or community plan area as specified in Table 2-2 (see Chapter 2: Growth and Capacity) when it can be demonstrated that (1) transportation improvements have been implemented or funded that increase capacity and maintain the level of service, (2) demand management or behavioral changes have reduced traffic volumes and maintained or improved levels of service, and (3) the community character will not be significantly impacted by such increases. Such modifications shall be considered as amendments to Table 2-2 and depicted on the community plans.*
- c. Initiate a study to consider whether additional growth should be accommodated, when 75 percent of the forecast of any one or more category listed in Table 2-2 (see*

6/9/2016

City of Los Angeles Mail - Comments ENV-2016-1036. 704-820 W Martin Luther King Jr. Blvd & 703-705 W 40th Pl due 6.8.2016

*Chapter 2: Growth and Capacity) is attained within a community plan area. If a study is necessary, determine the level of growth that should be accommodated and correlate that level with the capital, facility, or service improvements and/or transportation demand reduction programs that are necessary to accommodate that level.
d. Consider regulating the type, location, and/or timing of development, when all of the preceding steps have been completed, additional infrastructure and services have been provided, and there remains inadequate public infrastructure or service to support land use development. (P42, P43)*

2-5

The 2014 Growth and Infrastructure Report do not engage the infrastructure needs in today's regulatory framework and those needs are not addressed in this document.

Joyce Dillard
P.O. Box 31377
Los Angeles, CA 90031

Attachment:
Order R4-2012-0175-Final Attachment M

 Order R4-2012-0175-Final Attachment M.pdf
224K

2-6

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

ATTACHMENT M. TMDLs IN THE SANTA MONICA BAY WATERSHED MANAGEMENT AREA

A. Santa Monica Bay Beaches Bacteria TMDL

1. Permittees subject to the provisions below are identified in Attachment K, Table K-2.
2. Permittees shall comply with the following final water quality-based effluent limitations for discharges to Santa Monica Bay during dry weather as of the effective date of this Order and during wet weather no later than July 15, 2021:

Constituent	Effluent Limitations (MPN or cfu)	
	Daily Maximum	Geometric Mean
Total coliform*	10,000/100 mL	1,000/100 mL
Fecal coliform	400/100 mL	200/100 mL
Enterococcus	104/100 mL	35/100 mL

* Total coliform density shall not exceed a daily maximum of 1,000/100 mL, if the ratio of fecal-to-total coliform exceeds 0.1.

3. Section A.2 above shall not be applicable upon the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL (Attachment A of Resolution No. R12-007). Upon the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL, Permittees shall comply with the following daily maximum final water quality-based effluent limitations for discharges to Santa Monica Bay during dry weather as of the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL and during wet weather no later than July 15, 2021. Permittees shall comply with the following geometric mean final water quality-based effluent limitations for each individual monitoring location, calculated as defined in the revised Santa Monica Bay Beaches Bacteria TMDL, no later than July 15, 2021.

Constituent	Effluent Limitations (MPN or cfu)	
	Daily Maximum	Geometric Mean
Total coliform*	10,000/100 mL	1,000/100 mL
Fecal coliform	400/100 mL	200/100 mL
Enterococcus	104/100 mL	35/100 mL

* Total coliform density shall not exceed a daily maximum of 1,000/100 mL, if the ratio of fecal-to-total coliform exceeds 0.1.

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

4. Receiving Water Limitations

- a. Permittees in each defined jurisdictional group shall comply with the interim single sample bacteria receiving water limitations for shoreline monitoring stations within their jurisdictional area during wet weather, per the schedule below:

Deadline	Cumulative percentage reduction from the total exceedance day reductions required for each jurisdictional group as identified in Table M-1
July 15, 2013	25%
July 15, 2018	50%

- b. Section A.4.a above shall not be applicable upon the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL (Attachment A of Resolution No. R12-007). Upon the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL, Permittees in each defined jurisdictional group shall comply with the interim single sample bacteria receiving water limitations for shoreline monitoring stations within their jurisdictional area during wet weather, per the schedule below:

Deadline	Cumulative percentage reduction from the total wet weather exceedance day reductions required for each jurisdictional group as identified in Table M-2
July 15, 2013	25%
July 15, 2018	50%

Table M-1: Interim Single Sample Bacteria Receiving Water Limitations by Jurisdictional Group

Jurisdiction Group	Primary Jurisdiction	Additional Responsible Jurisdictions & Agencies	Subwatershed(s)	Monitoring Site(s)	Interim Single Sample Bacteria Receiving Water Limitations as Maximum Allowable Exceedance Days during Wet Weather		
					10% Reduction Milestone	25% Reduction Milestone	50% Reduction Milestone
1	County of Los Angeles	Malibu City of Los Angeles (Topanga only) Calabasas (Topanga only)	Arroyo Sequit	SMB 1-1	221	212	197
			Carbon Canyon	SMB 1-13			
			Corral Canyon	SMB 1-11, SMB 1-12			
			Encinal Canyon	SMB 1-3			
			Escondido Canyon	SMB 1-8			
			Las Flores Canyon	SMB 1-14			
			Latigo Canyon	SMB 1-9			
			Los Alisos Canyon	SMB 1-2			
			Pena Canyon	SMB 1-16			
			Piedra Gorda Canyon	SMB 1-15			
			Ramirez Canyon	SMB 1-6, SMB 1-7			
			Solstice Canyon	SMB 1-10			
			Topanga Canyon	SMB 1-18			
			Trancas Canyon	SMB 1-4			
			Tuna Canyon	SMB 1-17			
Zuma Canyon	SMB 1-5						

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

Jurisdiction Group	Primary Jurisdiction	Additional Responsible Jurisdictions & Agencies	Subwatershed(s)	Monitoring Site(s)	Interim Single Sample Bacteria Receiving Water Limitations as Maximum Allowable Exceedance Days during Wet Weather		
					10% Reduction Milestone	25% Reduction Milestone	50% Reduction Milestone
2	City of Los Angeles	County of Los Angeles El Segundo (Dockweiler only) Santa Monica	Castlerock	SMB 2-1	342	324	294
			Dockweiler	SMB 2-10, SMB 2-11, SMB 2-12, SMB 2-13, SMB 2-14, SMB 2-15			
			Venice Beach	SMB 2-8, SMB 2-9			
			Pulga Canyon	SMB 2-4, SMB 2-5			
			Santa Monica Canyon	SMB 2-7			
			Santa Ynez Canyon	SMB 2-2, SMB 2-3, SMB 2-6			
3	Santa Monica	City of Los Angeles County of Los Angeles	Santa Monica	SMB 3-1, SMB 3-2, SMB 3-3, SMB 3-4, SMB 3-5, SMB 3-6, SMB 3-7, SMB 3-8 [#] , SMB 3-9	257	237	203
4	Malibu	County of Los Angeles	Nicholas Canyon	SMB 4-1 [#]	14	14	14
5	Manhattan Beach	El Segundo Hermosa Beach Redondo Beach County of Los Angeles	Hermosa	SMB 5-1 [#] , SMB 5-2, SMB 5-3 [#] , SMB 5-4 [#] , SMB 5-5 [#]	29	29	29

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

Jurisdiction Group	Primary Jurisdiction	Additional Responsible Jurisdictions & Agencies	Subwatershed(s)	Monitoring Site(s)	Interim Single Sample Bacteria Receiving Water Limitations as Maximum Allowable Exceedance Days during Wet Weather		
					10% Reduction Milestone	25% Reduction Milestone	50% Reduction Milestone
6	Redondo Beach	Hermosa Beach Manhattan Beach Torrance County of Los Angeles	Redondo	SMB 6-1, SMB 6-2 [#] , SMB 6-3, SMB 6-4, SMB 6-5 [#] , SMB 6-6 [#]	58	57	56
7	Rancho Palos Verdes	City of Los Angeles Palos Verdes Estates Rolling Hills Rolling Hills Estates County of Los Angeles	Palos Verdes Peninsula	SMB 7-1 [#] , SMB 7-2 [#] , SMB 7-3 [#] , SMB 7-4 [#] , SMB 7-5 [#] , SMB 7-6 [#] , SMB 7-7, SMB 7-8 [#] , SMB 7-9 [#]	36	36	36

For those beach monitoring locations subject to the antidegradation implementation provision in the TMDL, there shall be no increase in exceedance days during the implementation period above that estimated for the beach monitoring location in the critical year as identified in Table M-3.

* The California Department of Transportation (Caltrans) is a responsible agency in each Jurisdiction Group, except for Jurisdiction 7, and is jointly responsible for complying with the allowable number of exceedance days. Caltrans is separately regulated under the Statewide Storm Water Permit for State of California Department of Transportation (NPDES No. CAS000003).

Table M-2: Interim Wet Weather Single Sample Bacteria Receiving Water Limitations by Jurisdictional Group

Jurisdiction Group	Primary Jurisdiction	Additional Responsible Jurisdictions & Agencies	Subwatershed(s)	Monitoring Site(s)	Interim Single Sample Bacteria Receiving Water Limitations as Maximum Exceedance Days Beyond those Allowed during Wet Weather		
					10% Reduction Milestone	25% Reduction Milestone	50% Reduction Milestone
1	County of Los Angeles	Malibu City of Los Angeles (Topanga only) Calabasas (Topanga only)	Arroyo Sequit	SMB 1-1	393	327	218
			Carbon Canyon	SMB 1-13			
			Corral Canyon	SMB 1-11, SMB 1-12, SMB O-2 [#]			
			Encinal Canyon	SMB 1-3 [#]			
			Escondido Canyon	SMB 1-8			
			Las Flores Canyon	SMB 1-14			
			Latigo Canyon	SMB 1-9			
			Los Alisos Canyon	SMB 1-2 [#]			
			Pena Canyon	SMB 1-16 [#]			
			Piedra Gorda Canyon	SMB 1-15			
			Ramirez Canyon	SMB 1-6, SMB 1-7, SMB O-1 [#]			
			Solstice Canyon	SMB 1-10			
			Topanga Canyon	SMB 1-18			
			Trancas Canyon	SMB 1-4			
			Tuna Canyon	SMB 1-17 [#]			
			Zuma Canyon	SMB 1-5			

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

Jurisdiction Group	Primary Jurisdiction	Additional Responsible Jurisdictions & Agencies	Subwatershed(s)	Monitoring Site(s)	Interim Single Sample Bacteria Receiving Water Limitations as Maximum Exceedance Days Beyond those Allowed during Wet Weather		
					10% Reduction Milestone	25% Reduction Milestone	50% Reduction Milestone
2	City of Los Angeles	County of Los Angeles El Segundo (Dockweiler only) Santa Monica	Castlerock	SMB 2-1	382	318	212
			Dockweiler	SMB 2-10, SMB 2-11, SMB 2-12, SMB 2-13, SMB 2-14, SMB 2-15			
			Venice Beach	SMB 2-8, SMB 2-9			
			Pulga Canyon	SMB 2-4, SMB 2-5			
			Santa Monica Canyon	SMB 2-7			
			Santa Ynez Canyon	SMB 2-2, SMB 2-3, SMB 2-6			
3	Santa Monica	City of Los Angeles County of Los Angeles	Santa Monica	SMB 3-1, SMB 3-2, SMB 3-3, SMB 3-4, SMB 3-5, SMB 3-6, SMB 3-7, SMB 3-8, SMB 3-9	219	183	122
4	Malibu	County of Los Angeles	Nicholas Canyon	SMB 4-1 [#]	15	12	8

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

Jurisdiction Group	Primary Jurisdiction	Additional Responsible Jurisdictions & Agencies	Subwatershed(s)	Monitoring Site(s)	Interim Single Sample Bacteria Receiving Water Limitations as Maximum Exceedance Days Beyond those Allowed during Wet Weather		
					10% Reduction Milestone	25% Reduction Milestone	50% Reduction Milestone
5	Manhattan Beach	El Segundo Hermosa Beach Redondo Beach County of Los Angeles	Hermosa	SMB 5-1 [#] , SMB 5-2, SMB 5-3 [#] , SMB 5-4 [#] , SMB 5-5 [#]	63	52	35
6	Redondo Beach	Hermosa Beach Manhattan Beach Torrance County of Los Angeles	Redondo	SMB 6-1, SMB 6-2 [#] , SMB 6-3, SMB 6-4, SMB 6-5 [#] , SMB 6-6 [#]	62	51	34
7	Rancho Palos Verdes	City of Los Angeles Palos Verdes Estates Rolling Hills Rolling Hills Estates County of Los Angeles	Palos Verdes Peninsula	SMB 7-1 [#] , SMB 7-2 [#] , SMB 7-3 [#] , SMB 7-4 [#] , SMB 7-5 [#] , SMB 7-6 [#] , SMB 7-7, SMB 7-8 [#] , SMB 7-9 [#]	88	73	49

For those beach monitoring locations subject to the antidegradation implementation provision in the TMDL, there shall be no increase in exceedance days during the implementation period above that estimated for the beach monitoring location in the critical year as identified in Table M-4.

* The California Department of Transportation (Caltrans) is a responsible agency in each Jurisdiction Group, except for Jurisdiction 7, and is jointly responsible for complying with the allowable number of exceedance days. Caltrans is separately regulated under the Statewide Storm Water Permit for State of California Department of Transportation (NPDES No. CAS000003).

MS4 Discharges within the Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

- c. Permittees shall comply with the following grouped¹ final single sample bacteria receiving water limitations for all shoreline monitoring stations along Santa Monica Bay beaches, except for those monitoring stations subject to the antidegradation implementation provision as established in the TMDL and identified in subpart e. below, during dry weather as of the effective date of this Order and during wet weather no later than July 15, 2021:

Time Period	Annual Allowable Exceedance Days of the Single Sample Objective (days)	
	Daily Sampling	Weekly Sampling
Summer Dry-Weather (April 1 to October 31)	0	0
Winter Dry-Weather (November 1 to March 31)	3	1
Wet Weather ² (Year-round)	17	3

- d. Section A.4.c above shall not be applicable upon the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL (Attachment A of Resolution No. R12-007). Upon the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL, Permittees shall comply with the following grouped³ final single sample bacteria receiving water limitations for all shoreline monitoring stations along Santa Monica Bay beaches, except for those monitoring stations subject to the antidegradation implementation provision as established in the TMDL and identified in subpart f. below, during dry weather as of the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL and during wet weather no later than July 15, 2021:

Time Period	Annual Allowable Exceedance Days of the Single Sample Objective (days)	
	Daily Sampling	Weekly Sampling
Summer Dry-Weather (April 1 to October 31)	0	0
Winter Dry-Weather (November 1 to March 31)	9	2
Wet Weather ⁴ (Year-round)	17	3

¹ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the sub-drainage area to each beach monitoring location.

² Wet weather is defined as days with 0.1 inch of rain or greater and the three days following the rain event.

³ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the sub-drainage area to each beach monitoring location.

⁴ Wet weather is defined as days with 0.1 inch of rain or greater and the three days following the rain event.

- e. Permittees shall comply with the following grouped⁵ final single sample bacteria receiving water limitations for shoreline monitoring stations along Santa Monica Bay beaches subject to the antidegradation implementation provision in the TMDL as of the effective date of this Order:

Table M-3: Allowable Number of Days that may Exceed any Single Sample Bacteria Receiving Water Limitations

Station ID	Beach Monitoring Location	Annual Allowable Exceedance Days of the Single Sample Objective (days)					
		Summer Dry Weather (April 1 – October 31)		Winter Dry Weather (November 1 – March 31)		Wet Weather (Year-round)	
		Daily Sampling	Weekly Sampling	Daily Sampling	Weekly Sampling	Daily Sampling	Weekly Sampling
SMB 1-4	Trancas Creek at Broad Beach	0	0	0	0	17	3
SMB 1-5	Zuma Creek at Zuma Beach	0	0	0	0	17	3
SMB 2-13	Imperial Highway storm drain	0	0	2	1	17	3
SMB 3-8	Windward Ave. storm drain at Venice Pavilion	0	0	2	1	13	2
SMB 4-1	San Nicholas Canyon Creek at Nicholas Beach	0	0	0	0	14	2
SMB 5-1	Manhattan Beach at 40th Street	0	0	1	1	4	1
SMB 5-3	Manhattan Beach Pier, southern drain	0	0	1	1	5	1
SMB 5-4	Hermosa City Beach at 26th St.	0	0	3	1	12	2
SMB 5-5	Hermosa Beach Pier	0	0	2	1	8	2
SMB 6-2	Redondo Municipal Pier- 100 yards south	0	0	3	1	14	2
SMB 6-5	Avenue I storm drain at Redondo Beach	0	0	3	1	6	1
SMB 6-6	Malaga Cove, Palos Verdes Estates	0	0	1	1	3	1

⁵ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the sub-drainage area to each beach monitoring location.

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

		Annual Allowable Exceedance Days of the Single Sample Objective (days)					
Station ID	Beach Monitoring Location	Summer Dry Weather (April 1 – October 31)		Winter Dry Weather (November 1 – March 31)		Wet Weather (Year-round)	
		Daily Sampling	Weekly Sampling	Daily Sampling	Weekly Sampling	Daily Sampling	Weekly Sampling
SMB 7-1	Malaga Cove, Palos Verdes Estates	0	0	1	1	14	2
SMB 7-2	Bluff Cove, Palos Verdes Estates	0	0	1	1	0	0
SMB 7-3	Long Point, Rancho Palos Verdes	0	0	1	1	5	1
SMB 7-4	Abalone Cove, Rancho Palos Verdes	0	0	0	0	1	1
SMB 7-5	Portuguese Bend Cove, Rancho Palos Verdes	0	0	1	1	2	1
SMB 7-6	White's Point, Royal Palms County Beach	0	0	1	1	6	1
SMB 7-8	Point Fermin/Wilder Annex, San Pedro	0	0	1	1	2	1
SMB 7-9	Outer Cabrillo Beach	0	0	1	1	3	1

- f. Section A.4.e above shall not be applicable upon the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL (Attachment A of Resolution No. R12-007). Upon the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL, Permittees shall comply with the following grouped⁶ final single sample bacteria receiving water limitations for shoreline monitoring stations along Santa Monica Bay beaches subject to the antidegradation implementation provision in the TMDL as of the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL:

Table M-4: Allowable Number of Days that may Exceed any Single Sample Bacteria Receiving Water Limitations

Station ID		Beach Monitoring Location		Annual Allowable Exceedance Days of the Single Sample Objective (days)					
				Summer Dry Weather (April 1 – October 31)		Winter Dry Weather (November 1 – March 31)		Wet Weather (Year-round)	
				Daily Sampling	Weekly Sampling	Daily Sampling	Weekly Sampling	Daily Sampling	Weekly Sampling
SMB 1-2	El Pescador State Beach	0	0	1	1	5	1		
SMB 1-3	El Matador State Beach	0	0	1	1	3	1		
SMB O-1	Paradise Cove	0	0	9	2	15	3		
SMB 1-10	Solstice Creek	0	0	5	1	17	3		
SMB O-2	Puerco Canyon Storm Drain	0	0	0	0	6	1		
SMB 1-14	Las Flores Creek	0	0	6	1	17	3		
SMB 1-16	Pena Creek	0	0	3	1	14	2		
SMB 1-17	Tuna Canyon Creek	0	0	7	1	12	2		
SMB 2-11	North Westchester Storm Drain	0	0	0	0	17	3		
SMB 2-13	Imperial Highway Storm Drain	0	0	4	1	17	3		
SMB 3-6	Rose Avenue Storm Drain at Venice Beach	0	0	6	1	17	3		
SMB 4-1	San Nicholas Canyon Creek	0	0	4	1	14	2		
SMB 5-1	Manhattan State Beach at 40th Street	0	0	1	1	4	1		

⁶ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the sub-drainage area to each beach monitoring location.

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

Station ID	Beach Monitoring Location	Annual Allowable Exceedance Days of the Single Sample Objective (days)					
		Summer Dry Weather (April 1 – October 31)		Winter Dry Weather (November 1 – March 31)		Wet Weather (Year-round)	
		Daily Sampling	Weekly Sampling	Daily Sampling	Weekly Sampling	Daily Sampling	Weekly Sampling
SMB 5-3	Manhattan Beach Pier, southern drain	0	0	3	1	6	1
SMB 5-4	Hermosa Beach at 26th Street	0	0	3	1	12	2
SMB 5-5	Hermosa Beach Pier	0	0	2	1	8	2
SMB 6-2	Redondo Municipal Pier- 100 yards south at Redondo Beach	0	0	3	1	14	2
SMB 6-3	Sapphire Street Storm Drain at Redondo Beach	0	0	5	1	17	3
SMB 6-5	Avenue I Storm Drain at Redondo Beach	0	0	4	1	11	2
SMB 6-6	Malaga Cove, Palos Verdes Estates	0	0	1	1	3	1
SMB 7-1	Malaga Cove	0	0	1	1	14	2
SMB 7-2	Bluff Cove	0	0	1	1	0	0
SMB 7-3	Long Point	0	0	1	1	5	1
SMB 7-4	Abalone Cove	0	0	0	0	1	1
SMB 7-5	Portuguese Bend Cove	0	0	1	1	2	1
SMB 7-6	Royal Palms County Beach	0	0	1	1	6	1
SMB 7-8	Wilder Annex	0	0	1	1	2	1
SMB 7-9	Outer Cabrillo Beach	0	0	1	1	3	1

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

- g.** Permittees shall comply with the following geometric mean receiving water limitations for all shoreline monitoring stations along Santa Monica Bay beaches during dry weather as of the effective date of this Order and during wet weather no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
Total coliform	1,000/100 mL
Fecal coliform	200/100 mL
Enterococcus	35/100 mL

- h.** Section A.4.g above shall not be applicable upon the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL (Attachment A of Resolution No. R12-007). Upon the effective date of the revised Santa Monica Bay Beaches Bacteria TMDL, Permittees shall comply with the following geometric mean receiving water limitations for all shoreline monitoring stations along Santa Monica Bay beaches, calculated as defined in the revised Santa Monica Bay Beaches Bacteria TMDL, no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
Total coliform	1,000/100 mL
Fecal coliform	200/100 mL
Enterococcus	35/100 mL

B. Santa Monica Bay Nearshore and Offshore Debris TMDL

1. Permittees subject to the provisions below are identified in Attachment K, Table K-2.
2. Permittees shall comply with the final water quality-based effluent limitation of zero trash discharged into water bodies within the Santa Monica Bay WMA and then into Santa Monica Bay or on the shoreline of Santa Monica Bay no later than March 20, 2020⁷, and every year thereafter.
3. Permittees shall comply with interim and final water quality-based effluent limitations for trash discharged into Santa Monica Bay or on the shoreline of Santa Monica Bay, per the schedule below:

⁷ If a Permittee by November 4, 2013, adopts local ordinances to ban plastic bags, smoking in public places and single use expanded polystyrene food packaging then the final compliance date will be extended until March 20, 2023.

MS4 Discharges within the Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

Permittees	Baseline ⁸	Mar 20, 2016	Mar 20, 2017	Mar 20, 2018	Mar 20, 2019	Mar 20, 2020 ⁹
		(80%)	(60%)	(40%)	(20%)	(0%)
Annual Trash Discharge (gals/yr)						
Agoura Hills ¹⁰	1,044	835	626	418	209	0
Calabasas ¹⁰	1,656	1,325	994	663	331	0
Culver City	52	42	31	21	10	0
El Segundo	2,732	2,186	1,639	1,093	546	0
Hermosa Beach	1,117	894	670	447	223	0
Los Angeles, City of	25,112	20,090	15,067	10,045	5,022	0
Los Angeles, County of	5,138	4,110	3,083	2,055	1,028	0
Malibu	5,809	4,648	3,486	2,324	1,162	0
Manhattan Beach	2,501	2,001	1,501	1,001	500	0
Palos Verdes Estates	3,346	2,677	2,007	1,338	669	0
Rancho Palos Verdes	7,254	5,803	4,353	2,902	1,451	0
Redondo Beach	3,197	2,558	1,918	1,279	639	0
Rolling Hills	515	412	309	206	103	0
Rolling Hills Estates	365	292	219	146	73	0
Santa Monica	5,672	4,537	3,403	2,269	1,134	0
Torrance	2,484	1,987	1,490	993	497	0
Westlake Village ¹⁰	3,131	2,505	1,879	1,252	626	0

4. Permittees shall comply with the interim and final water quality-based effluent limitations for trash in B.2 and B.3 above per the provisions in Part VI.E.5.

C. Santa Monica Bay TMDL for DDTs and PCBs (USEPA established)

1. Permittees subject to the provisions below are identified in Attachment K, Table K-2.
2. Permittees shall comply with the following WLAs, expressed as an annual loading of pollutants from the sediment discharged to Santa Monica Bay, per the provisions in Part VI.E.3:

Constituent	Annual Mass-Based WLA (g/yr)
DDT	27.08
PCBs	140.25

⁸ If a Permittee elects not to use the default baseline, then the Permittee shall include a plan to establish a site specific trash baseline in their Trash Monitoring and Reporting Plan.
⁹ Permittees shall achieve their final effluent limitation of zero trash discharge for the 2019-2020 storm year and every year thereafter.
¹⁰ Permittees shall be deemed in compliance with the water quality-based effluent limitation for trash established to implement the Santa Monica Bay Nearshore and Offshore Debris TMDL, if the Permittee is in compliance with the water quality-based effluent limitations established to implement the Malibu Creek Watershed Trash TMDL.

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

3. Compliance shall be determined based on a three-year averaging period.

D. TMDLs in the Malibu Creek Subwatershed

1. Malibu Creek and Lagoon Bacteria TMDL

a. Permittees subject to the provisions below are identified in Attachment K, Table K-2.

b. Water Quality-Based Effluent Limitations

i. Permittees shall comply with the following final water quality-based effluent limitations for discharges to Malibu Lagoon during dry weather as of the effective date of this Order, and during wet weather no later than July 15, 2021:

Constituent	Effluent Limitations (MPN or cfu)	
	Daily Maximum	Geometric Mean
Total coliform*	10,000/100 mL	1,000/100 mL
Fecal coliform	400/100 mL	200/100 mL
<i>Enterococcus</i>	104/100 mL	35/100 mL

* Total coliform density shall not exceed a daily maximum of 1,000/100 mL, if the ratio of fecal-to-total coliform exceeds 0.1.

ii. Section D.1.b.i above shall not be applicable upon the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL (Attachment A of Resolution No. R12-009). Upon the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL, Permittees shall comply with the following daily maximum final water quality-based effluent limitations for discharges to Malibu Lagoon during dry weather as of the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL and during wet weather no later than July 15, 2021. Permittees shall comply with the following geometric mean final water quality-based effluent limitations for each monitoring location, calculated as defined in the revised Malibu Creek and Lagoon Bacteria TMDL, no later than July 15, 2021.

Constituent	Effluent Limitations (MPN or cfu)	
	Daily Maximum	Geometric Mean
Total coliform*	10,000/100 mL	1,000/100 mL
Fecal coliform	400/100 mL	200/100 mL
<i>Enterococcus</i>	104/100 mL	35/100 mL

* Total coliform density shall not exceed a daily maximum of 1,000/100 mL, if the ratio of fecal-to-total coliform exceeds 0.1.

iii. Permittees shall comply with the following final water quality-based effluent limitations for discharges to Malibu Creek and its tributaries during dry weather as of the effective date of this Order, and during wet weather no later than July 15, 2021:

MS4 Discharges within the Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

Constituent	Effluent Limitation (MPN or cfu)	
	Daily Maximum	Geometric Mean
<i>E. coli</i>	235/100 mL	126/100 mL

- iv. Section D.1.b.iii above shall not be applicable upon the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL (Attachment A of Resolution No. R12-009). Upon the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL, Permittees shall comply with the following daily maximum final water quality-based effluent limitations for discharges to Malibu Creek and its tributaries during dry weather as of the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL and during wet weather no later than July 15, 2021. Permittees shall comply with the following geometric mean final water quality-based effluent limitations for each monitoring location, calculated as defined in the revised Malibu Creek and Lagoon Bacteria TMDL, no later than July 15, 2021.

Constituent	Effluent Limitation (MPN or cfu)	
	Daily Maximum	Geometric Mean
<i>E. coli</i>	235/100 mL	126/100 mL

c. Receiving Water Limitations

- i. Permittees shall comply with the following grouped¹¹ final single sample bacteria receiving water limitations for Malibu Creek, its tributaries, and Malibu Lagoon during dry weather as of the effective date of this Order, and during wet weather no later than July 15, 2021:

Time Period	Annual Allowable Exceedance Days of the Single Sample Objective (days)	
	Daily Sampling	Weekly Sampling
Summer Dry-Weather (April 1 to October 31)	0	0
Winter Dry-Weather (November 1 to March 31)	3	1
Wet Weather ¹² (Year-round)	17	3

- ii. Section D.1.c.i above shall not be applicable upon the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL (Attachment A of Resolution No. R12-009). Upon the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL, Permittees shall comply with the following grouped¹³ final single sample bacteria receiving water limitations for each monitoring location within Malibu Creek and its tributaries during

¹¹ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the drainage area to the receiving water.

¹² Wet weather is defined as days with 0.1 inch of rain or greater and the three days following the rain event.

¹³ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the drainage area to the receiving water.

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

dry weather as of the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL and during wet weather no later than July 15, 2021:

Time Period	Annual Allowable Exceedance Days of the Single Sample Objective (days)	
	Daily Sampling	Weekly Sampling
Dry-Weather (Year-round)	5	1
Wet Weather ¹⁴ (Year-round)	15	2

iii. Section D.1.c.i above shall not be applicable upon the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL (Attachment A of Resolution No. R12-009). Upon the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL, Permittees shall comply with the following grouped¹⁵ final single sample bacteria receiving water limitations for each monitoring location within Malibu Lagoon during dry weather as of the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL and during wet weather no later than July 15, 2021:

Time Period	Annual Allowable Exceedance Days of the Single Sample Objective (days)	
	Daily Sampling	Weekly Sampling
Summer Dry-Weather (April 1 to October 31)	0	0
Winter Dry-Weather (November 1 to March 31)	9	2
Wet Weather ¹⁶ (Year-round)	17	3

iv. Permittees shall comply with the following geometric mean receiving water limitations for discharges to Malibu Lagoon during dry weather as of the effective date of this Order, and during wet weather no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
Total coliform	1,000/100 mL
Fecal coliform	200/100 mL
Enterococcus	35/100 mL

v. Section D.1.c.iv above shall not be applicable upon the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL (Attachment A of

¹⁴ Wet weather is defined as days with 0.1 inch of rain or greater and the three days following the rain event.

¹⁵ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the drainage area to the receiving water.

¹⁶ Wet weather is defined as days with 0.1 inch of rain or greater and the three days following the rain event.

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

Resolution No. R12-009). Upon the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL, Permittees shall comply with the following geometric mean receiving water limitations for discharges to Malibu Lagoon, calculated as defined in the revised Malibu Creek and Lagoon Bacteria TMDL, no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
Total coliform	1,000/100 mL
Fecal coliform	200/100 mL
Enterococcus	35/100 mL

- vi. Permittees shall comply with the following geometric mean receiving water limitation for discharges to Malibu Creek and its tributaries during dry weather as of the effective date of this Order, and during wet weather no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
<i>E. coli</i>	126/100 mL

- vii. Section D.1.c.vi above shall not be applicable upon the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL (Attachment A of Resolution No. R12-009). Upon the effective date of the revised Malibu Creek and Lagoon Bacteria TMDL, Permittees shall comply with the following geometric mean receiving water limitations for discharges to Malibu Creek and its tributaries, calculated as defined in the revised Malibu Creek and Lagoon Bacteria TMDL, no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
<i>E. coli</i>	126/100 mL

2. Malibu Creek Watershed Trash TMDL

- a. Permittees subject to the provisions below are identified in Attachment K, Table K-2.
- b. Permittees shall comply with the final water quality-based effluent limitation of zero trash discharged to Malibu Creek from Malibu Lagoon to Malibou Lake, Malibu Lagoon, Malibou Lake, Medea Creek, Lindero Creek, Lake Lindero, and Las Virgenes Creek in the Malibu Creek Watershed no later than July 7, 2017 and every year thereafter.
- c. Permittees shall comply with interim and final water quality-based effluent limitations for trash discharged to the Malibu Creek, per the schedule below:

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

Permittees	Baseline	July 7, 2013 (80%)	July 7, 2014 (60%)	July 7, 2015 (40%)	July 7, 2016 (20%)	July 7, 2017 (0%)
	Annual Trash Discharge (gals/yr)					
Agoura Hills	1810	1448	1086	724	362	0
Calabasas	673	539	404	269	135	0
Hidden Hills	71	57	43	28	14	0
Los Angeles County	1117	894	670	447	223	0
Malibu	226	181	136	91	45	0
Westlake Village	143	114	86	57	29	0

- d. Permittees shall comply with the interim and final water quality-based effluent limitations for trash in D.2.b and D.2.c above per the provisions in Part VI.E.5.
- 3. Malibu Creek Watershed Nutrients TMDL (*USEPA established*)
 - a. Permittees subject to the provisions below are identified in Attachment K, Table K-2.
 - b. Permittees shall comply with the following grouped¹⁷ WLAs per the provisions in Part VI.E.3 for discharges to Westlake Lake, Lake Lindero, Lindero Creek, Las Virgenes Creek, Medea Creek, Malibu Lake, Malibu Creek and Malibu Lagoon and its tributaries. Tributaries to Malibu Creek and Lagoon, include the following upstream water bodies; Triunfo Creek, Palo Comado Creek, Cheesebro Creek, Strokes Creek and Cold Creek.

Time Period	WLA	
	Nitrate as Nitrogen plus Nitrite as Nitrogen	Total Phosphorus
	Daily Maximum	Daily Maximum
Summer (April 15 to November 15) ¹⁸	8 lbs/day	0.8 lbs/day
Winter (November 16 to April 14)	8 mg/L	n/a

E. TMDLs in the Ballona Creek Subwatershed

1. Ballona Creek Trash TMDL

- a. Permittees subject to the provisions below are identified in Attachment K, Table K-3.

¹⁷ USEPA was unable to specifically distinguish the amounts of pollutant loads from allocation categories associated with areas regulated by the storm water permits. Therefore, allocations for storm water permits are grouped.

¹⁸ The mass-based summer WLAs are calculated as the sum of the allocations for "runoff from developed areas" and "dry weather urban runoff."

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

- b. Permittees shall comply with the final water quality-based effluent limitation of zero trash discharged to Ballona Creek no later than September 30, 2015 and every year thereafter.
- c. Permittees shall comply with the interim and final water quality-based effluent limitations for trash discharged to Ballona Creek, per the schedule below:

**Ballona Creek Subwatershed Trash Effluent Limitations per Storm Year¹⁹
(pounds of drip-dry trash)**

Permittees	Baseline	Sept 30, 2012 (20%)	Sept 30, 2013 (10%)	Sept 30, 2014 (3.3%)	Sept 30, 2015 ²⁰ (0%)
		Annual Trash Discharge (pounds of trash)			
Beverly Hills	70,712	14,142	7,071	2,333	0
Culver City	37,271	7,454	3,727	1,230	0
Inglewood	22,324	4,465	2,232	737	0
Los Angeles, City of	942,720	188,544	94,272	31,110	0
Los Angeles, County of	52,693	10,539	5,269	1,739	0
Santa Monica	2,579	516	258	85	0
West Hollywood	13,411	2,682	1,341	443	0

**Ballona Creek Subwatershed Trash Effluent Limitations per Storm Year¹⁹
(gallons of uncompressed trash)**

Permittees	Baseline	Sept 30, 2012 (20%)	Sept 30, 2013 (10%)	Sept 30, 2014 (3.3%)	Sept 30, 2015 ²⁰ (0%)
		Annual Trash Discharge (gallons of uncompressed trash)			
Beverly Hills	45,336	9,067	4,534	1,496	0
Culver City	25,081	5,016	2,508	828	0
Inglewood	14,717	2,943	1,472	486	0
Los Angeles, City of	602,068	120,414	60,207	19,868	0
Los Angeles, County of	32,679	6,536	3,268	1,078	0
Santa Monica	1,749	350	175	58	0
West Hollywood	9,360	1,872	936	309	0

- d. Permittees shall comply with the interim and final water quality-based effluent limitations for trash in E.1.b and E.1.c above per the provisions in Part VI.E.5.

¹⁹ For purposes of the provisions in this subpart, a storm year is defined as October 1 to September 30.

²⁰ Permittees shall achieve their final water quality-based effluent limitation of zero trash discharged for the 2014-2015 storm year and every year thereafter.

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

2. Ballona Creek Estuary Toxic Pollutants TMDL

- a. Permittees subject to the provisions below are identified in Attachment K, Table K-3.
- b. Permittees shall comply with the following final water quality-based effluent limitations no later than January 11, 2021, expressed as an annual loading of sediment-bound pollutants deposited to Ballona Creek Estuary:

Constituent	Effluent Limitations	
	Annual	Units
Cadmium	8.0	kg/yr
Copper	227.3	kg/yr
Lead	312.3	kg/yr
Silver	6.69	kg/yr
Zinc	1003	kg/yr
Chlordane	3.34	g/yr
DDTs	10.56	g/yr
Total PCBs	152	g/yr
Total PAHs	26,900	g/yr

- c. Permittees shall comply with interim and final water quality-based effluent limitations for sediment-bound pollutant loads deposited to Ballona Creek Estuary, per the schedule below:

Deadline	Total Drainage Area Served by the MS4 required to meet the water quality-based effluent limitations (%)
January 11, 2013	25
January 11, 2015	50
January 11, 2017	75
January 11, 2021	100

- d. Permittees shall be deemed in compliance with the water quality-based effluent limitations in Part E.2.b by demonstrating any one of the following:
 - i. Final water quality-based effluent limitations for sediment-bound pollutants deposited to Ballona Creek Estuary are met; or
 - ii. The sediment numeric targets as defined in the TMDL are met in bed sediments; or
 - iii. Concentrations of sediments discharged meet the numeric targets for sediment as defined in the TMDL.

MS4 Discharges within the Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

3. Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL

a. Permittees subject to the provisions below are identified in Attachment K, Table K-3.

b. Water Quality-Based Effluent Limitations

i. Permittees shall comply with the following final water quality-based effluent limitations for discharges to Ballona Creek Estuary during dry weather no later than April 27, 2013, and during wet weather no later than July 15, 2021:

Constituent	Effluent Limitations (MPN or cfu)	
	Daily Maximum	Geometric Mean
Total coliform*	10,000/100 mL	1,000/100 mL
Fecal coliform	400/100 mL	200/100 mL
<i>Enterococcus</i>	104/100 mL	35/100 mL

* Total coliform density shall not exceed a daily maximum of 1,000/100 mL, if the ratio of fecal-to-total coliform exceeds 0.1.

ii. Section E.3.b.i above shall not be applicable upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL (Attachment A of Resolution No. R12-008). Upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, Permittees shall comply with the following daily maximum final water quality-based effluent limitations for discharges to Ballona Creek Estuary during dry weather no later than April 27, 2013, and during wet weather no later than July 15, 2021. Permittees shall comply with the following geometric mean final water quality-based effluent limitations for each monitoring location, calculated as defined in the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, no later than July 15, 2021.

Constituent	Effluent Limitations (MPN or cfu)	
	Daily Maximum	Geometric Mean
Total coliform*	10,000/100 mL	1,000/100 mL
Fecal coliform	400/100 mL	200/100 mL
<i>Enterococcus</i>	104/100 mL	35/100 mL

* Total coliform density shall not exceed a daily maximum of 1,000/100 mL, if the ratio of fecal-to-total coliform exceeds 0.1.

iii. Permittees shall comply with the following final water quality-based effluent limitations for discharges to Sepulveda Channel during dry weather no later than April 27, 2013, and during wet weather no later than July 15, 2021:

Constituent	Effluent Limitation (MPN or cfu)	
	Daily Maximum	Geometric Mean
<i>E. coli</i>	235/100 mL	126/100 mL

iv. Section E.3.b.iii above shall not be applicable upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

TMDL (Attachment A of Resolution No. R12-008). Upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, Permittees shall comply with the following daily maximum final water quality-based effluent limitations for discharges to Sepulveda Channel during dry weather no later than April 27, 2013, and during wet weather no later than July 15, 2021. Permittees shall comply with the following geometric mean final water quality-based effluent limitations for each monitoring location, calculated as defined in the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, no later than July 15, 2021.

Constituent	Effluent Limitation (MPN or cfu)	
	Daily Maximum	Geometric Mean
<i>E. coli</i>	235/100 mL	126/100 mL

- v. Permittees shall comply with the following final water quality-based effluent limitations for discharges to Ballona Creek Reach 2 during dry weather no later than April 27, 2013, and during wet weather no later than July 15, 2021:

Constituent	Effluent Limitation (MPN or cfu)	
	Daily Maximum	Geometric Mean
<i>E. coli</i>	576/100 mL	126/100 mL

- vi. Section E.3.b.v above shall not be applicable upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL (Attachment A of Resolution No. R12-008). Upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, Permittees shall comply with the following daily maximum final water quality-based effluent limitations for discharges to Ballona Creek Reach 2 during dry weather no later than April 27, 2013, and during wet weather no later than July 15, 2021. Permittees shall comply with the following geometric mean final water quality-based effluent limitations for each monitoring location, calculated as defined in the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, no later than July 15, 2021.

Constituent	Effluent Limitation (MPN or cfu)	
	Daily Maximum	Geometric Mean
<i>E. coli</i>	576/100 mL	126/100 mL

- vii. Permittees shall comply with the following final water quality-based effluent limitations for discharges to Ballona Creek Reach 1 during dry weather no later than April 27, 2013, and during wet weather no later than July 15, 2021:

Constituent	Effluent Limitation (MPN or cfu)	
	Daily Maximum	Geometric Mean
Fecal coliform	4000/100 mL	2000/100 mL

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

viii. Section E.3.b.vii above shall not be applicable upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL (Attachment A of Resolution No. R12-008). Upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, Permittees shall comply with the following daily maximum final water quality-based effluent limitations for discharges to Ballona Creek Reach 1 during dry weather no later than April 27, 2013, and during wet weather no later than July 15, 2021. Permittees shall comply with the following geometric mean final water quality-based effluent limitations for each monitoring location, calculated as defined in the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, no later than July 15, 2021.

Constituent	Effluent Limitation (MPN or cfu)	
	Daily Maximum	Geometric Mean
Fecal coliform	4000/100 mL	2000/100 mL

c. Receiving Water Limitations

i. Permittees shall comply with the following grouped²¹ single sample bacteria receiving water limitations for Ballona Creek Estuary; Ballona Creek Reach 2 at the confluence with Ballona Creek Estuary; Centinela Creek at the confluence with Ballona Creek Estuary; Ballona Creek Reach 2; Ballona Creek Reach 1 at the confluence with Reach 2; Benedict Canyon Channel at the confluence with Ballona Creek Reach 2; and Sepulveda Channel:

Time Period	Annual Allowable Exceedance Days of the Single Sample Objective*		Deadline
	Daily Sampling	Weekly Sampling	
Summer Dry-Weather (April 1 to October 31)	0	0	April 27, 2013
Winter Dry-Weather (November 1 to March 31)	3	1	April 27, 2013
Wet Weather ²² (Year-round)	17**	3	July 15, 2021

* Exceedance days for Ballona Creek Estuary and at the confluence with Ballona Creek Estuary based on REC-1 marine water single sample bacteria water quality objectives (WQO). Exceedance days for Ballona Creek Reach 2 and at the confluence with Ballona Creek Reach 2 based on LREC-1 freshwater single sample bacteria WQO. Exceedance days for Sepulveda Channel based on REC-1 freshwater single sample bacteria WQO.

** In Ballona Creek Reach 2 and at the confluence with Reach 2, the greater of the allowable exceedance days under the reference system approach or high flow suspension shall apply.

ii. Section E.3.c.i above shall not be applicable upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL (Attachment A of Resolution No. R12-008). Upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria

²¹ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the drainage area.

²² Wet weather is defined as days with 0.1 inch of rain or greater and the three days following the rain event.

MS4 Discharges within the Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

TMDL, Permittees shall comply with the following grouped²³ single sample bacteria receiving water limitations for Ballona Creek Estuary; Ballona Creek Reach 2 at the confluence with Ballona Creek Estuary; and Centinela Creek at the confluence with Ballona Creek Estuary:

Time Period	Annual Allowable Exceedance Days of the REC-1 Marine Water Single Sample Bacteria Water Quality Objectives		Deadline
	Daily Sampling	Weekly Sampling	
Summer Dry-Weather (April 1 to October 31)	0	0	April 27, 2013
Winter Dry-Weather (November 1 to March 31)	9	2	April 27, 2013
Wet Weather ²⁴ (Year-round)	17	3	July 15, 2021

iii. Section E.3.c.i above shall not be applicable upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL (Attachment A of Resolution No. R12-008). Upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, Permittees shall comply with the following grouped²⁵ single sample bacteria receiving water limitations for Sepulveda Channel:

Time Period	Annual Allowable Exceedance Days of the REC-1 Fresh Water Single Sample Bacteria Water Quality Objectives		Deadline
	Daily Sampling	Weekly Sampling	
Dry-Weather	5	1	April 27, 2013
Wet Weather ²⁶	15	2	July 15, 2021

iv. Section E.3.c.i above shall not be applicable upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL (Attachment A of Resolution No. R12-008). Upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, Permittees shall comply with the following grouped²⁷ single sample bacteria receiving water limitations for Ballona Creek Reach 2; Ballona Creek Reach 1 at the confluence with Reach 2; and Benedict Canyon Channel at the confluence with Ballona Creek Reach 2:

²³ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the drainage area.

²⁴ Wet weather is defined as days with 0.1 inch of rain or greater and the three days following the rain event.

²⁵ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the drainage area.

²⁶ Wet weather is defined as days with 0.1 inch of rain or greater and the three days following the rain event.

²⁷ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the drainage area.

MS4 Discharges within the Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

Time Period	Annual Allowable Exceedance Days of the LREC-1 Fresh Water Single Sample Bacteria Water Quality Objectives		Deadline
	Daily Sampling	Weekly Sampling	
Dry-Weather	5	1	April 27, 2013
Wet Weather ²⁸	15*	2	July 15, 2021

* In Ballona Creek Reach 2 and at the confluence with Reach 2, the greater of the allowable exceedance days under the reference system approach or high flow suspension shall apply.

- v. Permittees shall not exceed the single sample bacteria objective of 4000/100 ml in more than 10% of the samples collected from Ballona Creek Reach 1 during any 30-day period. Permittees shall achieve compliance with this receiving water limitation during dry weather no later than April 27, 2013, and during wet weather no later than July 15, 2021.
- vi. Permittees shall comply with the following geometric mean receiving water limitations for discharges to Ballona Creek Estuary; Ballona Creek Reach 2 at the confluence with Ballona Creek Estuary; and Centinela Creek at the confluence with Ballona Creek Estuary during dry weather no later than April 27, 2013, and during wet weather no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
Total coliform	1,000/100 mL
Fecal coliform	200/100 mL
<i>Enterococcus</i>	35/100 mL

- vii. Section E.3.c.vi above shall not be applicable upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL (Attachment A of Resolution No. R12-008). Upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, Permittees shall comply with the following geometric mean receiving water limitations for discharges to Ballona Creek Estuary; Ballona Creek Reach 2 at the confluence with Ballona Creek Estuary; and Centinela Creek at the confluence with Ballona Creek Estuary, calculated as defined in the revised TMDL, no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
Total coliform	1,000/100 mL
Fecal coliform	200/100 mL
<i>Enterococcus</i>	35/100 mL

- viii. Permittees shall comply with the following geometric mean receiving water limitation for discharges to Ballona Creek Reach 2; Ballona Creek Reach 1 at

²⁸ Wet weather is defined as days with 0.1 inch of rain or greater and the three days following the rain event.

MS4 Discharges within the Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

the confluence with Ballona Creek Reach 2; Benedict Canyon Channel at the confluence with Ballona Creek Reach 2; and Sepulveda Channel during dry weather no later than April 27, 2013, and during wet weather no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
<i>E. coli</i>	126/100 mL

- ix. Section E.3.c.viii above shall not be applicable upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL (Attachment A of Resolution No. R12-008). Upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, Permittees shall comply with the following geometric mean receiving water limitation for discharges to Ballona Creek Reach 2; Ballona Creek Reach 1 at the confluence with Ballona Creek Reach 2; Benedict Canyon Channel at the confluence with Ballona Creek Reach 2; and Sepulveda Channel, calculated as defined in the revised TMDL, no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
<i>E. coli</i>	126/100 mL

- x. Permittees shall comply with the following geometric mean receiving water limitation for discharges to Ballona Creek Reach 1 during dry weather no later than April 27, 2013, and during wet weather no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
Fecal coliform	2000/100 mL

- xi. Section E.3.c.x above shall not be applicable upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL (Attachment A of Resolution No. R12-008). Upon the effective date of the revised Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL, Permittees shall comply with the following geometric mean receiving water limitation for discharges to Ballona Creek Reach 1, calculated as defined in the revised TMDL, no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
Fecal coliform	2000/100 mL

4. Ballona Creek Metals TMDL

- a. Permittees subject to the provisions below are identified in Attachment K, Table K-3.
- b. Final Water Quality-Based Effluent Limitations

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

- i. Permittees shall comply with the following dry weather²⁹ water quality-based effluent limitations no later than January 11, 2016, expressed as total recoverable metals discharged to Ballona Creek and Sepulveda Channel:

Constituent	Effluent Limitation Daily Maximum (g/day)	
	Ballona Creek	Sepulveda Channel
Copper	807.7	365.6
Lead	432.6	196.1
Selenium	169	76
Zinc	10,273.1	4,646.4

- ii. In lieu of calculating loads, Permittees may demonstrate compliance with the following concentration-based water quality-based effluent limitations during dry weather³⁰ no later than January 11, 2016, expressed as total recoverable metals discharged to Ballona Creek and Sepulveda Channel:

Constituent	Effluent Limitation Daily Maximum (µg/L)
Copper	24
Lead	13
Selenium	5
Zinc	304

- iii. Permittees shall comply with the following wet weather³¹ water quality-based effluent limitations no later than January 11, 2021, expressed as total recoverable metals discharged to Ballona Creek and its tributaries:

Constituent	Effluent Limitation Daily Maximum (g/day)
Copper	1.70×10^{-5} x daily storm volume (L)
Lead	5.58×10^{-5} x daily storm volume (L)
Selenium	4.73×10^{-6} x daily storm volume (L)
Zinc	1.13×10^{-4} x daily storm volume (L)

²⁹ Dry weather is defined as any day when the maximum daily flow in Ballona Creek is less than 40 cubic feet per second (cfs) measured at Sawtelle Avenue.

³⁰ Ibid.

³¹ Wet weather is defined as any day when the maximum daily flow in Ballona Creek is equal to or greater than 40 cfs measured at Sawtelle Avenue.

MS4 Discharges within the Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

- c. Permittees shall comply with interim and final water quality-based effluent limitations for metals discharged to Ballona Creek and its tributaries, per the schedule below:

Deadline	Total Drainage Area Served by the MS4 required to meet the water quality-based effluent limitations (%)	
	Dry weather	Wet weather
January 11, 2012	50	25
January 11, 2014	75	--
January 11, 2016	100	50
January 11, 2021	100	100

5. Ballona Creek Wetlands TMDL for Sediment and Invasive Exotic Vegetation (USEPA established)

- a. Permittees subject to the provisions below are identified in Attachment K, Table K-3.
- b. Permittees shall comply with the following grouped³² WLA per the provisions in Part VI.E.3 for discharges of sediment into Ballona Creek Wetlands:

Constituent	Annual WLA ³³ (m ³ /yr)
Total Sediment (suspended sediment plus sediment bed load)	44,615

F. TMDLs in Marina del Rey Subwatershed

1. Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL

- a. Permittees subject to the provisions below are identified in Attachment K, Table K-3.
- b. Permittees shall comply with the following final water quality-based effluent limitations for discharges to Marina del Rey Harbor Beach and Back Basins D, E, and F during dry weather as of the effective date of this Order, and during wet weather no later than July 15, 2021:

Constituent	Effluent Limitations (MPN or cfu)	
	Daily Maximum	Geometric Mean
Total coliform*	10,000/100 mL	1,000/100 mL
Fecal coliform	400/100 mL	200/100 mL
Enterococcus	104/100 mL	35/100 mL

* Total coliform density shall not exceed a daily maximum of 1,000/100 mL, if the ratio of fecal-to-total coliform exceeds 0.1.

³² The WLA is group-based and shared among all MS4 Permittees located within the drainage area.
³³ The WLA is applied as a 3-year average.

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

- c. Section F.1.b above shall not be applicable upon the effective date of the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL (Attachment B of Resolution No. R12-007). Upon the effective date of the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL, Permittees shall comply with the following daily maximum final water quality-based effluent limitations for discharges to Marina del Rey Harbor Beach and Back Basins D, E, and F during dry weather as of the effective date of the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL and during wet weather no later than July 15, 2021. Permittees shall comply with the following geometric mean final water quality-based effluent limitations for each monitoring location, calculated as defined in the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL, no later than July 15, 2021.

Constituent	Effluent Limitations (MPN or cfu)	
	Daily Maximum	Geometric Mean
Total coliform*	10,000/100 mL	1,000/100 mL
Fecal coliform	400/100 mL	200/100 mL
Enterococcus	104/100 mL	35/100 mL

* Total coliform density shall not exceed a daily maximum of 1,000/100 mL, if the ratio of fecal-to-total coliform exceeds 0.1.

d. Receiving Water Limitations

- i. Permittees shall comply with the following grouped³⁴ final single sample bacteria receiving water limitations for all monitoring stations at Marina Beach and Basins D, E, and F, except for those monitoring stations subject to the antidegradation implementation provision in the TMDL and identified in subpart iii. below, during dry weather as of the effective date of this Order and during wet weather no later than July 15, 2021.

Time Period	Annual Allowable Exceedance Days of the Single Sample Objective (days)	
	Daily Sampling	Weekly Sampling
Summer Dry-Weather (April 1 to October 31)	0	0
Winter Dry-Weather (November 1 to March 31)	3	1
Wet Weather ³⁵ (Year-round)	17	3

- ii. Section F.1.d.i above shall not be applicable upon the effective date of the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL (Attachment B of Resolution No. R12-007). Upon the effective date of the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria

³⁴ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the drainage area.

³⁵ Wet weather is defined as days with 0.1 inch of rain or greater and the three days following the rain event.

MS4 Discharges within the Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

TMDL, Permittees shall comply with the following grouped³⁶ final single sample bacteria receiving water limitations for all monitoring stations at Marina Beach and Basins D, E, and F, except for those monitoring stations subject to the antidegradation implementation provision in the TMDL and identified in subpart iv. below, during dry weather as of the effective date of the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL and during wet weather no later than July 15, 2021.

Time Period	Annual Allowable Exceedance Days of the Single Sample Objective (days)	
	Daily Sampling	Weekly Sampling
Summer Dry-Weather (April 1 to October 31)	0	0
Winter Dry-Weather (November 1 to March 31)	9	2
Wet Weather ³⁷ (Year-round)	17	3

iii. Permittees shall comply with the following grouped³⁸ final single sample bacteria receiving water limitations for monitoring stations in Marina del Rey subject to the antidegradation implementation provision in the TMDL as of the effective date of this Order:

		Annual Allowable Exceedance Days of the Single Sample Objective (days)					
Station ID	Monitoring Location	Summer Dry-Weather (April 1 to October 31)		Winter Dry Weather (November 1 – March 31)		Wet Weather (Year-round)	
		Daily Sampling	Weekly Sampling	Daily Sampling	Weekly Sampling	Daily Sampling	Weekly Sampling
MdRH-9	Basin F, center of basin	0	0	3	1	8	1

iv. Section F.1.d.iii above shall not be applicable upon the effective date of the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL (Attachment B of Resolution No. R12-007). Upon the effective date of the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL, Permittees shall comply with the following grouped³⁹ final single sample bacteria receiving water limitations for monitoring stations in Marina del Rey subject to the antidegradation implementation provision in the TMDL as of the effective date of the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL:

³⁶ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the drainage area.

³⁷ Wet weather is defined as days with 0.1 inch of rain or greater and the three days following the rain event.

³⁸ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the drainage area.

³⁹ The final receiving water limitations are group-based and shared among all MS4 Permittees located within the drainage area.

MS4 Discharges within the
Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

		Annual Allowable Exceedance Days of the Single Sample Objective (days)					
Station ID	Monitoring Location	Summer Dry-Weather (April 1 to October 31)		Winter Dry Weather (November 1 – March 31)		Wet Weather (Year-round)	
		Daily Sampling	Weekly Sampling	Daily Sampling	Weekly Sampling	Daily Sampling	Weekly Sampling
MdRH-9	Basin F, center of basin	0	0	9	2	8	1

- v. Permittees shall comply with the following geometric mean receiving water limitations for monitoring stations at Marina Beach and Basins D, E, and F during dry weather as of the effective date of this Order, and during wet weather no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
Total coliform	1,000/100 mL
Fecal coliform	200/100 mL
Enterococcus	35/100 mL

- vi. Section F.1.d.v above shall not be applicable upon the effective date of the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL (Attachment B of Resolution No. R12-007). Upon the effective date of the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL, Permittees shall comply with the following geometric mean receiving water limitations for monitoring stations at Marina Beach and Basins D, E, and F, calculated as defined in the revised Marina del Rey Harbor Mothers' Beach and Back Basins Bacteria TMDL, no later than July 15, 2021:

Constituent	Geometric Mean (MPN or cfu)
Total coliform	1,000/100 mL
Fecal coliform	200/100 mL
Enterococcus	35/100 mL

2. Marina del Rey Harbor Toxic Pollutants TMDL

- a. Permittees subject to the provisions below are identified in Attachment K, Table K-3.
- b. Permittees shall comply with the following final water quality-based effluent limitations no later than March 22, 2016⁴⁰, expressed as an annual loading of pollutants associated with total suspended solids (TSS) discharged to Marina del Rey Harbor Back Basins D, E, and F:

⁴⁰ If an Integrated Water Resources Approach is approved by the Regional Water Board and implemented then the Permittees shall comply with the final water quality-based effluent limitations no later than March 22, 2021.

MS4 Discharges within the Coastal Watersheds of Los Angeles County

ORDER NO. R4-2012-0175
NPDES NO. CAS004001

Constituent	Effluent Limitations	
	Annual	Units
Copper	2.01	kg/yr
Lead	2.75	kg/yr
Zinc	8.85	kg/yr
Chlordane	0.0295	g/yr
Total PCBs	1.34	g/yr

- c. Permittees shall comply with interim and final water quality-based effluent limitations for pollutant loads associated with TSS discharged to Marina del Rey Harbor Back Basins D, E, and F, per the schedule below:

Deadline	Total Drainage Area Served by the MS4 required to meet the effluent limitations (%)
March 22, 2014	50
March 22, 2016	100

- d. If an approved Integrated Water Resources Approach is implemented, Permittees shall comply with interim and final water quality-based effluent limitations for pollutant loads associated with TSS discharged to Marina del Rey Harbor Back Basins D, E, and F, per the schedule below:

Deadline	Total Drainage Area Served by the MS4 required to meet the effluent limitations (%)
March 22, 2013	25
March 22, 2015	50
March 22, 2017	75
March 22, 2021	100

- e. Permittees shall be deemed in compliance with the water quality-based effluent limitations in Part F.2.b by demonstrating any one of the following:
- i. Final water quality-based effluent limitations for pollutants associated with TSS discharged to Marina del Rey Harbor Back Basins D, E, and F are met; or
 - ii. The sediment numeric targets as defined in the TMDL are met in bed sediments; or
 - iii. Pollutant concentrations associated with TSS discharged meet the numeric targets for sediment as defined in the TMDL.

JOYCE DILLARD LETTER NO. 2: June 8, 2016

Response 2-1

As discussed in **Section 4.6, Geology and Soils**, of the Draft MND, all geology and soils impacts were analyzed and determined to be less than significant with Mitigation Measure GEO-1 incorporated. All other geology and soils impacts were determined to be less than significant with implementation of Regulatory Compliance Measures RC-GEO-1 (Seismic) and RC-GEO-5 (Subsidence Area).

As discussed in **Section 4.9, Hydrology and Water Quality**, all hydrology and water quality impacts were determined to be less than significant with implementation of Regulatory Compliance Measures RC-WQ-1 (National Pollutant Discharge Elimination System General Permit), RC-WQ-3 (Low Impact Development Plan), and RC-WQ-4 (Development Best Management Practices).

As discussed in **Section 4.17, Utilities and Service Systems**, all utilities and service systems impacts were determined to be less than significant with implementation of Regulatory Compliance Measures RC-WS-1 (Fire Water Flow), RC-WS-2 (Green Building Code), RC-WS-3 (New Carwash), and RC-WS-4 (Landscape). As discussed in Section 4.17, all impacts related to solid waste were determined to be less than significant with implementation of Regulatory Compliance Measures RC-SW-2 (Construction Waste Recycling) and RC-SW-3 (Commercial/Multifamily Mandatory Recycling). Energy impacts were determined to be less than significant with implementation of Regulatory Compliance Measure RC-EN-1 (Green Building Code).

Response 2-2

As discussed in **Section 4.9, Hydrology and Water Quality**, of the Draft MND, the project is subject to the National Pollutant Discharge Elimination System (NPDES) General Construction Permit and would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to grading consistent with Regulatory Compliance Measure RC-WQ-1. The SWPPP will identify, construct, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized nonstormwater discharges from the proposed project site during construction consistent with Regulatory Compliance Measures RC-WQ-3 (Low Impact Development Plan) and RC-WQ-4 (Development Best Management Practices). SWPPPs prepared in compliance with an NPDES Phase I Permit will describe site erosion and sediment controls; runoff water quality monitoring; means of waste disposal; implementation of approved local plans; control of postconstruction sediment and erosion control measures and maintenance responsibilities; and nonstormwater management controls. New developments are required to be designed to reduce water pollution by implementing BMPs and to retain and treat the first 0.75 inch of rainfall as required by the City's Low Impact Development Ordinance (LID Ordinance). Treatment-control BMPs are designed to remove pollutants once they are mobilized by

rainfall and runoff. Implementation of the LID Ordinance requirements and site design would ensure that the proposed project's impact on surface water quality would be less than significant.

Response 2-3

The Los Angeles Department of Water and Power (LADWP) determines the adequacy of water supplies to meet the needs of a project based on the project's consistency with the demographic projection from the Regional Transportation Plan (RTP) by the Southern California Association of Governments (SCAG). LADWP works closely with the City's Department of City Planning to develop and update the City's Urban Water Management Plan (UWMP) every 5 years. The LADWP Board of Water and Power Commissioners adopted the 2015 UWMP on June 7, 2016. The UWMP identifies short-term and long-term water resources management measures to meet growing water demands during normal, single dry, and multiple dry years over a 25-year horizon. The City's water demand projection in the UWMP was developed based on the demographic projections in the SCAG 2012 RTP. In general, projects that conform to the demographic projections developed for the RTP, and are currently located in the City's service area, are considered to have been included in water demand projections in the UWMP by LADWP. The 2015 UWMP projects a 12 percent increase in the City's population over the next 25 years, resulting in a total projected demand for water of 675,700 AFY (acre-feet per year) in 2040. The 5-year demand average during the fiscal year ending in 2014/2015 was approximately 550,000. The 2015 UWMP evaluates the reliability of the City's water supplies for three defined hydrologic scenarios: average year; a single dry year (a repeat of the 2014/2015 drought conditions) and multiple dry years (a repeat of the 2012/2013 to 2014/2015 drought conditions). The conclusion of this analysis is that with its current water supplies, planned future water conservation, and planned future water supplies, LADWP has available supplies to meet all projected water demands for all three of these hydrologic scenarios through the year 2040.

The increase in employment associated with the proposed project is consistent with the projections used to develop the City's UWMP, as shown in Exhibit ES-C, Demographic Projections for LADWP Service Area. As shown in **Table 4.17-1, Estimated Project Water Demand**, the proposed project would generate a demand for approximately 10,059 gallons per day (gpd) of water, or 11.3 AFY. The proposed project's associated employment increase represents less than 1 percent of the projected increase in commercial employment in the City between 2015 and 2020.

Finally, pursuant to Los Angeles Municipal Code (LAMC) Section 122.03(a) and Regulatory Compliance Measure RC-WS-2 (Green Building Code), the proposed project would utilize water-saving devices, including but not limited to urinals equipped with flush-o-meter valves which flush with a maximum of 1.28 gallons. Regulatory Compliance Measure RC-WS-3 (New Carwash) requires a water recycling system for the proposed car wash. As indicated in Regulatory Compliance Measure RC-WS-4 (Landscape), the proposed project would also comply with Ordinance No. 170,978 (Water Management Ordinance), which

imposes numerous water conservation measures for landscaped areas. Thus, impacts would be less than significant.

As described above, the proposed project is consistent to the LADWP UWMP which analyzes water supply and demand during normal, single dry, and multiple dry water years. As the proposed project is consistent with growth projections, impacts on water supply during multiple dry years would also be less than significant.

Response 2-4

The Los Angeles City Council adopted the Mobility Plan 2035 on January 20, 2016. As discussed on page 17 of the Mobility Plan under “Purpose, Adoption, & Implementation Process of the Plan,” the Mobility Plan guides further development of a citywide transportation system which provides for the efficient movement of people and goods, in accordance with California State Law, as an element of the City’s General Plan. As discussed in **Section 4.9, Land Use and Planning**, the proposed project would ensure that W. Martin Luther King Jr. Boulevard, Hoover Street, 40th Place, and the alleyway are widened to the appropriate half width standards. Furthermore, the proposed project would promote pedestrian activity and circulation, create pedestrian connections between the proposed project and the Metro transit infrastructure, and conform to the Mobility Element’s policies and objectives.

As discussed in **Section 3.0, Project Description**, of the Draft MND, all alleyways and streets would be designed to be consistent with Los Angeles Department of Transportation (LADOT) standards. Furthermore, a traffic impact study was prepared for the proposed project and approved by LADOT (see Appendix G.1 and G.2). Traffic circulation impacts were determined to be less than significant, as discussed in **Section 4.16, Transportation and Traffic**.

Response 2-5

As discussed in **Section 3.0, Project Description**, of the Draft MND, the proposed project is primarily located within a designated Community Commercial land and commercially zoned area. As discussed in the Public Resources Code Section 21099(a)(1) and Section 4.1 of the Draft MND, the proposed project is defined as an employment center which means that the project site is located on property zoned for commercial uses with a floor area ratio greater than 0.75 and is located within a transit priority area (TPA). As discussed in **Section 4.16, Transportation and Traffic**, the proposed project would not result in a substantial change to traffic conditions in the project area. It should be noted that the proposed project does not include any housing. While the proposed project would be a source of employment both during construction and operations, Honda of Downtown Los Angeles is an existing business with existing employees. While new employment opportunities are possible, the scale of opportunities is not large

enough to induce regional growth. Furthermore, as discussed in Response 2-4 above, all adjacent project site roadways would meet the design standards of the Mobility Element.

Response 2-6

The attachment to the comment letter is a copy of the State Water Resources Control Board, Los Angeles County MS4 Permit (NPDES No. CAS004001, Order No. R4-2012-0175) Attachment M, TMDLs in the Santa Monica Bay Watershed Management Area. As discussed in Responses 2-1 and 2-2 and in **Section 4.9, Hydrology and Water Quality**, of the Draft MND, on-site and off-site water quality impacts were determined to result in less than significant impacts.

To: City of Los Angeles, Department of Planning

From: William Thomas Bernard King: Homeowner at 833 West 40th Place, Los Angeles, CA 90037

Date: June 15, 2016

Regarding: Case No: CPC-2016-1032-GPA-ZC-HD-BL-ZAD-SPR & CPC-2016-1034-DA-ENV-2016-1036-MND

Greetings,

Having Honda of Downtown Los Angeles considering relocating to this area will be a tremendous value and will help the facelift to this area greatly. I am excited about this and I hope this will be the beginning of a positive and symbiotic relationship.

While I did get a chance to read the comprehensive City of Los Angeles, Department of Planning-Environmental Analysis Section initial study of the South Los Angeles Community Plan Area for the Honda of Downtown Los Angeles Dealership Relocation – Case Number: ENV-2016-1036-MND. There were a few concerns that I believe still warrants a space for a healthy dialogue in the hope of maybe deploying a more impactful mitigated solution.

I want to thank the City of Los Angeles, Department of Planning-Environmental Analysis Section, and those responsible for their patience as I am hopeful they will be able to provide additional clarity on the concerns listed below.

As the concerns are being reviewed I hope that those responsible will see that my main focus and objective is the quality of life of those impacted by this relocation and not to present road blocks that discourages such a transition.

To be sure this relocation will impact me, a person who believes in this community and who has a vested interest in property and resides with a wife and a son of 1 year in the impacted area. A homeowner who uses the alley every day to get to work and come home and who uses the assortment of community facilities and institutions located in University Park neighborhood.

Concerns:

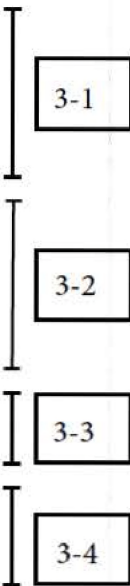
What safety measures will there be to encourage safe driving within the 40th Place access corridor which is a pedestrian high traffic area for school children?

What safety measures will there be to motivate drivers commuting to work to use the main arteries and not 40th Place street as a main commuter street?

What does it mean by a "General Plan Amendment from High Medium Residential to Community Commercial?" Can you provide an example of a recent development in the last year or two that went from a High Medium Residential to Community Commercial? What was the socio and economic impact on the surrounding community? Did the community experience a decrease in residents, a decline in property value, increase in vehicle traffic and any accidents?

Is there any space to explore additional noise abatement solution? Especially for homes located across the alleyway. Most of those home do not have double pane windows which helps with the noise.

Is there any space to explore additional dust abatement solution? The current mitigation only look at preventing some of the dust but for the dust that does escape is there any remedy for the residents will be impacted?



What remedy is in place for stay at home mothers with babies who are concern that their babies will not be able to nap due to the noise and traffic during construction which will have an adverse effect on their workload and impact their right to a quiet enjoyment and their quality of life?

3-5

What remedy is in place for the loss of potential rents if tenants move due to noise and heavy traffic caused by the construction?

3-6

Who will have a say on the decorative wall on the West Structure and also how do you plan to resolve graffiti on the wall that will be in the alleyway?

3-7

During construction will the covers use for the walkways be sealed daily or will it be the ones that may make some noise when a vehicle or pedestrian drives or walk over it?

3-8

Is there a risk that adjacent property along the same corridor would become more commercial community and what will be the impact of this to the homeowners and residents?

3-9

Will the bus stop be relocated?

3-10

Per the Vehicle access to the West Structure it appears that there will be an increase traffic in the alleyway? What remedy is in place for noise and traffic abatement or safety?

3-11

The alleyways provides access to resident parking spaces, will residents have access to the alleyways 24/7 from either directions?

Will homeowner also be privilege also to the new zoning if approved? Will we also have the right to construct a commercial residential facility equal to the same height?

3-12

Will you be widening the alleyway?

3-13

Would the West Structure not impact that view?

"4.1 Aesthetics (A, C) Have a substantial adverse effect on a scenic vista? The answer was "No Impact," The West Structure will be erected and blocking some of the view of the properties located with windows facing north and north east that have a view of some University Park, and the Sports Arena and MLK. Most residents often times look out their windows to this view and if constructed they will be looking at a decorative wall and also openings to the garage."

3-14

Will there be an impact to our Sewage bill to the surrounding residents?

3-15

Can the report adequately address how significant and impactful the height of the West Structure will impact the private residence especially being that it will be less than 30 feet from their property line.

3-16

Is there any solution that will include security cameras on the exterior south wall of the West Structure and also that the color of the wall be one that the city graffiti removal program can easily match.

3-17

Can what is being said in section 4.0-32 regarding LST receptors be explain in layman terms?

3-18

Although a mitigated solution involves no window or opening permitted along the sides of the buildings facing the residential home on the West Structure, the draft plans shows two entry/exit, and also opening into the various garage levels into the west structure. Is this just a sample draft pending modification?

3-19

What remedy do you have in place for the temporary and intermittent odors that may be a nuisance and that may cause tenants to want to relocate?

3-20

What is Mitigation Measures MM XII-40 and MM XII-80?

3-21

Once again I want to thank those responsible for responding to the above questions for better understanding of this relocation project and how it will impact our quality of life.

Sincerely Yours,

William T.B. King | email: ultraking1@gmail.com | Tel: 480-262-6792

Homeowner

WILLIAM T. B. KING LETTER NO. 3: June 15, 2016

Response 3-1

Section 4.16, Transportation and Traffic, of the Draft MND addresses both temporary traffic conditions during construction of the proposed project and permanent changes in traffic conditions that would result from the operation the proposed project. Construction traffic would utilize Hoover Street and W. Martin Luther King Jr. Boulevard for access to the proposed project site. As discussed in Mitigation Measure MM XVI-30, Transportation (Haul Route), the applicant is required to install traffic signs in accordance with the LAMC around the project site to ensure pedestrian and vehicle safety during construction activities. Furthermore, Mitigation Measure MM XVI-80, Transportation/Traffic, would require additional actions to maintain adequate and safe pedestrian protection. Construction impacts would be less than significant with implementation of these mitigation measures.

After construction is completed, many patrons of the East Structure are expected to enter the site via the driveways along 40th Place by turning left from southbound Hoover Street onto 40th Place. Currently, the segment of Hoover Street between W. Martin Luther King Jr. Boulevard and 40th Place consists of two through lanes in the southbound direction, and one left-turn lane, one through lane, and one shared through/right-turn lane in the northbound direction. Customers traveling eastbound on W. Martin Luther King Jr. Boulevard would be allowed to enter the East Structure directly via right-turn ingress and egress movements only.

The proposed project would not include unusual or hazardous design features that would encourage use of 40th Place by drivers. The proposed project includes new access driveways to the proposed project site which would be properly designed and constructed to ensure the safety of pedestrian circulation in the proposed project area.

As discussed in **Section 4.16.a**, page 4.0-117, a residential street segment analysis was prepared to address the effect of traffic from the project using local streets. One residential street segment located near the proposed project site was analyzed for potential significant impacts: 40th Place, west of Figueroa Street. As indicated in **Table 4.16-5, Residential Street Segment Analysis**, the proposed project would add approximately 167 additional trips per day to this segment of 40th Place, or approximately 8.8 percent over existing conditions. As indicated in **Table 4.16-4, Street Segment Thresholds**, the increase in trips would not significantly impact the volumes along 40th Place west of Figueroa Street. The impact of traffic on 40th Place would not be significant and the change in traffic conditions on 40th Place would not encourage drivers to use 40th Street instead of the major streets in the area.

Response 3-2

As discussed in **Section 4.10, Land Use and Planning**, of the Draft MND, the proposed project would require an amendment to the South Los Angeles Community Plan (Community Plan) map in order to extend commercial designations over the southeast portion of the east site and the two westernmost lots of proposed project site currently designated for residential. Specifically, the proposed project would require an amendment to the Community Plan land use designation from the current “High Medium Residential” land use designation to the “Community Commercial” land use designation. It is a policy of the Land Use Chapter that the City should “[a]llow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input.” As discussed below, relative to the policies of the Community Plan, the proposed General Plan Amendment would adjust the land use boundaries to reflect local conditions, in that the proposed project site has not been improved with residential uses for a number of decades. The proposed project would bring additional construction and economic opportunities to the Community Plan area.

Portions of the proposed project site are currently zoned and designated in the plan as residential. Changing the land use designation of a portion of the project site from residential to commercial would further the policies of the Community Plan consolidating, deepening and protecting commercial areas. As such, the proposed project is consistent with these policies relevant to automotive uses.

- Permit the development of new automobile-related uses in some commercial and industrial areas.
- Require screening of open storage and auto uses, and prohibit storage of automobile parts and other noxious commercial related products in front of commercial development, exposed to the street.

The proposed project would be located in an existing commercial area that is currently used as surface parking lots, includes three billboard structures, and contains a commercial building two stories in height. This site has not been used for housing and conversion to commercial uses would result in a substantial reduction in the amount of land designated for residential uses in the Community Plan area. As previously discussed, traffic would slightly increase; however, the proposed project has been designed to ensure properly designed entrance/exits and pedestrian access around the project site. Accordingly, the proposed project has been designed in a compatible manner with the surrounding residential uses to the west, south, and east and with the institutional uses to the north of W. Martin Luther King Jr. Boulevard.

Response 3-3

Section 4.12, Noise, of the Draft MND addresses both temporary noise conditions during construction of the proposed project and permanent changes in the noise levels that would result from the operation of the proposed project. Implementation of the Mitigation Measure MM XII-20, Increased Noise Levels

(Demotion, Grading and Construction Activities), would abate the noise levels associated with construction of the proposed project to the maximum extent that is technically feasible. Mitigation Measure MM XII-20 would ensure that (1) the construction equipment would be scheduled to avoid operating several pieces of equipment simultaneously to the extent feasible; and (2) construction equipment would be equipped with noise-shielding and muffling devices to the extent feasible. Prior to commencement of construction, the applicant is required to install along the proposed project site's western, southern, and eastern boundary sound curtains or an equivalent sound attenuating device capable of achieving a 10 dB reduction at these locations.² The resulting construction-related noise levels would be up to 74 dB(A) at 50 feet from construction equipment at nearby sensitive receptors. Thus, implementation of Mitigation Measure MM XII-20, Increased Noise Levels (Demotion, Grading and Construction Activities), would ensure impacts associated with construction-related noise levels are mitigated to the maximum extent feasible, and temporary construction noise impacts would be considered less than significant.

The proposed project has been designed to minimize noise effects on the nearby residential uses during operation to avoid the need for additional noise abatement measures. Cars entering and exiting the West Structure at all hours of the day can become a nuisance to occupants of the adjacent residential buildings. Mitigation Measure MM XII-40 (Parking Structure Ramps) would be implemented to reduce noise levels generated from parking ramps and the parking structure adjacent to residential uses by including concrete, not metal, for parking ramps; textured interior ramps to prevent tire squeal at turning areas; and a solid decorative wall adjacent to residential uses.

Additional measures to reduce off-site noise include shielded on-site equipment and with no direct line of sight to sensitive uses, and appropriate noise-muffling devices on the equipment to reduce noise levels at nearby uses. Therefore, noise levels generated by servicing equipment, in addition to HVAC equipment, are not anticipated to be substantially greater than those generated by servicing facilities and HVAC equipment serving existing buildings in the proposed project vicinity.

In order to reduce automobile repair noise, the proposed project would incorporate various building materials to screen any generated noise, as discussed in **Section 4.12, Noise**, of the Draft MND. Furthermore, the service department facilities would be located within the enclosed level of the East Structure with no openings permitted adjacent to residential uses, as described in Mitigation Measure MM XII-80, Increased Noise Levels (Auto-Repair Garage). Typical construction materials reduce noise levels approximately 25 decibels. Accordingly, noise levels generated by the car wash facility and service department facilities would be maintained within the building and would not substantially increase the

2 Based on a review of Table 4 of the *FHWA Noise Barrier Design Handbook* (July 14, 2011), the design feasibility of a sound barrier that reduces noise by five dB(A) is considered "simple" and a reduction of up to 10 dB(A) as "attainable."

ambient noise levels adjacent to residential uses. Thus with implementation of Mitigation Measure MM XII-40 (Parking Structure Ramps) and Mitigation Measure MM XII-80, Increased Noise Levels (Auto-Repair Garage), the impacts from the operation of the proposed dealership would be less than significant and additional noise abatement measures are not needed.

Response 3-4

The proposed project is required to comply with all applicable standards of the SCAQMD Rule 403 as identified in Regulatory Compliance Measure RC-AQ-1 as discussed in **Section 4.3, Air Quality**, of the Draft MND. An exceedance would occur if dust particles are visible in the atmosphere beyond the property line of the emissions source. Rule 403 requires implementation of control measures to prevent, reduce, or mitigate fugitive dust emissions and includes a performance standard that prohibits visible emissions from crossing any property line. Rule 403 requires the following provisions specific to dust leaving the proposed project site:

- 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, earthmoving, 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.

Based on the above, the dust impacts from the construction of the proposed project would be less than significant and additional dust abatement measures are not needed.

Response 3-5

Please refer to Response 3-1 specific to construction traffic. As discussed in **Section 3.0, Project Description**, of the Draft MND, the proposed project construction schedule would be approximately 12 months in duration. Deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on site to mitigate any temporary impacts to the neighborhood and surrounding traffic. The delivery and haul trips would utilize Hoover Street and W. Martin Luther King Jr. Boulevard to access Interstate 110 (I-110) to the east. Furthermore, workers would travel to the proposed

project site outside of the peak commuter hours. The off-peak and temporary nature of construction traffic would minimize adverse traffic impacts on nearby residents.

Please refer to Response 3-3 specific to construction noise. As previously discussed above and in **Section 4.12, Noise**, of the Draft MND, the construction-related noise levels would be up to 74 dB(A) at 50 feet from construction equipment at nearby sensitive receptors with implementation of Mitigation Measure MM XII-20, Increased Noise Levels (Demolition, Grading, and Construction Activities). The minimum reduction of exterior to interior noise provided by typical residential buildings in California is 17 dB(A) with open windows and 25 dB(A) with closed windows. The resulting noise levels inside a structure would be 57 dB(A) with windows open and 49 dB(A) with windows closed approximately 50 feet from the source. These noise levels would occur between 7:00 AM and 9:00 PM Monday through Friday and between 8:00 AM and 6:00 PM on Saturday. No construction is permitted on Sundays or federal holidays. Thus, based on the provisions set forth in LAMC 112.05, implementation of Mitigation Measure MM XII-20, Increased Noise Levels (Demolition, Grading, and Construction Activities), would ensure impacts associated with construction-related noise levels are mitigated to the maximum extent feasible and temporary construction noise impacts would be considered less than significant.

Response 3-6

As previously discussed in Response 3-2, the construction noise and traffic impacts would be short term in nature, over approximately 12 months, and have been abated to the maximum extent feasible. In addition, the proposed project has been designed to be compatible with the surrounding residential and institutional uses by the addition of landscaping along the edge of the proposed project and by minimizing off-site nighttime lighting, operation-related noise, and potential traffic conflicts. Accordingly, impacts to adjacent residents would be less than significant.

Response 3-7

The Applicant will work with the City Planning Department and City Council District 9 regarding the decorative wall on the West Structure. All signage has been designed in compliance with the LAMC.

Pursuant to LAMC Section 91.8104 every building, structure, or portion thereof is required to be maintained free from debris, rubbish, garbage, trash, overgrown vegetation, or other similar material and pursuant to LAMC Section 91.9104.15 and the exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, as discussed in **Section 4.1, Aesthetics**, of the Draft MND. As required in CEQA Guidelines Section 15097(c), the City is required to prepare a Mitigation Monitoring Program (MMP), which delineates who is responsible for enforcement, which agency monitors for compliance, which phase of the project the mitigation measure is required to be complied with for monitoring, the frequency with which the monitoring is to take place, and the action which indicates

compliance for each set of recommended mitigation measure. The MMP will be adopted along with the recommended MND and associated mitigation measures. Compliance with all regulations is first determined at plan check then verified through on-site field inspection. A Certificate of Occupancy can only be issued upon verification that the construction meets all applicable codes and regulations.

Response 3-8

Please refer to Responses 3-3 and 3-5 above. Specifically, as discussed in Mitigation Measure XVI-80, Transportation/Traffic, the Applicant will be required to keep sidewalks open during construction that replicate as nearly as practical the most desirable characteristics of the existing facility. Further, the applicant will be required to provide covered walkways to prevent injury from falling objects.

Response 3-9

As discussed in Response 3-2 above, only a portion of the proposed project site would be designated for Community Commercial. As illustrated in **Figure 2.0-6**, the existing land use designations to the west are designated as High Medium Residential, Medium Residential and Low Medium II Residential to the south, and Community Commercial to the east. The Community Commercial land use designation permits a mixture of residential and commercial uses. Furthermore, the proposed project site is zoned C2-1 and R3-1, as shown in **Figure 2.0-7, Zoning Map**. The C2 Zone permits a range of retail and commercial uses, parking, and educational and community facilities, as well as the uses permitted in the R3 Zone. The R3 Zone permits apartment houses, multiple-family dwellings, single-family dwellings, childcare facilities, and community uses such as parks, playgrounds, and community centers. Therefore, it is speculative at this time to determine the future land uses within the surrounding neighborhood. Each project would be required to undergo environmental review, and as necessary, be required to mitigate all potentially significant environmental impacts.

Response 3-10

The existing bus stop will not be relocated. As discussed in **Section 4.16.b**, it is anticipated that the existing transit service in the proposed project area would adequately accommodate the increase of proposed project-generated transit trips. Thus, given the low number of proposed project-generated transit trips per bus, no proposed project impacts on existing or future transit services in the proposed project area are expected to occur as a result of the proposed project.

Response 3-11

Please refer to Responses 3-1 and 3-3 above. Specifically, the proposed project would not impact the existing level of service or residential street capacity along 40th Place, west of Figueroa. The impact of traffic on 40th Place would not be significant and the change in traffic conditions on 40th Place would not

encourage drivers to use 40th Place instead of the major streets in the area. Accordingly, the design of the proposed project would not require additional traffic measures to abate increases in traffic in the proposed project vicinity.

Access to residents parking spaces would not be impacted during the construction of the proposed project. Mitigation would ensure vehicle safety and access around the proposed project site.

As discussed in the construction noise analysis, no new abatement measures are needed during construction. For a new noise source to be audible, there would need to be a 3 dB(A) or greater CNEL noise increase. As discussed in Section 4.12.c, the traffic volume on any given roadway segment would need to double as a result of the proposed project for a 3 dB(A) increase in ambient noise to occur.³ As described in **Section 4.16**, the proposed project would result in a net increase of 1,133 daily vehicle trips and peak-hour maximums of 79 AM and 108 PM trips. According to the City's Department of Transportation, daily trip volumes on W. Martin Luther King Jr. Boulevard in June 2014 were measured over 42,000 with maximum peak-hour volumes over 3,000. Therefore, the proposed project would not have the potential to double the traffic volumes on any roadway segment near the proposed project site, and therefore would not have the potential to increase roadway noise levels by 3 dB(A). Traffic-generated noise impacts would be considered less than significant and no new abatement measures are required.

Response 3-12

Please refer to Responses 3-2 and 3-9 above. Each applicant does have the right to propose a project with submittal of an application to the City Planning Department. Each project as proposed would be subject to environmental review according to the requested approvals and would be required to be considered by the City Planning Department. As discussed in the Draft MND, the proposed project's goals and features would be consistent with the goals and policies set forth by the Community Plan. Impacts would be less than significant.

Response 3-13

Pursuant to the Mobility Element, the alleyway is required to have a 10-foot half-right-of-way/roadway width. The proposed project would dedicate 1.5 feet to ensure that the half-condition for the alleyway meets the Mobility Element standards.

3 Doubling the sound power increases the sound power level by 3 decibels. US Department of Labor, Occupational Safety and Health Administration, *Noise and Hearing Conservation Technical Manual*, accessed at https://www.osha.gov/dts/osta/otm/noise/health_effects/soundpropagation.html.

Response 3-14

Although the East Structure and West Structure may be visible from private viewpoints within the residential buildings within the surrounding area; it should be noted that private views are not protected by any viewshed protection ordinance, and the alteration of private views would not constitute a significant impact, as discussed in **Section 4.1, Aesthetics**. The visual impact of one building blocking another building is not considered a significant impact, as the general characteristics of the urban setting would not be altered. As such, the proposed project's impact on obstruction of scenic public views would not be significant.

In addition, Senate Bill (SB) 743, effective January 1, 2014, deems the aesthetic impacts of residential, mixed-use residential, or employment center projects located in defined transit priority areas as less than significant under CEQA. Zoning Information File (ZI) No. 2451 issued by the Planning Department includes a corresponding map of Transit Priority Areas (TPAs), which identifies the proposed project site as within a TPA. Therefore, any aesthetic impacts, including but not limited to degradation of existing visual character is deemed less than significant as a matter of law.

Response 3-15

The impact on sewage bills is not considered an environmental impact pursuant to CEQA. Consequently, it is speculative to determine if there would be an impact on sewage bills for the surrounding residents. In the event that any further wastewater upgrades are required for the proposed project, such infrastructure improvements would be conducted within the right-of-way easements serving the proposed project area and would not create a significant impact to the physical environment.

Response 3-16

Please refer to Response 3-14 above with respect to private views. As discussed in **Section 4.1, Aesthetics**, of the Draft MND, because the proposed project is located in a TPA, potential view impacts are determined to be less than significant under CEQA.

Response 3-17

Please refer to Response 3-7 above, specific to graffiti. As identified in Mitigation Measure XIV-30, Public Services (Police), the proposed project shall incorporate design guidelines relative to security, subject to Los Angeles Police Department (LAPD) review, and would be required to comply with all applicable safety requirements of the LAPD and the City including mitigation similar to Mitigation Measure MM XIV-30, Public Services (Police), identified for the proposed project to adequately address police protection service demands. In addition, the MMP will require that the Applicant maintain the exterior of the building

free of graffiti. Thus, with implementation of Mitigation Measure MM XIV-30, Public Services (Police) impacts would be less than significant.

Response 3-18

The SCAQMD has identified thresholds to determine the significance of localized air quality impacts. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the pounds of emissions per day that could be generated by a project. The proposed project emissions are compared to the carbon monoxide, oxides of nitrogen, particulate matter less than 2.5 microns in aerodynamic diameter or particulate matter less than 10 microns in aerodynamic diameter. The LSTs used in this analysis address whether there are potential localized air quality impacts to residents of the City in the residential communities and neighborhoods located around and near the proposed project site.

Response 3-19

The applicant has submitted plans to the City for review and approval of the proposed project. If substantial changes are made to the proposed project, further environmental review would be required. At this time, the Draft MND has analyzed the proposed project as defined in the application to the City.

Response 3-20

As discussed in **Section 4.3, Air Quality**, the proposed project includes automotive services that could generate odors. However, these activities would be full contained within an enclosed level of East Structure and potential odors would be contained from reaching substantial numbers of people, as required by Mitigation Measures MM III-20, Air Pollution (Auto Repair Garage), and MM III-30, Exposure Sensitive Receptors to Pollutants (Auto-Repair Garage). As such with the implementation of Mitigation Measures MM III-20 and MM III-30, impacts would be less than significant and no adverse impacts would occur to nearby residences.

During the construction phase, activities associated with the operation of construction equipment, the application of asphalt, and/or the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent receptors, they are temporary and intermittent in nature. As construction-related emissions dissipate from the construction area, the odors associated with these emissions would also decrease, dilute, and become unnoticeable. Therefore, Impacts would be less than significant and no adverse impacts would occur to nearby residences.

Response 3-21

Mitigation Measure MM XII-20, Increased Noise Levels (Demolition, Grading, and Construction Activities), requires construction operations to occur between 7:00 AM and 9:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on Saturday. No construction activities are permitted on Sundays or federal holidays. Construction equipment will only operate in combination when necessary and shall be muffled with the latest shielding devices. In addition, a sound curtain or equivalent, will be required to be placed along the northern, southern, and western property boundary to prior to construction to reduce construction noise levels by 10 decibels.

Mitigation Measure MM XII-80 does not permit openings on any building façade which abuts a residential use or zone in order to reduce indoor sound levels from emitting off site.

EXHIBIT D

**DOT TRAFFIC IMPACT ASSESSMENT LETTER
APRIL 14, 2016**

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

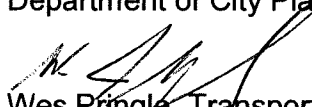
EXHIBIT D

DOT TRAFFIC ASSESSMENT LETTER
CPC-2016-1032-GPA-ZC-HD-BL-ZAD-SPR

740-820 Martin Luther King Jr. Bl
DOT Case No. CEN 15-43595

Date: April 14, 2016

To: Nicholas Hendricks, Senior City Planner
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED HONDA OF DOWNTOWN LOS ANGELES AT 740-820 WEST MARTIN LUTHER KING JR. BOULEVARD AND 703-705 WEST 40TH PLACE (ENV-2016-1036-EAF/CPC-2016-1032-GPA-ZC-HD-BL-ZAA-SPR)**

The Department of Transportation (DOT) has reviewed the traffic analysis prepared by Linscott, Law & Greenspan, Engineers, dated April 13, 2016, for the proposed Honda of Downtown Los Angeles project located on the south side of Martin Luther King, Jr. Boulevard across from the Los Angeles Memorial Coliseum at 740-820 West Martin Luther King Jr. Boulevard and at 703-705 West 40th Place. The project consists of two sites and is bisected by Hoover Avenue. The westerly project site area is bounded by Martin Luther King Jr. Boulevard to the north, an existing alley to the south, Hoover Avenue to the east, and an apartment building to the west. The easterly project site area is bounded by Martin Luther King Jr. Boulevard to the north, 40th Place to the south, Hoover Avenue to the west, and apartments to the east.

In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria¹, the proposed project is not expected to result in any significant traffic impacts at the seven intersections that were identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to remove the existing surface parking lots and construct a car dealership with automobile service area at 740-820 West Martin Luther King Jr. Boulevard and at 703-705 West 40th Place. East of Hoover Street, the project will

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

construct 45,839 square feet of the development consisting of 19,392 square feet of office and 26,447 square feet of service area. West of Hoover Street, the project will construct a multi-level inventory parking structure which will be utilized for employee parking and inventory storage for the car dealership.

Vehicular access to the westerly project site will be provided via two driveways along the alley adjacent to the property's southerly frontage. Vehicular access to the easterly project site will be provided via one proposed driveway along Martin Luther King Jr. Boulevard and two proposed driveways along 40th Place. The project is expected to be completed by 2021.

B. Trip Generation

The project is estimated to generate a net increase of approximately 1,333 daily trips, a net increase of 79 trips in the a.m. peak hour and a net increase of 108 trips in the p.m. peak hour. A copy of the trip generation can be found in **Attachment 2**. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. The project did not meet or exceed one or more of the four thresholds defined in the agreement; therefore, additional analysis was required by Caltrans.

PROJECT REQUIREMENTS

A. Construction Impacts

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

B. Highway Dedication and Street Widening Requirements

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit

routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Martin Luther King Jr Boulevard** is designated as an Avenue I (Secondary Highway) which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Hoover Avenue** is designated as an Avenue II (Secondary Highway) which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **40th Place** is designated as a Local Street that would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that the project would provide an on-site vehicle parking area. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The conceptual site plans (**Attachments 3a-3b**) are acceptable to DOT. However, the review of this study does not constitute approval of the driveway dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. The driveway on Martin Luther King, Jr. Boulevard for the easterly project site should be restricted to right-turn in/right-turn out. All driveways should be Case 2 driveways and 30 feet wide for two-way operations. Any security gates should be a minimum of 20 feet from the property line or to the satisfaction of DOT.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2015\CEN15-43595_740-820 Martin Luther King_ts_ltr.doc

c: Paloma Perez-McEvoy, Council District No. 9
Gregg Vandergriff, Central District, BOE
Mehrdad Moshksar, Central District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
David Shender, Linscott, Law & Greenspans, Engineers

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

11-Apr-16

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2015 EXISTING		[2] YEAR 2015 EXISTING W/ PROJECT				[3] YEAR 2021 FUTURE PRE-PROJECT		[4] YEAR 2021 FUTURE W/ PROJECT			
			V/C	LOS	V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	V/C	LOS	V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Vermont Avenue / Martin Luther King Jr. Boulevard	AM	0.764	C	0.770	C	0.006	NO	0.835	D	0.842	D	0.007	NO
		PM	0.773	C	0.776	C	0.002	NO	0.856	D	0.858	D	0.002	NO
2	Hoover Street / Martin Luther King Jr. Boulevard	AM	0.727	C	0.746	C	0.019	NO	0.797	C	0.816	D	0.019	NO
		PM	0.523	A	0.541	A	0.018	NO	0.579	A	0.597	A	0.018	NO
3	Hoover Street / Vernon Avenue	AM	0.711	C	0.711	C	0.001	NO	1.076	F	1.078	F	0.002	NO
		PM	0.499	A	0.503	A	0.005	NO	0.724	C	0.727	C	0.003	NO
4	Figueroa Street / Exposition Boulevard-37th Street	AM	0.686	B	0.687	B	0.001	NO	0.980	E	0.981	E	0.001	NO
		PM	0.811	D	0.812	D	0.001	NO	0.853	D	0.854	D	0.001	NO
5	Figueroa Street / Martin Luther King Jr. Boulevard	AM	0.869	D	0.875	D	0.006	NO	1.174	F	1.180	F	0.006	NO
		PM	0.825	D	0.833	D	0.008	NO	1.134	F	1.142	F	0.008	NO
6	I-110 Freeway SB Ramps / Martin Luther King Jr. Boulevard	AM	0.621	B	0.646	B	0.025	NO	0.700	C	0.704	C	0.004	NO
		PM	0.539	A	0.547	A	0.009	NO	0.603	B	0.613	B	0.010	NO
7	I-110 Freeway NB Ramps-Hill Street / Martin Luther King Jr. Boulevard	AM	0.702	C	0.701	C	-0.001	NO	0.771	C	0.771	C	0.000	NO
		PM	0.685	B	0.690	B	0.005	NO	0.767	C	0.768	C	0.001	NO

[a] According to LADOT's "Traffic Study Policies and Procedures", August 2014, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

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

Table 7-1
PROJECT TRIP GENERATION [1]

01-Mar-16

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed</i> Auto Dealership [3]	45,839 SF	1,481	66	22	88	48	72	120
Driveway Subtotal		1,481	66	22	88	48	72	120
<i>Pass-By Trips [4]</i> Auto Dealership (10%)		(148)	(7)	(2)	(9)	(5)	(7)	(12)
NET INCREASE		1,333	59	20	79	43	65	108

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

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

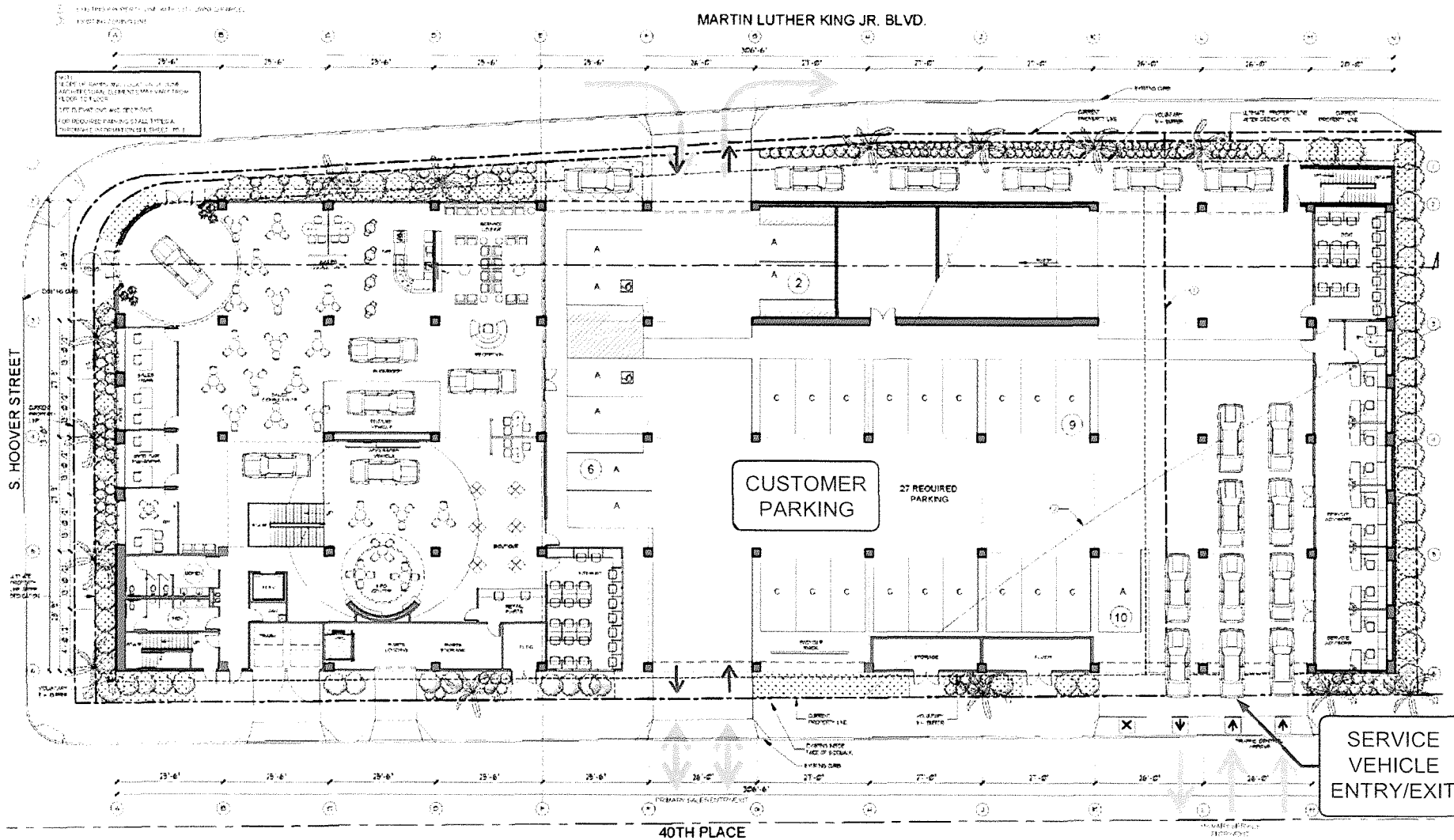
[3] ITE Land Use Code 841 (Automobile Sales) trip generation average rates.

- Daily Trip Rate: 32.30 trips/1,000 SF of floor area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 1.92 trips/1,000 SF of floor area; assume 75% inbound/25% outbound

- PM Peak Hour Trip Rate: 2.62 trips/1,000 SF of floor area; 40% inbound/60% outbound

[4] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the project based on the "LADOT Traffic Study Policies and Procedures," August 2014 for Auto Sales/Repair.



SOURCE: WAGNER ARCHITECTURE GROUP

FIGURE 2-1 PROJECT SITE PLAN

EAST OF HOOVER STREET

HONDA OF DOWNTOWN LOS ANGELES PROJECT

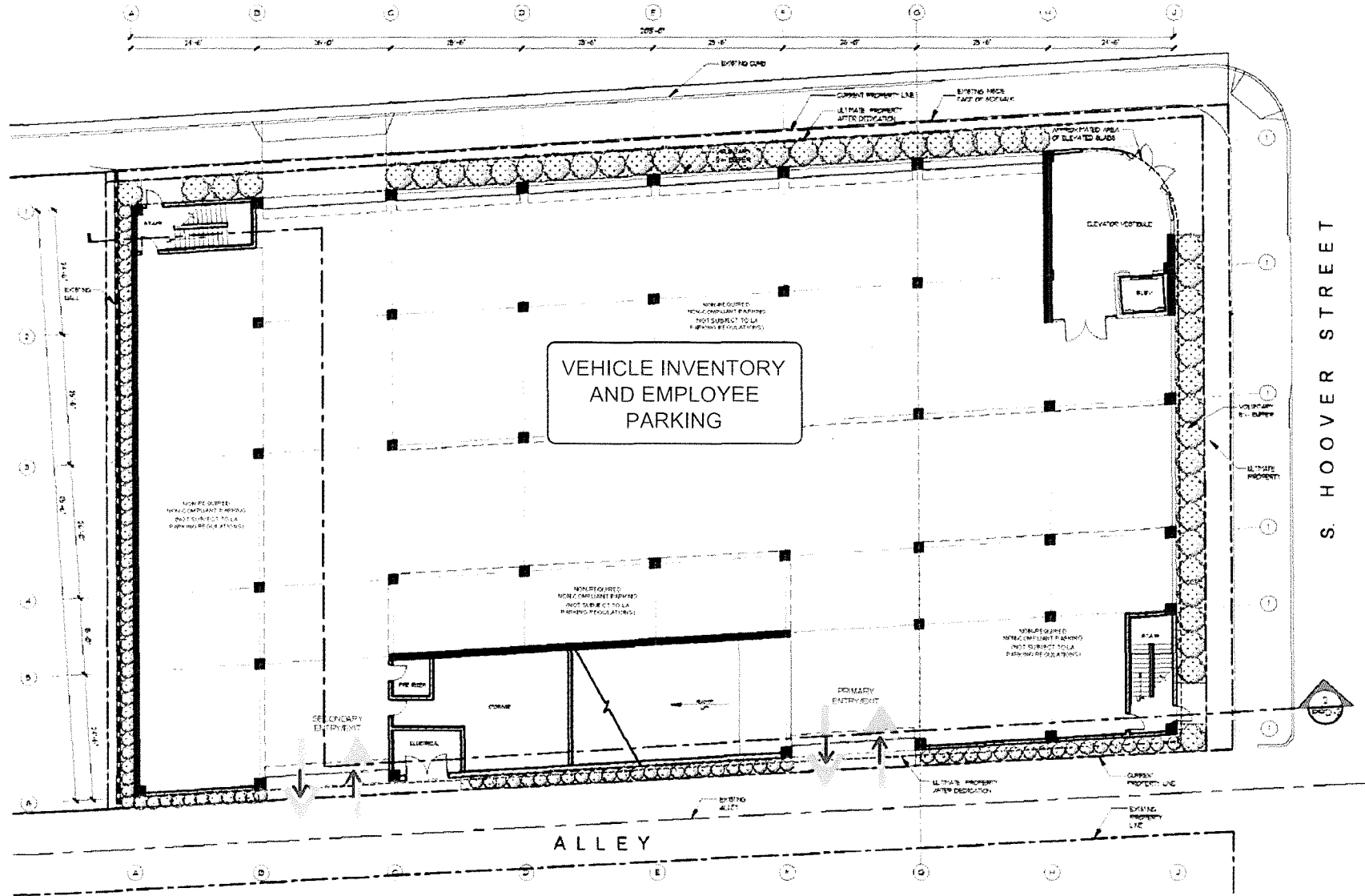


NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

MARTIN LUTHER KING JR. BLVD.

S. HOOVER STREET



-9-

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NOT TO SCALE

SOURCE: WAGNER ARCHITECTURE GROUP

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 2-2 PROJECT SITE PLAN

WEST OF HOOVER STREET
HONDA OF DOWNTOWN LOS ANGELES PROJECT

EXHIBIT E

BUILDING LINE ORDINANCE NOS.
115,573 & 123,519

ORIGINALORDINANCE NO. 115573

An Ordinance amending Ordinance No. 65,419, establishing a set-back line,

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Ordinance No. 65,419, entitled "An Ordinance ordering the establishment of a set-back line on Santa Barbara Avenue between Figueroa Street and Vermont Avenue, in the City of Los Angeles", approved November 21, 1929, is hereby amended by changing the location of the set-back line on the portions of Santa Barbara Avenue as depicted on the following diagram:

MENLO

SET-BACK
LINE

90.69°

20'

HOOVER 80'

20'

SET-BACK

ST.

SHEET NO. 536-7, DM 4731

CPC 9968

JRR-MGD-RFK 12-30-59



LINE

AVENUE

20'

FIGUEROA

ST.

ORIGINAL

ORDINANCE NO. 123519

An Ordinance amending Ordinance No. 65,419 establishing a set-back line.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Ordinance No. 65,419, entitled "An Ordinance ordering the establishment of a set-back line on both sides of Santa Barbara Avenue between Figueroa Street and Vermont Avenue in the City of Los Angeles," approved November 21, 1929, is hereby amended by changing the location of the set-back line on Santa Barbara Avenue depicted on the following diagram:

ST.

ST.

SANTA BARBARA

AVE.

HOOVER

FIGUEROA

PORTION OF SANTA BARBARA AVE. ALONG WHICH
THE 20 FT. SET-BACK LINE SHALL BE CHANGED
TO A 10 FT. SET-BACK LINE.



0 100 200
SCALE IN FEET

C.P.C. 13283 (B.L.) | D.M. 114-201

JRR 1/4

11-21-62