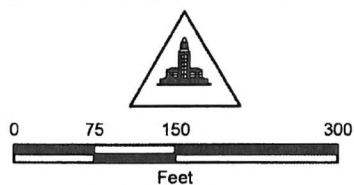


ORDINANCE NO. _____

An ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zone classifications of properties shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the LAMC, so that such portion of the Zoning Map shall conform to the zoning on the map attached hereto and incorporated herein by this reference.



C.M. 123 A 205, 123 A 207	CPC 2014-1771 GPA VZC VCU MCUP CUX ZV SPR MSC
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AEK

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(Q) QUALIFIED CONDITIONS OF APPROVAL

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

A. Entitlement Conditions

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 27, 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.
 - a. Prior to the issuance of a building permit, plans shall be submitted to the Major Projects staff for signature and inclusion in the case file that shall incorporate the following design elements:
 - i) Gates preventing access to pedestrians and/or bicycles from the publically accessible outdoor areas are prohibited.
 - ii) Planters shall provide a minimum soil depth of 24 inches for shrubs and 30 inches for small trees.
 - iii) Dog waste stations and trash receptacles shall be provided around the perimeter of the project and in the residential and publically accessible outdoor areas.
 - iv) A building, including balconies, may project over the required sidewalk easement at a height of 40 feet and above to accommodate street trees. Projections permitted in the public right-of-way must comply with LAMC regulations or obtain a revocable permit from Department of Public Works.
 - v) Provide a minimum 6-foot continuous path of travel at all sidewalks.
 - vi) Provide continuous landscaped parkways, except adjacent to bus stops and in other locations determined by staff to be inappropriate for parkways.
 - vii) If trees are not planted in continuous landscaped parkways, they shall be planted in large tree wells that are at least 10 feet long and a minimum of 7 feet wide where the required sidewalk width is 15 feet or more; 6 feet wide where the required sidewalk width is more than 10 feet but less than 15 feet; and 4 feet wide where the required sidewalk width is 10 feet.
 - viii) Helipads shall be removed from rooftops as permitted by Code.
 - ix) All rooftop equipment shall be fully screened from view of any abutting properties and from adjacent surface streets.
 - x) To the extent feasible, community street vendors shall be permitted to sell goods and food within the "Exchange" courtyard, as permitted by the LAMC.

xi) To the extent feasible, provide a publically accessible outdoor area for use as a community garden.

xii) Bike share locations shall be shown on the site plan.

2. **Development Services Center.** Prior to sign-off on building permits by the Department of City Planning's Development Services Center for the project, the Department of City Planning's Major Projects Section shall confirm, via signature, that the project's building plans substantially conform to the conceptual plans stamped as Exhibit "A", as approved by the City Planning Commission.

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

3. **Floor Area.** The total floor area for the project shall not exceed 2,541,468 square feet.

4. **Height.** The height of the project shall be limited to the following:

- Reef building addition = 193 feet 10 inches to top of parapet
- Hotel = 240 feet to top of parapet
- Parking Garage on west block = 88 feet to top of wall
- Residential building on west block = 85 feet to top of mechanical screen
- Residential Tower (south) = 420 feet to top of parapet
- Residential Tower (north) = 385 feet to top of parapet
- Residential buildings on east block = 85 feet to top of mechanical screen

5. **Setbacks.** The setbacks for the proposed office building shall be in conformance with Section 12.16-A of the LAMC and the Greater Downtown Incentive Area, and shall be in substantial conformance with the site plan labeled as Exhibit "A" stamped, dated July 27, 2016.

6. **Residential Density.** The project shall be limited to a maximum of 1,444 residential units.

7. **Residential Parking.** A minimum of 1,324 parking spaces for residential uses shall be provided in compliance with LAMC Section 12.21-A,4.

8. **Commercial Parking.** A minimum of 1,188 parking for commercial uses shall be provided in compliance with LAMC Sections 12.21-A,4 and 12.24-Y.

9. **Above Grade Parking.** Prior to the issuance of a building permit, the project proponent shall submit a detailed parking structure screening and podium parking screening plan to the Major Projects staff for signature and inclusion in the case file. The Department of City Planning's Major Projects Section shall confirm, via signature, that the parking structure and podium parking screening substantially satisfies the intent of the City Planning Commission's actions on this matter.

- a. The parking structure on the west block shall be limited to eight levels above grade. Podium parking on the east block shall be limited to no more than two parking levels above grade.

- b. Above grade parking levels shall have an external screen, integrated into the architecture, designed to improve the building's appearance over the basic concrete structure, and designed to adequately screen headlights from view, pursuant to LAMC requirements for natural ventilation in open garages.
 - c. Parking structures shall integrate sustainable design features such as photovoltaic panels (especially on the top parking deck), renewable materials with proven longevity, and stormwater treatment wherever possible.
 - d. Interior garage lighting shall not produce glaring sources towards adjacent residential units while providing safe and adequate lighting levels pursuant to LAMC requirements.
 - e. Signage and wayfinding shall be integrated with the architecture of the parking structure.
10. **Bicycle Parking.** The project shall provide bicycle parking spaces pursuant to LAMC Section 12.21-A,16, except where alternative stall siting has been approved in substantial conformance with the site plan labeled as Exhibit "A" stamped and dated July 27, 2016.
11. **Bicycle Valet.** The project is permitted to provide a minimum of 10 long-term and 10-short bicycle parking spaces to be served by a complimentary 24-hour attendant/valet service for the hotel.
12. **Landscape Plan.** Prior to the issuance of a building permit, the project proponent shall submit a detailed landscape plan prepared by a licensed landscape architect for all landscaped areas of the project site. The landscape plan shall include specific plant types and maintenance information. The landscape plan shall be submitted to the Major Projects staff for signature and inclusion in the case file.
13. **Land Use Equivalency Program.** In the event the applicant or subsequent applicants should choose to utilize the Land Use Equivalency Program, the subsequent phase(s) of the project shall be subject to Los Angeles Municipal Code (LAMC) Section 16.05 (Site Plan Review). The procedures set forth in LAMC Section 16.05 shall apply with the following provisions:
- a. LAMC Sections 16.05-D and 16.05-I shall not be applicable;
 - b. In addition to the provisions of LAMC Section 16.04-E,4, a "Supplemental EIR", an "Addendum", or a "Subsequent EIR" shall be acceptable to satisfy the requirements of CEQA;
 - c. In addition to the findings identified in LAMC Section 16.05-F, the City shall also find that the proposed phase of the project is consistent with the approved Land Use Equivalency Program;
 - d. Appeals shall be heard by the City Planning Commission, the original decision-maker on the Land Use Equivalency, in lieu of the Area Planning Commission as otherwise specified in LAMC Section 16.05-H,1; and
 - e. No single phase shall consist of less than 50 dwelling units or 50,000 square feet of non-residential floor area.
14. **Development Agreement.** Prior to the issuance of a building permit, the Department of Building and Safety shall confirm that the public benefits, as identified in Case No. CPC-2014-1773-DA, have been satisfied.

15. **Maintenance.** The subject property, including associated parking facilities, sidewalks, landscaped parkways and planters, shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.
16. **Community Relations.** A 24-hour "hot-line" phone number for the receipt of construction-related complaints from the community shall be provided to immediate neighbors and the local neighborhood association, if any. The applicant shall be required to respond within 24-hours to any complaints received on this hotline.
17. **Posting of Construction Activities.** The adjacent residents shall be given regular notification of major construction activities and their duration. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number for inquiring about the construction process and to register complaints.

B. Administrative Conditions

18. **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.
19. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
20. **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 assigns. The agreement shall be submitted to the Department of City Planning Development Services Center 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.
21. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
22. **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.
23. **Building Plans.** Page 1 of the grant 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.
24. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

25. Project Plan Modifications. Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Fire Department, or other City Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off per Condition No. Q-1 prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board. Said modifications may not alter the maximum height or square footage included in these conditions.

26. Indemnification and Reimbursement of Litigation Costs. Applicant shall do all of the following:

- i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$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 (ii).
- iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the

action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

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

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

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

27. **Mitigation Monitoring.** Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

This Mitigation Monitoring Program (“MMP”) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that:

In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

The City of Los Angeles is the Lead Agency for the project and therefore is responsible for administering and implementing the MMP. Where appropriate, the project’s Draft and Final EIRs identified mitigation measures and project design features to avoid or to mitigate potential impacts identified to a level where no significant impact on the environment would occur, or impacts would be reduced to the extent feasible. This MMP is designed to monitor implementation of the project’s mitigation measures as well as its project design features.

As shown on the following pages, each required mitigation measure and proposed project design feature for the project is listed and categorized by impact area, with an accompanying identification of the following:

- **Enforcement Agency:** The agency with the power to enforce the Mitigation Measure/Project Design Feature.
- **Monitoring Agency:** The agency to which reports involving feasibility,

- compliance, implementation and development are made.
- **Monitoring Phase:** The phase of the project during which the Mitigation Measure/Project Design Feature shall be monitored.
- **Monitoring Frequency:** The frequency at which the Mitigation Measure/Project Design Feature shall be monitored.
- **Action Indicating Compliance:** The action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure/Project Design Feature has been implemented.

The project's MMP will be in place throughout all phases of the project. The project applicant will be responsible for implementing all mitigation measures unless otherwise noted. The applicant shall also be obligated to provide a certification report to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure or project design feature has been implemented. The City's existing planning, engineering, review, and inspection processes will be used as the basic foundation for the MMP procedures and will also serve to provide the documentation for the reporting program.

The certification report shall be submitted to the Major Project's Section at the Los Angeles Department of City Planning. Each report will be submitted to the Major Project's Section annually following completion/implementation of the applicable mitigation measures and project design features and shall include sufficient information and documentation (such as building or demolition permits) to reasonably determine whether the intent of the measure has been satisfied. The City, in conjunction with the applicant, shall assure that project construction and operation occurs in accordance with the MMP.

After review and approval of the final MMP by the City, minor changes and modifications to the MMP are permitted, but can only be made by the applicant subject to the approval by the City. The City, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed changes or modification. The flexibility is necessary due to the nature of the MMP, the need to protect the environment in the most efficient manner, and the need to reflect changes in regulatory conditions, such as but not limited to changes to building code requirements, updates to LEED "Silver" standards, and changes in Secretary of Interior Standards. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the City.

28. **Mitigation Measures And Project Design Features.** The development of the project site is hereby bound to the following Mitigation Measures and Project Design Features, which are conditions of approval for the project.

Aesthetics/Visual Quality

Mitigation Measure

- MM-AES-1:** All new sidewalks along the project's street frontages shall be paved with pervious (permeable) concrete or interlocking pavers to create a distinctive pedestrian environment and to increase the opportunity for stormwater infiltration on the site.

Monitoring Phase: Pre-construction, Construction and Occupancy
Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning
Monitoring Frequency: Field inspection(s) following construction
Action Indicating Compliance: Field inspection sign-off

Aesthetics/Light and Glare

Project Design Features

PDF-AES-1: The proposed lighting displays (at all levels) shall have a wattage draw not to exceed 12 watts/square feet to meet Title 24 2013 requirements.

Monitoring Phase: Pre-construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Once, prior to issuance of building permits
Action Indicating Compliance: Issuance of building permits

PDF-AES-2: The proposed lighting displays (at all levels) shall be fully dimmable and controlled by a programmable timer so that luminance levels may be adjusted according to the time of day.

Monitoring Phase: Pre-construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Once, prior to issuance of building permits
Action Indicating Compliance: Issuance of building permits

PDF-AES-3: The proposed lighting displays (at all levels) shall have a maximum lumen output that does not exceed the maximum levels as shown in Table IV.B-2.

Monitoring Phase: Pre-construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Once, prior to issuance of building permits
Action Indicating Compliance: Issuance of building permits

Table IV.B-2 Summary Calculations of Allowable Sign Luminance to Achieve Standard of 2.0 Foot-Candles at Sensitive Receptors

Table 6 Summary Calculations of Allowable Sign Luminance to Achieve Standard of 2.0 Foot-Candles at Sensitive Receptors

Project Façade	Zone	Signage Identification	Height Above Ground (ft)	Area (SF) Max Allowable	Distance to Sensitive Receptor (ft)	Allowable Sign Luminance (candelas/sq. m)
North						
North	3	The REEF	110	24202	431.7	135
		North Tower	168	13272	217.4	135
		South Tower	248	14490	706.9	135
		Hotel	220	3630	695.7	135
	2	North Tower	50	2550	146.8	15
		The REEF	50	4800	420.5	15
	1	North Tower	15	1275	138.8	10
		The REEF	15	1200	417.3	10
	Window	North Tower Glass	175	26180	218.0	8
		South Tower Glass	210	29260	635.7	8
East						
East	1	The REEF	125	23050	1534.1	265
		North Tower	168	30996	1473.9	265
		Hotel	158	3630	1626.1	265
	2	North Tower	50	15058	1465.2	100
		The REEF	50	8880	1529.8	100
	1	North Tower	15	1960	1464.4	25
		South Tower	15	1960	1264.4	25
		The REEF	15	1420	1364.4	25
		The Hotel	15	1925	1364.4	25
	Window	North Tower Glass	190	82000	1235.7	8
		South Tower Glass	210	93000	1281.3	8
		Hotel Glass	120	13360	1226.9	8
South						
South	3	Hotel	220	3630	1008.9	295
	1	Hotel	15	1320	747.2	25
		South Tower	15	1260	613.0	25
	Window	North Tower Glass	190	26180	1214.9	8
		South Tower Glass	210	29260	635.7	8
		Hotel Glass	120	5600	991.3	8
West						
West	3	The REEF	125	23050	1109.4	235
		Hotel	220	3630	1006.1	235
	2	North Tower	50	14858	958.9	75
		South Tower	50	15480	1153.7	75
		The REEF	50	9700	1103.4	75
	1	North Tower	15	1935	957.7	25
		South Tower	15	1935	1264.2	25
		The Hotel	15	1760	981.1	25
		The REEF	15	1212	1102.4	25
	Window	North Tower Glass	125	82000	1604.9	8
		South Tower Glass	125	93000	1266.2	8
		Hotel Glass	125	13360	988.9	8

PDF-AES-4: Light emitting diodes on signs shall be oriented down towards the street, rather than up towards the sky, or signs should be provided with a method of shielding diodes so that lighting is not wasted shining into the night sky.

Monitoring Phase: Pre-construction, Construction and Occupancy

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: Issuance of building permits

PDF-AES-5: The proposed displays shall transition smoothly at a consistent rate of speed from the daytime brightness to the permitted nighttime brightness levels, beginning at 45 minutes prior to sunset and concluding the transition to nighttime brightness 45 minutes after sunset. Where applicable, they shall also transition smoothly at a consistent rate of speed from the permitted nighttime brightness to the permitted daytime

brightness levels, beginning 45 minutes prior to sunrise and concluding the transition to daytime brightness 45 minutes after sunrise.

Monitoring Phase: Pre-construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Field inspection(s) following construction
Action Indicating Compliance: Field inspection sign-off

Mitigation Measure

MM-AES-2: Operating hours for lighted Limited Animation I and Controlled Refresh I signage within Vertical Sign Zone 3 shall be limited to 7:00 a.m. to 10:00 p.m.

Monitoring Phase: Pre-construction, Construction and Occupancy
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Field inspection(s) following construction
Action Indicating Compliance: Field inspection sign-off

Air Quality

Project Design Features

PDF-AQ-1: The project will use low-emission Tier 3 off-road construction equipment.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Construction bid document verification and periodic field inspections during construction
Action Indicating Compliance: Construction bid document sign off; Compliance Certification report by project contractor

PDF-AQ-2: The project will include watering of active construction areas at least three times daily to minimize fugitive dust emissions.

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

PDF-AQ-3: The project will not include any fireplaces (i.e., hearths) in the residential land uses.

Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning
Monitoring Frequency: Once, prior to issuance of building permits
Action Indicating Compliance: Issuance of building permits

Mitigation Measures

MM-AQ-1: The project shall install a sealed HVAC system in conjunction with MERV 13 or higher rated filters for all residential development within the project site. The sealed air system will be designed so that all ambient air introduced into the interior living space would be filtered through MERV 13 or higher rated filters to remove diesel particulate matter (DPM) and other particulate matter. The owner/property manager shall maintain and replace MERV 13 or greater filters in accordance with the manufacturer's recommendations.

Monitoring Phase: Construction, Operations
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of City Planning
Monitoring Frequency: Prior to issuance of building permits; Periodic field inspections during operations
Action Indicating Compliance: Issuance of building permits; Field inspection sign off

MM-AQ-2: The project shall locate open space areas (courtyards, patios, recreation areas) in locations that are screened from the freeway by project buildings to the maximum extent feasible.

Monitoring Phase: Pre-construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of City Planning
Monitoring Frequency: Prior to issuance of building permits
Action Indicating Compliance: Plan review sign-off

MM-AQ-3: The project shall plant vegetation between receptors and freeway sources in those locations where open space areas are not already screened from the freeway by buildings.

Monitoring Phase: Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of City Planning
Monitoring Frequency: Field inspection(s) following construction
Action Indicating Compliance: Field inspection sign-off

MM-AQ-4: To the extent allowed by Code, the project will minimize operable windows facing the freeway.

Monitoring Phase: Construction
Enforcement Agency: Department of City Planning
Monitoring Agency: Department of City Planning
Monitoring Frequency: Prior to issuance of building permits

Action Indicating Compliance: Plan review sign-off

- MM-AQ-5:** The project shall locate air intakes for ventilation equipment as far from freeway sources as possible.

Monitoring Phase: Construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning

Monitoring Frequency: Prior to issuance of building permits

Action Indicating Compliance: Plan review sign-off

Cultural Resources/Paleontological Resources**Mitigation Measures**

- MM-CUL-1:** If any paleontological materials are encountered during the course of the earth-moving activities, the project shall be halted or the work shall be diverted to avoid the potential paleontological resources in order to allow the resources and their significance to be assessed. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology at the University of Southern California; University of California, Los Angeles; California State University, Long Beach; or the Los Angeles County Natural History Museum to assess the resources and evaluate the impact. Copies of the paleontological survey, study, or report shall be submitted to the Los Angeles County Natural History Museum. If paleontological resources are identified and determined to be significant, the paleontologist shall formulate a mitigation plan to mitigate impacts, which may include removing and preserving the paleontological resources in an appropriate manner. A covenant and agreement shall be recorded prior to obtaining a grading permit.

Monitoring Phase: Construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning

Monitoring Frequency: At time of resource discovery, should it occur

Action Indicating Compliance: Submittal of report by a qualified paleontologist

- MM-CUL-2:** The project's construction superintendent shall be instructed by a paleontologist or other qualified paleontological monitor regarding identification of conditions whereby potential paleontological resources could occur. The construction superintendent shall be sufficiently informed that he or she will be able to recognize when paleontological resources have been uncovered and require that grading be temporarily diverted around the resource site until the monitor has evaluated and, if warranted, recovered the resources. Other contractor personnel shall be briefed by the superintendent or other trained personnel on procedures to be followed in the event that paleontological resources or previously unrecorded resources are encountered by earth-moving activities. The briefing shall be presented to new contractor personnel as necessary. The name and telephone number of the paleontological monitor shall be provided to appropriate contractor personnel. Similarly, and if necessary, the monitor shall be empowered to temporarily divert

grading around an exposed fossil specimen to facilitate evaluation and, if warranted, recovery.

Monitoring Phase: Construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning

Monitoring Frequency: Prior to issuance of grading permits, periodic during excavation

Action Indicating Compliance: Issuance of grading permits

MM-CUL-3: All significant fossil specimens recovered at the project site as a result of the mitigation program shall be prepared, identified, curated, and catalogued in accordance with designated museum repository requirements.

Monitoring Phase: Construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning

Monitoring Frequency: At time of resource discovery, should it occur

Action Indicating Compliance: Submittal of report by a qualified paleontologist

Greenhouse Gases

Project Design Features

PDF-GHG-1: The project will not include any fireplaces (i.e., hearths) in the residential land uses.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: Issuance of building permits

PDF-GHG-2: Where appliances are offered by builders, Energy Star appliances will be installed in the residential and non-residential buildings.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: Issuance of building permits

PDF-GHG-3: Where lighting is provided by builders, high efficiency light bulbs and lighting fixtures will be installed in residential and non-residential buildings.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: Issuance of building permits

- PDF-GHG-4:** The project will reduce potable water use by 20 percent compared to baseline water use levels through the use of water saving fixtures and or flow restrictors consistent with the California Green Building Standards.

Monitoring Phase: Construction

Enforcement Agency: Department of Water and Power

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: Issuance of building permits

Hazards and Hazardous Materials

Mitigation Measure

- MM-HAZ-1:** Prior to construction, soils at the project site shall be tested for the presence and levels of radon. Testing shall be conducted by a Radon Tester who is certified in accordance with California Health and Safety Code Sections 106750-106795. If radon levels of over 4.0 pCi/L are encountered within or immediately adjacent to the project site, a mitigation program shall be designed by a Certified Radon Mitigator, and incorporated into the design of the project, subject to the review and approval of LADBS.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to construction; prior to issuance of building Permits, if elevated levels of radon are found

Action Indicating Compliance: Approval of radon report by LADBS; approval of radon mitigation program by LADBS, if warranted

Noise

Mitigation Measures

- MM-NOI-1:** The project applicant, or successor in interest, shall install a temporary noise control barrier in the northern area of the East Block construction site. The noise control barrier shall be designed to reduce construction-related noise levels at the adjacent multi-family residential structure (on Washington Boulevard across the project site) by minimum 5 dBA.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Periodic field inspection(s)

Action Indicating Compliance: Field inspection sign-off; compliance certification report submitted by project contractor

- MM-NOI-2:** All construction equipment engines shall be properly tuned and muffled according to manufacturers' specifications. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices and shall include the use of plug-in electrical or solar-powered generators only.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Periodic field inspection(s)

Action Indicating Compliance: Field inspection sign-off; compliance certification report submitted by project contractor

- MM-NOI-3:** Construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen such activities from these land uses to the maximum extent possible.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Periodic field inspection(s)

Action Indicating Compliance: Field inspection sign-off; compliance certification report submitted by project contractor

- MM-NOI-4:** Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. Examples include the use of drills and jackhammers.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Periodic field inspection(s)

Action Indicating Compliance: Field inspection sign-off; compliance certification report submitted by project contractor

Public Services/Fire Protection

Project Design Feature

- PDF-PS-1:** The project shall be equipped with a sprinkler system meeting the requirements of LAMC Section 57.09.07(A).

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Fire Department

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: Issuance of building permits

Public Services/Police Protection**Mitigation Measures**

MM-PS-1: The project shall comply with the design guidelines outlined in the LAPD Design Out Crime Guidelines, which recommend using natural surveillance to maximize visibility, natural access control that restricts or encourages appropriate site and building access, and territorial reinforcement to define ownership and separate public and private space. Specifically, the project would:

- Provide on-site security personnel whose duties shall include but not be limited to the following:
 - Monitoring entrances and exits;
 - Managing and monitoring fire/life/safety systems; and
 - Controlling and monitoring activities in the parking facilities.
- Install security industry standard security lighting at recommended locations including parking structures, pathway options, and curbside queuing areas;
- Install closed-circuit television at select locations including (but not limited to) entry and exit points, loading docks, public plazas and parking areas;
- Provide adequate lighting of parking structures, elevators, and lobbies to reduce areas of concealment;
- Provide lighting of building entries, pedestrian walkways, and public open spaces to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings;
- Design public spaces to be easily patrolled and accessed by safety personnel;
- Design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites; and
- Limit visually obstructed and infrequently accessed "dead zones."

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Police Department

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: LAPD sign off on reviewed plans; issuance of building permits

MM-PS-2: Prior to the issuance of a certificate of occupancy for each construction phase and on-going during operations, the applicant shall develop an Emergency Procedures Plan to address emergency concerns and practices. The plan shall be subject to review by LAPD.

Monitoring Phase: Construction, Operations

Enforcement Agency: Los Angeles Police Department

Monitoring Agency: Department of City Planning

Monitoring Frequency: Prior to issuance of building permits; periodic field

inspections

Action Indicating Compliance: LAPD sign off on reviewed plans; field inspection sign off

Transportation

Project Design Feature

- PDF-TR-1:** The project design includes the following features to improve pedestrian facilities and to provide a safe and walkable pedestrian environment, to increase the number of walking trips, and provide for on-site facilities to reduce the need to make vehicle trips off-site.
- Provide sidewalks fronting the site according to the Downtown Street Standards.
 - Improve sidewalks adjacent to and within the project according to the Downtown Design Guide.
 - Add pedestrian amenities such as: shade, benches, pedestrian-scale lighting, etc.
 - Provide mid-block paseos, pedestrian plazas/courtyards, and elevated terrace walkways as detailed in the Project Description.
 - Provide a variety of land uses (mixed use) within the project, as set forth in the Project Description.
 - Provide pedestrian-scale retail commercial uses along street frontages.
 - Provide on-site facilities such as ATM machines, cafeterias, and convenience shopping.
 - Install additional safety measures (such as caution signage for bicyclists and pedestrians) near driveways and access points.
 - Provide a bike valet at the hotel to serve all project visitors.

Monitoring Phase: Pre-construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning

Monitoring Frequency: Prior to issuance of building permits

Action Indicating Compliance: Plan review sign-off

Mitigation Measures

- MM-TR-1:** Hill Street, Existing: Hill Street is currently a Modified Secondary and has a 31' half roadway width in a 46' right-of-way, with 15' sidewalk. There are two travel lanes in each direction, with left turn lanes at intersections, and on-street parking. There is no midblock central turn lane. Proposed: No changes are proposed to either the right-of-way or roadway curb to curb widths for this stretch of Hill Street, as the standard is currently exceeded by 1'. However the roadway configuration would be changed to accommodate a central turn lane and the bike lanes planned by the City. (The City's Bicycle Plan identifies bike lanes on Hill Street, but there are currently no design plans available as the improvement is not yet scheduled). On-street parking could not be allowed on either side of Hill Street adjacent to the project.

Current Roadway Standards: City standards require a 35' half roadway in a 45' half right-of-way with 10' sidewalk. The proposed half roadway would remain at 31' so would fall short of the half roadway standard by 4'. The proposed sidewalk of 15' would exceed the standards by 5'. The proposed half right-of-way would exceed the half right-of-way standard by 1'. Updated Mobility Element Standards: The new City standards for an Avenue II roadway (on adoption of the Updated Mobility Element) will require a 28' half roadway width, in a 43' half right of way with 15' sidewalk. The proposed configuration would meet or exceed all these standards.

Monitoring Phase: Construction of Adjacent Parcels

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance certification report submitted by project contractor

MM-TR-2: Broadway, Existing: Broadway currently has a 60' roadway width in a 90' right-of-way, with 15' sidewalks. There are two travel lanes in each direction, with left turn lanes at intersections, and on-street parking. There is no midblock central turn lane. Proposed: No changes are proposed for this stretch of Broadway. Reducing sidewalk widths would be inconsistent with the project's goals of enhancing the pedestrian environment and supporting a transit corridor for Broadway adjacent to the project. In support of these goals, curb extensions are proposed for midblock (around an enhancement of the existing signalized mid-block pedestrian crossing) and at 21st Street. These would be 7' sidewalk extensions - which would provide a 22' sidewalk and leave a 13' travel lane adjacent to the curb. On-street parking would remain at other locations - which would provide a buffer between travel lanes and sidewalks as well as convenient short-stay parking. Bus stops are also proposed along this stretch of Broadway - locations to be determined. A proposed subterranean parking garage would extend under the public sidewalk by 7' from the property line (to 8' from the existing roadway curb).

Current Roadway Standards: Broadway meets current right-of-way requirements, but is 5' less than the half roadway curb-curb standards. Widening the roadway by 5' to meet standards would require reducing sidewalk widths by 5' from 15' to 10'.

Updated Mobility Element Standards: The new City standards for an Avenue II roadway (on adoption of the Updated Mobility Element) will require a 28' half roadway width, in a 43' half right of way with 15' sidewalk. The proposed configuration would meet or exceed all these standards.

Monitoring Phase: Construction of Adjacent Parcels

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance certification report submitted to LADOT by project contractor

MM-TR-3: Main Street, Existing: Main Street currently has a 35' half roadway width in a 50' half right-of-way, with 15' sidewalk. There are two travel lanes in each direction with left turn lanes at intersections and a central turn lane midblock. On street parking is allowed. Proposed: No roadway changes are proposed for this stretch of Main Street. Reducing sidewalk widths would be inconsistent with the project's goals of enhancing the pedestrian environment. On-street parking would remain – which would provide a buffer between travel lanes and sidewalks as well as convenient short-stay parking. Some curb space would be allocated to passenger loading zones for the residential buildings. A proposed subterranean parking garage would extend under the public sidewalk by 9' from the new property line (to 8' from the existing roadway curb).

Current Roadway Standards: Current City standards require a 40' half roadway in a 52' half right-of-way with 12' sidewalk. Widening the roadway by 5' to meet roadway standards would require reducing the sidewalk width by 3' from 15' to 12'. Updated Mobility Element Standards: The new City standards for an Avenue I roadway (on adoption of the Updated Mobility Element) will require a 35' half roadway width, in a 50' half right of way with 15' sidewalk.

The proposed configuration would exactly meet all these standards.

Monitoring Phase: Construction of Adjacent Parcels

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance certification report submitted to LADOT by project contractor

MM-TR-4: Washington Boulevard, Existing: Washington Boulevard currently has an 84' roadway width in a 100' right-of-way. It includes a 26' foot "median" for the Blue Line light rail line – which results in a 29' half roadway and 8' sidewalk in a 50' half right-of-way. There are two travel lanes in each direction, with left turn lanes at intersections, and no on-street parking. Proposed: No changes are proposed to the roadway curb-curb section (the required roadway section for a Major Highway Class II cannot be achieved because of the Blue Line). The project cannot meet the right-of-way dedication on the West Block due to the existing Reef building. The project will provide a 5' dedication on the East Block, for a 15' sidewalk and 57' half right-of-way. (The Proposed Updated South East Los Angeles Community Plan (SELACP) anticipates a 5' easement requirement for a 15' sidewalk). A proposed subterranean parking garage would extend under the public sidewalk by 7' from the new property line (to 3' from the roadway curb).

Current Roadway Standards: City standards currently require a 40' roadway in a 52' right-of-way with 12' sidewalk. The half roadway width standard cannot be met because of the LRT line. A 2-foot dedication

would be required to meet the 52' half right-of-way standard. The proposed 5' dedication would result in a 15' sidewalk which would meet requirements and a 57' half right of way which would exceed requirements. Updated Mobility Element Standards: The new City standards for a Boulevard II roadway (on adoption of the Updated Mobility Element) will require a 40' half roadway width, in a 55' half right of way with 15' sidewalk. The proposed configuration would be unable to meet the roadway standard because of the rail line, but would meet the sidewalk requirement and exceed the right-of-way requirement.

Monitoring Phase: Construction of Adjacent Parcels

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance certification report submitted to LADOT by project contractor

MM-TR-5: 21st Street, Existing: 21st Street currently has a 20' half roadway width in a 30' right-of-way, with 10' sidewalk, which meets City standards. There is one travel lane in each direction, with no left turn lanes at intersections, and on-street parking is allowed. Project Mitigation: No changes are proposed to 21st Street. On-street parking shall remain where possible.

Current Roadway Standards: Current City standards for a Noncontinuous Local Street require an 18' half roadway in a 27' half right-of-way with 9' sidewalk. The current roadway exceeds all these standards. Updated Mobility Element Standards: The new City standards for a Noncontinuous Local Street (on adoption of the Updated Mobility Element) will require a 15' half roadway width, in a 25' half right of way with 10' sidewalk. The proposed configuration would meet or exceed all these standards.

Monitoring Phase: Construction of Adjacent Parcels

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance certification report submitted to LADOT by project contractor

MM-TR-6: Prior to the issuance of certificate of occupancy, the project applicant shall implement new traffic signals, subject to LADOT approval, at the following locations adjacent to the project:

- Main Street & Project Garage Driveway
- Main Street & 21st Street
- Broadway & 21st Street
- Hill Street & 21st Street

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance certification report submitted to LADOT by project contractor

MM-TR-7: Feasible mitigation improvements were identified at a number of locations, which shall be implemented when enough project development has occurred to reach 55% of the total project PM peak hour trips. The project applicant shall implement the following physical mitigation measures to enhance intersection levels of service:

- ***The 17th Street Corridor Between Los Angeles Street and Grand Avenue:*** This mitigation measure would enhance the capacity of 17th Street. The project shall restripe 17th Street from the existing two lanes to three lanes between Los Angeles Street and Grand Avenue.

The current curb-to-curb right of way along 17th Street is wide enough to accommodate an additional thru lane in the westbound direction. This improvement would require that on-street parking, located along the southern edge of the roadway, either be permanently removed or restricted during peak periods from Los Angeles Street to Grand Avenue.

This measure would require the removal (temporary or permanent) of 15 metered parking spaces and 7 non-metered spaces along 17th Street. An analysis (per LADOT guidelines, and summarized in Traffic Study Appendix E) showed that there are sufficient unoccupied parking spaces in the adjacent area (within two blocks and for the majority of spaces within one block) to accommodate the loss of these on-street parking spaces, so this measure would cause less than significant impacts on parking in this corridor.

Specific improvements included under this Mitigation Measure are as described below. These improvements have been included in the mitigation analysis. Except where identified, these measures could be implemented within the existing curb-to-curb roadway widths and within existing rights-of-way. Improvement concept plans are shown in The Traffic Study, Appendix F (Figure F.1 and Figure F.2) which is located in Appendix IV.N of this EIR.

- ***Main Street at 17th Street Intersection:*** The project shall restripe the westbound approach on 17th Street to add an additional thru lane. This would modify the existing configuration of one shared left-thru lane and one shared thru-right lane, to a configuration of one shared left-thru lane, one thru lane and one shared thru-right lane.
- ***Broadway at 17th Street Intersection:*** The project shall restripe the westbound approach on 17th Street to add an additional thru lane. This would modify the existing configuration of one shared left-thru lane and one shared thru-right lane, to a configuration of one shared left-thru lane, one thru lane and one shared thru-right lane.

- **Hill Street at 17th Street Intersection:** The project shall restripe the westbound approach on 17th Street to add an additional thru lane. This would modify the existing configuration of one shared left-thru lane and one shared thru-right lane, to a configuration of one shared left-thru lane, one thru lane and one shared thru-right lane.
- **Olive Street at 17th Street Intersection:** The proposed mitigation measure at this intersection is to restripe the westbound approach on 17th Street to add an additional thru lane. This would modify the existing configuration of one thru lane and one shared thru-right lane, to a configuration of two thru lanes and one shared thru-right lane.
- **Grand Avenue at 17th Street Intersection:** The project shall restripe the westbound approach on 17th Street to add an additional thru lane. This would modify the existing configuration of one shared left-thru lane and one thru lane, to a configuration of one shared left-thru lane and two thru lanes.

Monitoring Phase: Construction of East Parcel when enough project development has occurred to reach 55% of the total project PM peak hour trips

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance certification report submitted to LADOT by project contractor

MM-TR-8: Two additional roadway improvement measures shall be implemented by the project applicant on the 18th Street corridor, at Hill and at Broadway, to provide an additional eastbound through lane, when enough project development has occurred to reach 70% of the total project PM peak hour trips, as follows:

- **Hill Street at 18th Street Intersection:** The project shall restripe the eastbound approach on 18th Street to add an additional thru lane. This would modify the existing configuration of one left turn lane, one thru lane and one shared thru-right lane, to a configuration of one shared left-thru lane, one thru lane, and one shared thru-right lane.
- **Broadway at 18th Street Intersection:** The project shall restripe the eastbound approach on 18th Street to add an additional thru lane. This would modify the existing configuration of one left turn lane, one thru lane and one shared thru-right lane, to a configuration of one shared left-thru lane, one thru lane, and one shared thru-right lane.

Monitoring Phase: Construction of East Parcel when enough project development has occurred to reach 70% of the total project PM peak hour trips

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance certification report submitted to LADOT by project contractor

MM-TR-9: ***Intersection Traffic Signal Upgrades:*** The traffic signal controllers at some study intersections are currently older model Type 170 Controllers. Where possible, the City is implementing upgrades to newer Type 2070 Controllers which provides for enhanced real time operation of traffic signal timing. The newer controllers allow LADOT to respond to real time traffic situations by making immediate adjustments to an intersection's signal timing and providing for more efficient traffic flows.

The project shall fund the upgrade of the signal controllers at the following intersection locations:

- Intersection No. 14: Main Street & 17th Street
- Intersection No. 15: Los Angeles Street & 17th Street
- Intersection No. 61: Los Angeles Street & 16th Street

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance certification report submitted to LADOT by project contractor

MM-TR-10: ***Closed Circuit Television (CCTV) Cameras:*** An integral part of the City's ATSAC/ATCS traffic signal control system is CCTV cameras at key intersection locations. These provide visual information to the City's ATSAC Traffic Control Center, and allow LADOT to monitor traffic operations and respond in real time to traffic conditions that delay vehicles and transit service.

The project shall fund the installation of new CCTV cameras (including necessary mounting poles, fiber optic and electrical connections) at the following locations:

- Intersection No. 13: Broadway & 17th Street
- Intersection No. 37: Adams Boulevard & Figueroa Street
- Intersection No. 41: Adams Boulevard & Broadway
- Intersection No. 57: Venice Boulevard & Figueroa Street
- Intersection No. 59: Venice Boulevard & Grand Avenue

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance certification report submitted to LADOT by project contractor

MM-TR-11: ***System Detection Loops:*** Another integral part of the City's ATSAC/ATCS traffic signal control system is system detection loops at key intersection locations. These provide real-time information to the City's ATSAC Traffic Control Center, and allow LADOT to monitor traffic operations and respond in real time to traffic conditions that delay vehicles and transit service.

The project would fund the installation of new system detection loops (including necessary fiber optic and electrical connections) at the following locations:

- Intersection No. 21: Los Angeles Street & 18th Street
- Intersection No. 61: Los Angeles Street & 16th Street

The locations for traffic signal upgrades, CCTV cameras, and system detector loops have been agreed to by LADOT. The applicant will either install the upgrades or pay LADOT a fixed amount of \$210,000 to provide for LADOT to design and install the improvements.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance certification report submitted to LADOT by project contractor

MM-TR-12: Vehicle trip reduction measures are proposed to encourage the use of non-auto modes and reduce vehicle trips. These measures shall be implemented as each parcel of the project site is developed. The financial contribution to LADOT for the Mobility Hub shall be implemented when project development has occurred to reach 40% of the total project PM peak hour trips. The financial contribution to the City's Bicycle Trust Fund should be implemented when project development has occurred to reach 50% of the total project PM peak hour trips. These measures include the following:

- Provide sidewalk bike racks on the project site, including areas near bus stops.
- Coordinate with LADOT to provide the physical space (approximately 1,000 square feet rent free in a strategic location visible to the public) for a Mobility Hub/Bikeshare Station at the project site that could include space for:
 - secure, long-term parking;
 - maintenance and repair, and/or potential small Bicycle Store; and/or
 - area for bike share.
- Make a one-time financial contribution of \$250,000 to the City of Los Angeles Department of Transportation, the monies to be used in the implementation of the Mobility Hub on the site of the project.
- Make a one-time financial contribution of \$250,000 to the City's Bicycle Trust Fund, the monies to be used to improve bicycle facilities in the area of the project.
- Participate in a Car-Share Program, and provide a minimum of 10 (ten) off-street car share parking spaces in the project's parking garage.
- Facilitate rideshare through an on-site transportation coordinator.

- Facilitate carpools and vanpools for project employees, students, etc., by providing locations for carpool and vanpool parking.
- Provide on-site facility with information on car-sharing, vanpools, taxis (e.g. kiosk, concierge, or transportation office).
- Provide emergency or late-night ride homes for transit users or carpoolers who reasonably and unexpectedly leave work early or late and can't take bus/train/carpool.

Monitoring Phase: Construction of Individual Parcels; At 40% of Total PM Peak Hour Trips; At 50 % of Total PM Peak Hour Trips

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance: Field inspection sign-off

MM-TR-13: The project shall incorporate the following mitigation measures to encourage the use of transit and reduce vehicle trips. These measures shall be implemented as each parcel of the project site is developed. The financial contribution to LADOT for the DASH Bus shall be implemented at the first occupancy of development on the East Block of the project.

- Provide transit information center/concierge/store/kiosks on-site (include sale of transit passes).
- Provide bus shelters in area of the project site, as determined by Metro.
- Unbundle parking from housing cost.
- Implement parking cash-out programs for project land uses as appropriate.
- Make a one-time financial contribution of \$500,000 to LADOT for the purchase of one DASH bus, to facilitate modifying slightly the route of Route D to include the project site. LADOT to pay for the operating costs of the vehicle.

Monitoring Phase: Construction of Individual Parcels; At Occupancy of East Block

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance: Field inspection sign-off

MM-TR-14: The project shall install a new traffic signal on Main Street at the main project driveway midblock between Washington Boulevard and 21st Street. Installation of a signal at this location would also entail modifications to the driveways for the Sports Museum on the east side of Main Street, opposite the project site. The Sports Museum currently has two driveways on Main Street. The northernmost of the two driveways is presently configured for inbound traffic, and the southernmost driveway is presently configured for outbound traffic. The existing south driveway of the Sports Museum would be closed, and a new driveway would be provided as the east leg of the new traffic signal, with full turning movements provided to access both the project and the Sports Museum. The existing north Sports Museum driveway

on Main Street would not be modified by the project, and could remain as a right turn-in driveway. The existing Sports Museum driveway on Washington Boulevard would not be modified by the project, and would remain as a right turn-out driveway.

Monitoring Phase: Construction

Enforcement Agency: Los Angeles Department of Transportation (LADOT)

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once prior to occupancy

Action Indicating Compliance: Field inspection sign-off and compliance Certification report submitted to LADOT by project contractor

Utilities/Sewer

Project Design Feature

PDF-UT-1: The project shall implement the water-conserving project design features listed in Section IV.O.2 of this EIR, which will also reduce wastewater generation.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: Issuance of building permits

Utilities/Water

Project Design Features

PDF-UT-2: The project would implement the following Project Design Features (PDFs) to reduce water consumption. These measures are in addition to those required by codes and ordinances that would be applicable to the project:

- High Efficiency Toilets with flush volume of 1.0 gallons of water per flush
- Kitchen Faucets with flow rate of 1.5 gallons per minute or less
- High Efficiency Clothes Washers (Residential) – water factor of 4.0 or less.
- Waterless Urinals
- Showerheads with flow rate of 1.5 gallons per minute or less
- Rotating Sprinkler Nozzles for Landscape Irrigation – 0.5 gallons per minute
- Drought Tolerant Plants – 70% of total landscaping
- High Efficiency Clothes Washers (Commercial) – water factor of 4.5 or less
- Cooling Tower Conductivity Controllers or Cooling Tower pH Conductivity Controllers
- Water-Saving Pool Filter
- Leak Detection System for swimming pools and Jacuzzi
- Drip/ Subsurface Irrigation (Micro-Irrigation)

- Micro-Spray
- Proper Hydro-zoning (groups plants with similar water requirements together)
- Zoned Irrigation
- Water Conserving turf (3,325 square feet of turf with 0.7 plant factor)

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: Issuance of building permits

PDF-UT-3: The project applicant shall complete a LEED Checklist, and submit to the Department of City Planning for review, prior to issuance of building permits.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: Department of City Planning sign off of reviewed checklist

Utilities/Solid Waste

Project Design Feature

PDF-UT-4: During occupancy and operations, the project shall have a solid waste diversion rate target of 50 percent of non-hazardous materials.

Monitoring Phase: Operations

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning

Monitoring Frequency: Field inspection(s) following construction

Action Indicating Compliance: Field inspection sign-off

Utilities/Electricity

Project Design Feature

PDF-UT-5: The project applicant shall complete a LEED Checklist, and submit to the Department of City Planning for review, prior to issuance of building permits.

Monitoring Phase: Construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: DCP sign off of reviewed checklist

Utilities/Natural Gas**Project Design Features**

PDF-UT-6: The project would include the following Project Design Features:

- The applicant shall comply with State Energy Conservation Standards for New Residential and Non-Residential Buildings (Title 24, Part 6, Article 2, California Administrative Code, 2008) and exceed Title 24, Part 6, Article 2, California Administrative Code, 2005 by 15 percent.
- The applicant shall install energy efficient heating and cooling systems, appliances (e.g., Energy Star®), equipment, and control systems.
- The applicant shall specify low-flow water-usage fixtures, reducing water consumption and water heating fuel (natural gas)
- The applicant shall use energy-efficient pumps and motors for, waste and storm water conveyance, fire water, and domestic water.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: Issuance of building permits

PDF-UT-7: The project applicant shall complete a LEED Checklist, and submit to the Department of City Planning for review, prior to issuance of building permits.

Monitoring Phase: Pre-Construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning

Monitoring Frequency: Once, prior to issuance of building permits

Action Indicating Compliance: DCP sign off of reviewed checklist

29. **Construction Mitigation Conditions.** Prior to the issuance of a grading or building permit, or the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:

CM-1. That a sign be required on site clearly stating a contact/complaint telephone number that provides contact to a live voice, not a recording or voice mail, during all hours of construction, the construction site address, and the tract map number. **YOU ARE REQUIRED TO POST THE SIGN 7 DAYS BEFORE CONSTRUCTION IS TO BEGIN.**

a. Locate the sign in a conspicuous place on the subject site or structure (if developed) so that the public can easily read it. The sign must be sturdily attached to a wooden post if it will be freestanding.

b. Regardless of who posts the site, it is always the responsibility of the applicant to assure that the notice is firmly attached, legible, and

remains in that condition throughout the entire construction period.

c. If the case involves more than one street frontage, post a sign on each street frontage involved. If a site exceeds five (5) acres in size, a separate notice of posting will be required for each five (5) acres, or portion thereof. Each sign must be posted in a prominent location.

- CM-2. 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.
- CM-3. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- CM-4. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- CM-5. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- CM-6. 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.
- CM-7. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- CM-8. The project shall comply with the City of Los Angeles Noise Ordinance Nos. 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.
- CM-9. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- CM-10. Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- CM-11. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- CM-12. The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- CM-13. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.

- CM-14. Incorporate appropriate erosion control and drainage devices to the satisfaction of the Building and Safety Department shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned. These will shield and bind the soil.
- CM-15. Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.
- CM-16. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- CM-17. Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- CM-18. Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.
- CM-19. Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- CM-20. Use gravel approaches where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.
- CM-21. Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop cloths to catch drips and spills.

Section __. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that the foregoing ordinance was passed at the Council of the City of Los Angeles, by a majority vote of all its members, at the meeting of _____.

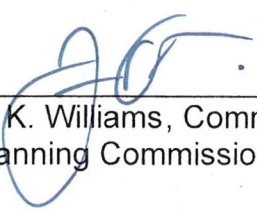
Holly L. Wolcott, City Clerk

By _____
Deputy

Approved _____

Mayor

Pursuant to Section 558 of the City Charter,
the City Planning Commission on August 11, 2016
recommends this ordinance be adopted by the City Council.



James K. Williams, Commission Executive Assistant II
City Planning Commission

File No. _____