PLANNING DEPARTMENT TRANSMITTAL
TO THE CITY CLERK'S OFFICE

CITY PLANNING CASE:	ENVIRONMENTAL DOCUMENT:	COUNCIL DISTRICT:
CPC-2014-1771-GPA-VZC-SN-VCU-MCUP-CUX-ZV-SPR	ENV-2014-1773-EIR	**CD 9 – Price**
PROJECT ADDRESS:		
1900 South Broadway		
APPLICANT/REPRESENTATIVE:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
PHR LA MART, LLC 1900 South Broadway Los Angeles, CA 90012 Edgar Khalatian, Mayer Brown, LLP ☐ **New/Changed**	**(213)229-9548**	**ekhalatian@mayerbrown.com**
APPELLANT/REPRESENTATIVE:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
United Neighbors in Defense Against Displacement **Joe Donlin SAJE** **152 32nd Street** **Los Angeles, CA 90007**	**(213)745-9961, ext. 215**	**jdonlin@saje.net**
PLANNER CONTACT INFORMATION:	**TELEPHONE NUMBER:**	**EMAIL ADDRESS:**
Sarah Molina Pearson	**(213) 473-9983**	sarah.molina-pearson@lacity.org
APPROVED PROJECT DESCRIPTION:		

On August 11, 2016, the City Planning Commission approved a mixed-use project consisting of: 549 apartment units, including 21 live/work units, and 895 residential condominiums; a 208-key hotel; 67,702 square feet of retail/restaurant uses; a 29,355 square-foot grocery store; a 17,507 square-foot gallery; and a 7,879 square-foot fitness studio. The existing Reef building will be maintained and includes an 8,000 square-foot addition for a rooftop restaurant. The development includes several buildings ranging in height from 77 feet up to 420 feet on an approximately 9.7-acre property consisting of two City blocks. The project includes 2,512 vehicle parking spaces and 1,906 bicycle parking stalls. The project will contain approximately 2,541,468 square feet of floor area upon full build out.

COMMISSION ACTION(S) / ZONING ADMINISTRATOR ACTION(S): (CEA's PLEASE CONFIRM)

1. **Found** that the project was assessed in the Reef FEIR, **ENV-2014-1773-EIR** (SCH No. 2014071054) ("Reef FEIR").
2. **Approved** a **General Plan Amendment** from Limited Manufacturing to Community Commercial for the subject property and modification of Footnote No. 1 to read as follows: "Height District 1. The provisions of this Footnote shall not apply to the property located at 233 W. Washington Blvd., as identified per City Planning Case No. CPC-2008-596-GPA-ZC-SPR or the property located at 1900 S. Broadway, as identified per City Planning Case No. CPC-2014-1771-GPA-VZC-SN-VCU-MCUP-CUX-ZV-SPR."
3. **Approved** a **Zone Change** from [Q]M1-2-O and M1-2-O to [T][Q]C2-2-O-SN.
4. **Approved** the creation of a **Supplemental Use Sign District (SN)**.
5. **Approved** a **Conditional Use** for a **Major Development Project** for the addition of more than 100,000 square feet of non-residential floor area in the C2 zone.
6. **Approved** a **Master Conditional Use** to allow the on-site sale, dispensing and consumption of a full line of alcoholic beverages for up to eighteen (18) establishments and the sale of a full line of alcoholic beverages for off-site consumption for up to two (2) establishments.
7. **Approved** a **Master Conditional Use** to allow live entertainment and/or patron dancing for up to five (5) establishments.
8. **Approved Special Permission for the Reduction of Off-Street Parking** to allow a 10 percent parking reduction for commercial uses located within 1,500 feet of a transit facility.
9. **Approved** a **Variance** to allow 289 on-site trees in lieu of the otherwise required 361 trees.
10. **Dismissed** a **Variance** to allow outdoor dining above the ground floor in the C2 zone.
11. **Approved** a **Variance** to allow alternative short-term and long-term bicycle stall siting, including a complimentary valet service for the hotel component.
12. **Approved** a **Site Plan Review** for a project that would result in an increase of more than 50 dwelling units and more than 50,000 gross square feet of non-residential floor area.
13. **Adopted** the attached modified **Conditions of Approval;**
14. **Adopted** the attached amended **Findings**.
15. **Advised** 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
16. **Advised** 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, that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.

ENTITLEMENTS FOR CITY COUNCIL CONSIDERATION:

1. **Recommend** that the City Council find that the project was assessed in the Reef FEIR, ENV-2014-1773-EIR (SCH No. 2014071054) ("Reef FEIR").
2. **Recommend** that the City Council adopt a **General Plan Amendment** (Southeast Los Angeles Community Plan) from Limited Manufacturing to **Community Commercial** for the subject property and modification of Footnote No. 1 to read as follows: "Height District 1. The provisions of this Footnote shall not apply to the property located at 233 W. Washington Blvd., as identified per City Planning Case No. CPC-2008-596-GPA-ZC-SPR or the property located at 1900 S. Broadway, as identified per City Planning Case No. CPC-2014-1771-GPA-VZC-SN-VCU-MCUP-CUX-ZV-SPR."
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4. **Recommend** that the City Council adopt the creation of a **Supplemental Use Sign District (SN)**.
5. **Recommend** that the City Council adopt the attached modified **Conditions of Approval**.
6. **Recommend** that the City Council adopt the attached amended **Findings**.

FINAL ENTITLEMENTS NOT ADVANCING:

N/A

ITEMS APPEALED:

SN-VCU-MCUP-CUX-ZV-SPR

ATTACHMENTS:	REVISED:	ENVIRONMENTAL CLEARANCE:	REVISED:
☑ Letter of Determination	☐	☐ Categorical Exemption	☐
☑ Findings of Fact	☑	☐ Negative Declaration	☐
☑ Staff Recommendation Report	☐	☐ Mitigated Negative Declaration	☐
☑ Conditions of Approval	☑	☑ Environmental Impact Report	☐
☑ Ordinance	☑	☐ Mitigation Monitoring Program	☐
☑ Zone Change Map	☑	☐ Other	☐
☑ GPA Resolution	☑		
☑ Land Use Map	☐		
☐ Exhibit A - Site Plan	☐		
☑ Mailing List	☐		
☐ Land Use	☐		
☐ Other	☐		

NOTES / INSTRUCTION(S):

The EIR is available at the following web address:
http://planning.lacity.org/eir/TheReef/TheReefCoverPg.html

FISCAL IMPACT STATEMENT:

☑ **Yes** ☐ **No**

***If determination states administrative costs are recovered through fees, indicate "Yes".**

PLANNING COMMISSION:	
☑ City Planning Commission (CPC) ☐ Cultural Heritage Commission (CHC) ☐ Central Area Planning Commission ☐ East LA Area Planning Commission ☐ Harbor Area Planning Commission	☐ North Valley Area Planning Commission ☐ South LA Area Planning Commission ☐ South Valley Area Planning Commission ☐ West LA Area Planning Commission
PLANNING COMMISSION HEARING DATE:	**COMMISSION VOTE:**
August 11, 2016	7 – 1
LAST DAY TO APPEAL:	**APPEALED:**
September 26, 2016	Yes
TRANSMITTED BY:	**TRANSMITTAL DATE:**
James K. Williams	SEP 27 2016

LOS ANGELES CITY PLANNING COMMISSION

200 N. Spring Street, Room 532, Los Angeles, California, 90012, (213) 978-1300
http://cityplanning.lacity.org/

CORRECTED Letter of Determination Mailing Date: SEP 09 2016

CASE NO.: CPC-2014-1771-GPA-VZC-SN-VCU-MCUP-CUX-ZV-SPR
CEQA: ENV-2014-1773-EIR
Related Cases: VTT-72914; CPC-2014-1772-DA;

Applicant: PHR LA MART, LLC
Representative: Edgar Khalatian, Mayer Brown, LLP

Correct to File (vote)**

Location: 1900 South Broadway
Council District 9 – Curren D. Price, Jr.
Plan Area: Southeast Los Angeles
Requests: Approval of a General Plan Amendment, Zone Change, Supplemental Use Sign District, Conditional Use for a Major Development, Master Conditional Use for Alcohol, Master Conditional Use for Live Entertainment, Special Permission for the Reduction of Off-Street Parking, Variance for a Reduction of On-Site Trees, Variance for Alternative Bicycle Stall Siting, and Site Plan Review.

At its meeting on August 11, 2016, the Los Angeles City Planning Commission took the following action:

1. **Found** that the project was assessed in the Reef FEIR, **ENV-2014-1773-EIR** (SCH No. 2014071054) ("Reef FEIR").
2. **Approved** a **General Plan Amendment** from Limited Manufacturing to Community Commercial for the subject property and modification of Footnote No. 1 to read as follows: "Height District 1. The provisions of this Footnote shall not apply to the property located at 233 W. Washington Blvd., as identified per City Planning Case No. CPC-2008-596-GPA-ZC-SPR or the property located at 1900 S. Broadway, as identified per City Planning Case No. CPC-2014-1771-GPA-VZC-SN-VCU-MCUP-CUX-ZV-SPR."
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12. **Approved** a **Site Plan Review** for a project that would result in an increase of more than 50 dwelling units and more than 50,000 gross square feet of non-residential floor area.
13. **Adopted** the attached modified **Conditions of Approval;**
14. **Adopted** the attached amended **Findings**.
15. **Advised** 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
16. **Advised** 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, that pursuant to the State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.

RECOMMENDATION TO CITY COUNCIL:

1. **Recommend** that the City Council find that the project was assessed in the Reef FEIR, ENV-2014-1773-EIR (SCH No. 2014071054) ("Reef FEIR").
2. **Recommend** that the City Council adopt a **General Plan Amendment** (Southeast Los Angeles Community Plan) from Limited Manufacturing to **Community Commercial** for the subject property and modification of Footnote No. 1 to read as follows: "Height District 1. The provisions of this Footnote shall not apply to the property located at 233 W. Washington Blvd., as identified per City Planning Case No. CPC-2008-596-GPA-ZC-SPR or the property located at 1900 S. Broadway, as identified per City Planning Case No. CPC-2014-1771-GPA-VZC-SN-VCU-MCUP-CUX-ZV-SPR."
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4. **Recommend** that the City Council adopt the creation of a **Supplemental Use Sign District (SN)**.
5. **Recommend** that the City Council adopt the attached modified **Conditions of Approval**.
6. **Recommend** that the City Council adopt the attached amended **Findings**.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved:	Ambroz
Seconded:	Perlman
Ayes:	Ahn, Choe, Mack, Millman, Padilla-Campos
Noes:	***Dake-Wilson*****
Absent:	Katz

Vote: **7 - 1**

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

Effective Date/Appeals: The action of the Los Angeles City Planning Commission will be final within 15 days from the mailing date on this determination unless an appeal is filed within that time to the City Council. The General Plan Amendment, Zone Change and Supplemental Use Sign District are not further appealable by any party. All appeals shall be filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Fourth Floor, Los Angeles, CA 90012, or at 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401.

FINAL APPEAL DATE: SEP 26 2016

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Attachments: Modified Conditions of Approval, Maps, Amended Findings, Zone Change and Sign District Ordinances, Resolution
Senior City Planner: Luciralia Ibarra
City Planner: Sarah Molina Pearson

CONDITIONS FOR EFFECTUATING TENTATIVE (T) CLASSIFICATION REMOVAL

Pursuant to Los Angeles Municipal Code Section 12.32 G, the "T" Tentative Classification shall be removed by the recordation of a final tract map or by posting guarantees satisfactory to 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 City Plan Case.

Dedications and Improvements

Prior to the issuance of any building permit, 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), including the following:

A. Responsibilities/Guarantees

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.

Prior to the 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 the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

1. Street Dedications

a. That a 5-foot wide strip of land be dedicated along Washington Boulevard adjoining the tract **except where there are existing structures to remain** (between Broadway and Hill Street) to complete a 55-foot wide half right-of-way in accordance with BOULEVARD II of LA MOBILITY PLAN. **This dedication shall be limited to the depth of 10-feet measured from below the finished sidewalk grade**. In addition 15-foot by 15-foot property line cut corners be dedicated at the intersections with Broadway and Main Street **limited to elevations measured 14-feet from above the finished sidewalk grades**.

b. That 15-foot by 15-foot property line cut corners be dedicated along 21st Street adjoining the tract with intersections with Hill Street, Broadway and Main Street limited to elevations measured 14-feet from above the finished sidewalk grades.

2. Merger and Other Conditions

a. That portion of Main Street adjoining the tract in variable width from approximately 7-feet to approximately 8-feet from the depth of 10-feet and as shown on the revised vesting tentative map stamp dated June 23, 2016 be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government

Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:

i. That consents to the street being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.

ii. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area being merged.

iii. That a certified survey map be submitted for during the final map check showing the dimensions and areas being merged with this map satisfactory to the City Engineer.

b. That any surcharge fee in conjunction with the street merger request be paid.

c. That a Covenant and Agreement be recorded satisfactory to the City Engineer binding the subdivider and all successors to the following:

i. That the owners shall be required to maintain all elements of the structures below the limited **Washington Boulevard** rights-of-way and merger area below **Main Street** in a safe and usable condition to the satisfaction of the City Engineer. The City shall be given reasonable access to the structures within and adjacent to the limited street rights-of-way areas for any necessary inspection, upon request during normal business hours. The City may request the owners to repair or replace damaged, defective or unsafe structural elements or to correct unacceptable conditions at the owner's expense if owner elects not to do so. Owner shall grant reasonable access to City's contractor to make said repairs.

ii. The owner shall be required to limit use and occupancy of the structures below the limited street rights-of-way for **parking use only**. No combustible material shall be stored in the merger area.

iii. The owners shall obtain a B-permit from the City Engineer for any substantial structural modification below the street right-of-way area and for any structural modification areas and for any structural element outside said areas which provides lateral or vertical support to structures within the areas.

d. That the subdivider execute and record an agreement satisfactory to the City Engineer to waive any right to make or prosecute any claims or demands against the City for any damage that may occur to the proposed structures underneath the limited dedication and merger of public street as stated herein in connection with the use and maintenance operations within said street easement.

e. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of the existing sewers in this area.

f. That a set of drawings for airspace lots be submitted to the City Engineer showing the followings:

i. Plan view at different elevations.
ii. Isometric views.
iii. Elevation views.
iv. Section cuts at all locations where air space lot boundaries

g. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

3. Street Improvements

The following improvements must be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:

a. Improve Washington Boulevard being dedicated and adjoining the tract by the construction of an additional concrete sidewalk within the newly dedicated area to complete a full-width concrete sidewalk with tree wells including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.

b. Improve all the dedicated corner cuts by placing additional concrete for sidewalk area purposes including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.

B. Sewer

The Bureau of Sanitation has reviewed the sewer/storm drain lines serving the subject tracts/areas and found no potential problems to structures or potential maintenance problems. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering.

C. Department of Transportation. Prior to recordation of the final map, satisfactory arrangements shall be made with the Department of Transportation to assure:

a. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk, pursuant to LAMC 12.21-A,5(i)a.

b. 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 550.

c. That a fee in the amount of $205 be paid for the Department of Transportation as required per Ordinance No. 183,270 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

d. A minimum of 60-foot and 40-foot reservoir space(s) be provided between any ingress security gate(s) and the property line when driveway is serving more than 300 and 100 parking spaces respectively. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line when driveway is serving less than 100 parking spaces.

e. The applicant shall comply with the project requirements and mitigation measures as stated in the June 19, 2015 DOT Traffic Study Assessment letter to the Department of City Planning. All subsequent revisions and modifications shall remain in effect. A copy of the letter is located in the case file.

D. **Fire Department.** Prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:

a. Submit plot plans for Fire Department approval and review prior to recordation of Tract Action.

b. Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.

c. During demolition, the Fire Department access will remain clear and unobstructed.

d. No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.

e. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

f. No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.

g. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

Note: The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6504. You should advise any consultant representing you of this requirement as well.

E. **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.

F. **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 by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Department of City Planning's Development Services Center for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the Development Services Center for attachment to the subject file.

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

(Q) QUALIFIED CONDITIONS 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.

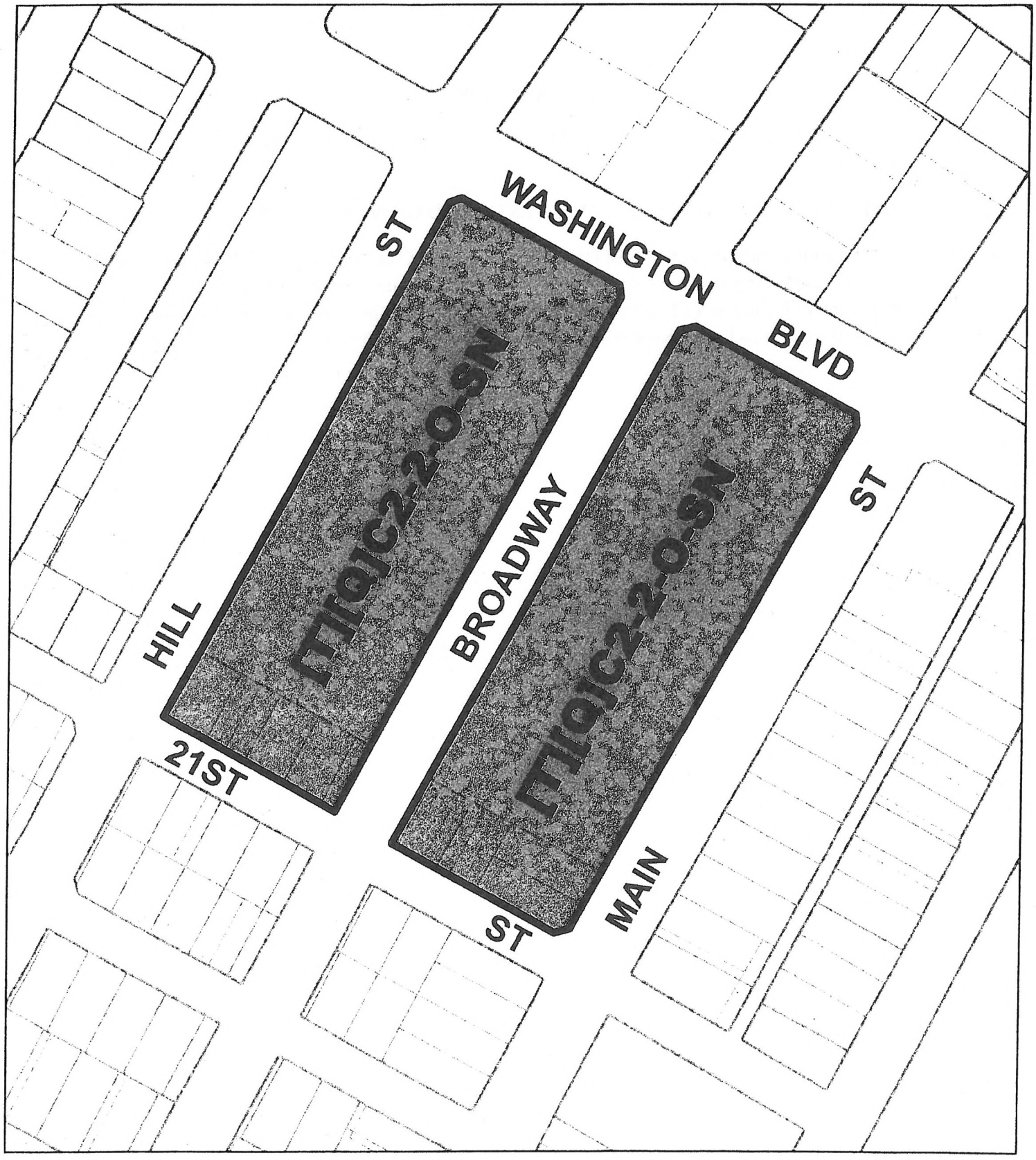
CM-21. Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop cloths to catch drips and spills.

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 Angles 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.



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Feet

City of Los Angeles

Southeast L.A.

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

AE

072016

Data Sources: Department of City Planning, Bureau of Engineering

CONDITIONS OF APPROVAL

A. Entitlement Conditions

1. **12.24-Y Special Permission for a Reduction of Off-street Parking.** The project shall be granted a 10 percent reduction in the required number of parking spaces for commercial uses within 1,500 feet from a fixed transit station (Grand/LATTC Metro Blue Line).
2. **Site Plan Review & Major Project Development.** The project shall be granted a Site Plan Review and Major Project Development for a project that creates an increase of 50 or more dwelling units and an increase of more than 100,000 square feet of non-residential floor area, which in this case is 1,444 residential units and approximately 124,065 square feet of commercial space.
3. **Unified Development Covenant.** Prior to the issuance of any building permits, the applicant shall file a covenant running with the land with the Department of Building and Safety: (1) guaranteeing to continue the operation and maintenance of the development as a unified development; (2) indicating the floor area and, if applicable, density used on each parcel and the floor area and, if applicable, density potential, if any, that would remain; (3) guaranteeing the continued maintenance of the unifying design elements; and (4) specifying an individual or entity to be responsible and accountable for this maintenance and the fee for the annual inspection of compliance by the Department of Building and Safety, required pursuant to Section 19.11. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns.
4. Prior to the issuance of the building permit, a copy of the VTT-72914 shall be submitted to the satisfaction of the Development Services Center.
5. Prior to the issuance of a building permit, the applicant shall record and execute a Covenant and Agreement to comply with the South Los Angeles Alcohol Sales Specific Plan.
6. **Electric Vehicle Parking.** The project shall include at least twenty percent (20%) of the total Code-required parking spaces provided for all types of parking facilities, but in no case less than one location, shall be 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 capacity. Of the 20% EV Ready, five (5)% 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 20% or 5% results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.
7. **Solar Panels.** Solar panels shall be installed on the project's rooftop space and/or equipment, in substantial conformance with the site plan labeled as Exhibit "A" stamped and dated July 27, 2016.
8. **Graffiti Removal.** 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.
9. **Aesthetics.** The structure, or portions thereof shall be maintained in a safe and sanitary condition and good repair and free of graffiti, trash, overgrown vegetation, or similar material, pursuant to Municipal Code Section 91,8104. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic

irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

10. **Master Conditional Use Permit for Alcohol Conditions**

This grant shall be subject to the following conditions:

a. **Grant.** The Master Conditional Use authorization herein to allow the on-site sale, dispensing and consumption of a full line of alcoholic beverages shall be limited to the following: eight (8) restaurant/bar establishments on the east block; five (5) establishments within the Reef building including the rooftop restaurant, basement, lobby restaurant, level 2 and level 11; and five (5) establishments in conjunction with the hotel including the hotel rooms, gallery, ground floor restaurant and pool deck. The Master Conditional Use authorization herein to allow the sale of a full line of alcoholic beverages for off-site consumption shall be limited to two (2) retail spaces on the east block including the grocery store and pharmacy. The Master Conditional Use authorization herein to allow live entertainment and/or patron dancing shall be limited to five (5) establishments including the hotel gallery, hotel pool deck, Reef building rooftop restaurant, Reef building level 2 and Reef building level 11.

b. **Sidewalk dining.** Establishments seeking to serve food and alcohol within the public right-of-way shall secure a revocable permit from Department of Public Works prior to issuance of a certificate of occupancy.

c. **Hotel Pool Deck.** The hotel pool deck hours shall be limited from 8:00 a.m. to 10:00 p.m., daily.

d. **Plan Approval.** The applicant or individual operator shall file a plan approval(s) with the Department of City Planning pursuant to Section 12.24-M of the LAMC prior to the utilization of any grant made herein pursuant to the sale of alcoholic beverages. The plan approval(s) shall be accompanied by the payment of appropriate fees, pursuant to Section 19.01,C of the Municipal Code, and must be accepted as complete by the Department of City Planning. Mailing labels shall be provided by the applicant for all abutting property owners. The applicant shall submit an overall security plan for the Project Site which shall be prepared in consultation with the Los Angeles Police Department and which addresses security measures for the protection of visitors and employees. The project shall include appropriate security design features for semi-public and private spaces, which may include, but shall not be limited to: access control to buildings; secured parking facilities; walls/fences with key security; lobbies, corridors, and elevators equipped with electronic surveillance systems; well-illuminated semi-public space designed with a minimum dead space to eliminate areas of concealment; and location of toilet facilities or building entrances in high foot traffic areas. In reviewing the plan approval(s) for alcohol sales, the Zoning Administrator may consider conditions, as applicable, on the following: time period of the grant; hours and days of operation; primary use(s); security plans; maximum seating capacity; maximum floor area; noise; mode, character and nature of the operation; food service and age limits. The plan approval review application is for the purpose of evaluating the effectiveness of all conditions, associated with the sale of alcoholic beverages of this granted action, as to whether additional conditions are necessary or whether conditions may be deleted.

Modifications to these Conditions of Approval shall require that the applicant file a plan approval(s) with the Department of City Planning. The plan approval(s) shall be accompanied by the payment of appropriate fees, and must be accepted as complete by

the Department of City Planning. Mailing labels shall be provided by the applicant for all abutting property owners. Mitigation Measures and/or Project Design Features shall not be changed, modified, or removed using the plan approval process.

e. Within six months of the effective date of this action, all employees involved with the sale of alcoholic beverages shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) program. Upon completion of such training, the applicant shall request the Police Department to issue a letter identifying which employees completed the training. The applicant shall transmit a copy of the letter from the Police Department to the Condition Compliance Unit as evidence of compliance. In the event there is a change in the licensee, within one year of such change, this training program shall be required for all new staff. All employees who serve alcoholic beverages shall attend follow-up STAR classes every 24 months. The STAR training shall be conducted for all new hires within 2 months of their employment.

f. Prior to the utilization of this grant, surveillance cameras shall be installed which cover all common areas of the venues, including all high-risk areas, entrances and exits to each tenant space, including cameras that provide a view of the street. The camera installation plan shall also be reviewed by the Police Department individually or as part of the security plan. The applicant shall maintain a one-month tape library and such tapes shall be made available to Police or other enforcement agency upon request.

g. There shall be no use of the subject premises which involves Section 12.70 of the Los Angeles Municipal Code uses (Adult Entertainment).

h. The applicant shall maintain on the premises and present upon request to the Police or other enforcement agency, a copy of the Business Permit, Insurance Information, and valid emergency contact phone number for any Valet Service utilized and for any Security Company Service employed.

i. The applicant shall identify a contact person and provide a 24-hour "hot line" telephone number for any inquiries or complaints from the community regarding the subject facility. Prior to the utilization of this grant, the phone number shall be posted on the site so that is readily visible to any interested party. The hot line shall be:

- posted at the entry, and the cashier or customer service desk,
- responded to within 24-hours of any complaints/inquiries received on this hot line, and
- the phone number shall connect directly to the responsible person and not to an answering machine.

j. The operator of each venue shall be responsible for maintaining the area adjacent to the premises under his/her control free of litter.

k. The applicant and tenants shall monitor the areas under their control to prevent loitering of persons around their venues.

l. There shall be no cover charge required at any time at any venue on the premise.

m. No after-hour use of a venue in the complex is permitted. This includes but is not limited to private or promotional events, excluding any activities which are issued film permits by the City.

n. 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 Department of City Planning to impose additional corrective conditions, if, it is determined by the Department of City Planning that such conditions are proven necessary for the protection of person in the neighborhood or occupants of adjacent property.

o. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the Department of City Planning will have the right to require the Petitioner(s) to file for a Plan Approval application together with the associated fees and to hold a public hearing to review the Petitioner(s) compliance with and the effectiveness of the conditions of the grant. The Petitioner(s) shall submit a summary and supporting documentation of how compliance with each condition of the grant has been attained.

p. The operator shall install and maintain surveillance cameras in all areas of the restaurant premises, including any outdoor dining area and a 30-day video library that covers all common areas of such business, including all high-risk areas and entrances or exits. The tapes shall be made available to the Police Department upon request.

q. All establishments applying for an Alcoholic Beverage Control license shall be given a copy of these conditions prior to executing a lease and these conditions shall be incorporated into the lease. Furthermore, all vendors of alcoholic beverages shall be made aware that violations of these conditions may result in revocation of the privileges of serving alcoholic beverages on the premises.

r. If at any time during the period of the grant, should documented evidence be submitted showing continued violation(s) of any condition(s) of the grant, resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties, the City Planning Department will have the right to require the Petitioner(s) to file for a Plan Approval application together with the associated fees and to hold a public hearing to review the Petitioner(s) compliance with and the effectiveness of the conditions of the grant. The Petitioner(s) shall submit a summary and supporting documentation of how compliance with each condition of the grant has been attained.

s. A copy of this grant and all Conditions and/or any subsequent appeal of this grant and resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

CONDITIONS IDENTIFIED FOR CONSIDERATION BY THE STATE DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL RELATIVE TO THE SALE AND DISTRIBUTION OF ALCOHOLIC BEVERAGES

In approving the instant grant, the City Planning Commission has not imposed Conditions specific to the sale or distribution of alcoholic beverages, even if such Conditions have been volunteered or negotiated by the applicant, in that the City Planning Commission has no direct authority to regulate or enforce Conditions assigned to alcohol sales or distribution.

The City Planning Commission has identified a set of Conditions related to alcohol sales and distribution for further consideration by the State of California Department of Alcoholic Beverage Control (ABC). In identifying these conditions, the City Planning

Commission acknowledges the ABC as the responsible agency for establishing and enforcing Conditions specific to alcohol sales and distribution. The Conditions identified below are based on testimony and/or other evidence established in the administrative record, and provide the ABC an opportunity to address the specific conduct of alcohol sales and distribution in association with the Conditional Use granted herein by the City Planning Commission.

- There shall be no exterior window signs of any kind or type promoting alcoholic products.
- The alcoholic beverage license for the restaurants shall not be exchanged for "public premises" license unless approved through a new conditional use authorization. "Public Premises" is defined as a premise maintained and operated for sale or service of alcoholic beverages to the public for consumption on the premises, and in which food is not sold to the public as a bona fide eating place.
- No alcohol shall be allowed to be consumed on any adjacent property under the control of the applicant.
- There shall be no advertising of any alcoholic beverages visible from the exterior of the premises from the food and beverage areas within the museum, promoting or indicating the availability of alcoholic beverages.
- Alcohol sales and dispensing for on-site consumption shall only be served by employees.
- Signs shall be posted in a prominent location stating that California State Law prohibits the sale of alcoholic beverages to persons under 21 years of age. "No loitering or Public Drinking" signs shall be posted outside the subject facility.
- The venue operator, owner and the venue personnel shall at all times maintain a policy of not serving to obviously intoxicated patrons and shall take preventative measures to help avert intoxication-related problems.
- No person under the age of 21 years shall sell or deliver alcoholic beverages.
- The sale of distilled spirits by the bottle for same day or future consumption is prohibited.
- There shall not be a requirement to purchase a minimum number of drinks.
- There shall be no portable self-service bar(s) at either location. A wait person or bartender shall conduct all alcoholic beverage service, which may be from a portable bar.
- In the off-site venue, there shall not be any sale of single cans or bottles of beer, wine coolers, or malt liquor from pre-packaged 6- or 4- packs. The sale of individual cans or bottles of craft beer from 15+ fluid ounce containers is permissible.
- No sale of alcohol shall be permitted at any self-service, automated check-out station (checkout conducted primarily by the customer, with assistance by a store monitor) if such are available on the site. All sales of alcohol shall be conducted at a full-service checkout station directly attended by a cashier/checkout clerk specifically assigned solely to that station.

B. <u>Administrative Conditions</u>

1. **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.

2. **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.

3. **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.

4. **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.

5. **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.

6. **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.

7. **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.

8. **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 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.

9. **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.

FINDINGS

Legislative Findings/General Plan/Charter Findings

1. **General Plan Land Use Designation.**

The subject property is located within the Southeast Los Angeles Community Plan area (effective March 22, 2000), which designates the property as Limited Manufacturing with the corresponding zones of CM, MR1 and M1. The project site's current zones are [Q]M1-2-O and the M1-2-O. The recommended General Plan Amendment will change the land use designation to Community Commercial with the corresponding zones of CR, C2, C4 and RAS3. In addition, the General Plan Amendment will allow for the modification of Footnote 1 to state that the project site is not subject to the height limitations of Height District 1. Generally, Height District 2 in the C zone allows unlimited height with an FAR of 6.0:1.

Approval of a General Plan Amendment is necessary to unify the project site under the Community Commercial land use designation, consistent with other properties to the west and east along Washington Boulevard. In addition, the proposed Zone Change will unify the entire project site under the C2 zone while maintaining the height and FAR restrictions of Height District No. 2. The mixed-use project is not consistent with the current Southeast Los Angeles Community Plan land use because the Limited Manufacturing land use does not allow residential uses. However, with approval of the General Plan Amendment from Light Manufacturing to Community Commercial and modification of Footnote No. 1, the project will be consistent with the land use designation. The corresponding C2 zone allows the construction of 1,444 residential units in conjunction with commercial uses.

In addition, the Draft Southeast Los Angeles Community Plan update seeks to amend the community plan map. As part of the plan update, a General Plan Amendment is required to create consistency among existing/future developments and designated land uses. The Draft Plan seeks to change the project site, including all of the properties fronting Washington Boulevard to the north and south between Hill Street and San Pedro Street, from "Limited Manufacturing" to "Community Commercial" land use, thus, creating a unified pattern of zoning and corresponding land use designation along Washington Boulevard. The proposed change to Community Commercial is based on the determination of the *Industrial Land Use Policy* that identifies the area as a transition district as well as input from community members, stakeholders and representatives from Council District 9. Transition Districts are areas where the viability of industrial uses have been compromised by significant conversions and where the transition to other uses should continue. Identified Transition Districts are areas where alternate policies such as specific plans, Transit Oriented Districts (TOD) and other planning efforts are anticipated or are in process. Unlike "Industrial Mixed-Use Districts," stand-alone housing or mixed-use developments containing housing and commercial uses may be appropriate in "Transition Districts." The Southeast Los Angeles Community Plan is expected to be adopted in mid-2017.

2. **General Plan Text**

a. Southeast Los Angeles Community Plan: The mixed-use project is consistent with several goals, objectives, and polices of the Southeast Los Angeles Community Plan. The plan text includes the following relevant residential and commercial land use goals, objectives and policies:

Goal 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Community.

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers, light mass transit stations, and major bus routes where public service facilities, utilities, and topography will accommodate this development.

Objective 1-5: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-5.1: Promote greater individual choice in type, quality, price, and location of housing.

Policy 1-5.2: Ensure that new housing opportunities minimizes displacement of the residents.

Policy 1-5.3: Provide for development of townhouses and other similar condominium type housing units to increase home ownership options.

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 2-1.3: 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 2-4: To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Districts (POD's).

Policy 2-4.2: New development should add to and enhance the existing pedestrian street activity.

Policy 2-4.3: Ensure that commercial infill projects achieve harmony with the best of existing development.

Policy 2-4.5: Identify pedestrian-oriented areas as preferred locations for mixed-use projects.

Policy 2-4.6: Required that mixed-use projects and development in Pedestrian Oriented Districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Policy 2-4.7: Require that the first floor street frontage of structures, including mixed-use projects and parking structures located in Pedestrian Oriented Districts, incorporate commercial uses.

Policy 2-4.8: Require that mixed-use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck and automobile access, etc.) and provide adequate amenities for residential occupants.

Policy 2-4.10: Promote mixed-use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

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

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

Policy 2-5.2: Preserve community character, scale and architectural diversity.

Goal 5: A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental and aesthetic resources.

Objective 5-1: To preserve existing open space resources and where possible develop new open space.

Policy 5-1.3: Require development in major opportunity sites to provide public open space.

The project is a mixed-use development consisting of: 549 apartment units, including 21 live/work units, and 895 residential condominiums (or up to 1,444 residential condominiums); a 208-key hotel; 67,702 square feet of retail/restaurant uses; a 29,355 square-foot grocery store; a 17,507 square-foot gallery; and a 7,879 square-foot fitness studio. The existing Reef building will be maintained and includes an 8,000 square-foot rooftop restaurant addition. The project will contain approximately 2,541,468 square feet of floor area upon full build out.

The mixed-use project replaces surface parking lots in an area characterized by office, civic, educational, light manufacturing, retail and multi-family residential uses that are in close proximity to several public transit options, including the Metro Blue Line. The project provides much-needed housing (for rent and sale) and jobs to the Southeast Los Angeles Community Plan area, including neighborhood serving retail and restaurant uses, a hotel, publically accessible open space and pedestrian improvements that support this area of Southeast Los Angeles as an emerging transit-oriented commercial

center for population growth, employment, retail services, restaurant options and open space for recreation.

As with the current plan, the Draft Southeast Los Angeles Community Plan identifies several goals, policies, implementation programs and design guidelines to help achieve the community's vision. As part of the plan update, a General Plan Amendment is required to create consistency among existing/future developments and designated land uses. Specifically, the project site's land use, as well as all of the properties fronting Washington Boulevard to the north and south between Hill Street and San Pedro Street, will be changed from "Limited Manufacturing" to "Community Commercial." The proposed change to Community Commercial is based on the determination of the *Industrial Land Use Policy* that identifies the area as a transition district as well as input from community members, stakeholders and representatives from Council District 9. The project site will also be located within a designated Transit Oriented District.

The Draft Plan also includes a Community Plan Implementation Overlay. The Draft Southeast Community Plan Implementation Overlay (CPIO) was updated and released for public review on March 18, 2015. The Draft CPIO designated the project site as a Regional Center Transit Oriented District (Subarea H.2). The "H" Regional Subarea allows for greater intensity of development and provides development incentives for non-residential, jobs-producing uses such as office, research and development, and other job-intensive land uses that are well suited for this Downtown-adjacent enclave.

The Notice of Preparation of an Environmental Impact Report for the Southeast Los Angeles Community Plan Update was issued on October 20, 2008 and two public scoping meetings were held, one on November 6, 2008 and the other on November 13, 2008. Adoption of the Southeast Community Plan update is anticipated in mid-2017 following the release of the Draft EIR (anticipated in the Fall of 2016), a 90-day public comment period and a public hearing before the City Planning Commission.

b. Framework Land Use Chapter: The Framework Element's Land Use chapter seeks to support the viability of the City's residential neighborhoods and commercial districts, and to encourage sustainable growth in higher-intensity commercial and mixed-use districts, particularly in proximity to transportation corridors and transit stations.

The General Plan Framework identifies Limited Manufacturing (referred to as Industrial-Transit) areas as a function of the *Industrial Land Use* chapter. The Framework seeks to "preserve industrial lands for the retention and expansion of existing and attraction of new industrial uses that provide job opportunities for the City's residents." However, as indicated in the *Economic Development* chapter of the Framework Element, "some existing industrially zoned lands may be inappropriate for new industries and should be converted for other land uses." The Framework identifies the Industrial-Transit land use with the corresponding CM, M1, M2 and C2 zones while the corresponding zones for Community Commercial (referred to as Community Centers) land use are CR, C4 and [Q]C2. The General Plan Framework identifies the two types of Community Centers as either a "multi-use, non-residential center that encourages the development of professional offices, hotels, cultural and entertainment facilities" or a "mixed-use center that encourages the development of housing in concert with the multi-use commercial uses." The corresponding CR, C2 and [Q]C2 zones "accommodate the development of community-serving commercial uses and services and residential dwelling units."

The project supports and will be generally consistent with the General Plan Framework Land Use Chapter as it will contribute to the needs of future residents, employees, and

visitors. Specifically, the project will comply with the Community Centers following goal, objective and policies set forth in the General Plan Framework Land Use Chapter:

Goal 3E: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide identity for Los Angeles' communities.

Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

Policy 3.9.1: Accommodate the development of community-serving commercial uses and services and residential dwelling units in areas designated as "Community Center". The ranges and densities/intensities of uses permitted in any area shall be identified in the community plans.

Policy 3.9.3: Determine the appropriateness of centralized and shared parking structures, and where suitable and feasible, encourage their development.

Policy 3.9.4: Promote the development of para-transit or other local shuttle system and bicycle amenities that provide access for residents of adjacent neighborhoods, where appropriate and feasible.

Policy 3.9.7: Provide for the development of public streetscape improvements, where appropriate.

Policy 3.9.8: Support the development of public and private recreation and small parks by incorporating pedestrian-oriented plazas, benches, other streetscape amenities and, where appropriate, landscaped play areas.

Policy 3.9.9: Require that outdoor areas of developments, parks, and plazas located in community centers be lighted for night use, safety, and comfort commensurate with their intended nighttime use, where appropriate.

The General Plan Framework Element encourages Community Centers to be identifiable focal points and activity centers for surrounding groups of residential neighborhoods, serving a population of 25,000 to 100,000. They differ from neighborhood districts in their size and intensity of business and social activity. They contain a diversity of uses such as small offices, overnight accommodations, cultural and entertainment facilities, schools and libraries in addition to neighborhood-oriented uses. The project is consistent with the Community Centers that is defined as "a mixed-use center that encourages the development of housing in concert with the multi-use commercial uses" in that the project provides housing in conjunction with retail, restaurant, office, hotel and open space uses.

The project is located an area of Southeast Los Angeles consisting of Limited Manufacturing, Public Facilities, Community Commercial and Low Medium II Residential land uses. The variety of uses is evident in the patchwork of development that includes

creative, office and limited manufacturing jobs; retail and restaurant establishments; civic and educational uses and multi-family residential uses contained in structures ranging from low-rise to mid-rise buildings. The project site's proposed Community Commercial land use designation supports the area's diversity of uses, consistent with the Community Commercial's identity as a focal point of activity for surrounding groups. The project will enliven the immediate area by replacing surface parking lots with a mixed-use project containing residential, retail, restaurant, hotel and publically accessible open space as well as the retention of the Reef building that houses space for wholesale, design, creation, and exhibition of new products. The addition of the project will thereby enhance the existing diversity of jobs, services, and housing in an urban area that is well-served by public infrastructure and transit, including the Metro Blue Line.

In addition, as encouraged by the General Plan Framework in Commercial Centers, the mixed-use nature of the project will increase opportunities for employees to live near their jobs and residents to live near retail and restaurant establishments. As such, the length and number of vehicular trips will decrease while transit, pedestrian and bicycle activity will increase.

c. Housing Element: 2013-2021 Housing Element, the Housing Element of the General Plan, is the City's blueprint for meeting housing and growth challenges. The Housing Element identifies the City's housing conditions and needs, identifies goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides an array of programs the City has committed to in order to implement and create sustainable, mixed-income neighborhoods across Los Angeles. The project is consistent with the following goals, objectives and policies of the Housing Element:

Goal 1:Housing Production and Preservation: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.

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

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

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

The project includes 1,444 residential units in a range of housing types and sizes, including 895 condominiums and 549 apartments (including 21 live/work units). Residential units are offered in live/work, studio, and one-, two- and three-bedroom configurations. The variety in dwelling unit types will accommodate a variety of family sizes within a mixed-use development. The project's 1,444 residential units will help further achieve the Mayor's goal of producing 100,000 dwelling units by 2021.

Goal 2:Safe, Livable and Sustainable Neighborhoods

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

Policy 2.2.1: Provide incentives to encourage the integration of housing with other compatible land uses.

Policy 2.2.2: Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the General plan Framework element, as reflected in Map ES.1.

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

Policy 2.3.2: Promote and facilitate reduction of water consumption in new and existing housing.

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

Policy 2.3.4: Promote and facilitate reduction of waste in construction and building operations.

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

Policy 2.4.3: Develop and implement sustainable design standards in public and private open space and street rights-of-way. Increase access to open space, parks and green spaces.

The mixed-use project will replace existing parking lots, creating a safe and livable environment adjacent to existing employment and several public transportation lines. The project also includes several amenities for residents, employees and visitors including a grocery store, pharmacy, retail and restaurant establishments and publically accessible open space. In addition, the project will comply with all state, regional, local and LAMC requirements for water and energy conservation and waste reduction. The project will be constructed to LEED Silver certification standards. The project also includes EV ready parking spaces, solar panels and 162,255 square feet of open space, including landscaped courtyards and pathways that will be publically accessible.

d. Health and Wellness Element: Plan for a Healthy Los Angeles, the Health and Wellness Element of the General Plan, seeks 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. As further analyzed in the EIR and herein, the project is consistent with the following policies:

Policy 2.2: Healthy building design and construction

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

The project includes retention of the existing Reef building and construction of 1,444 residential dwelling units, 97,057 square feet of retail and restaurant space and other commercial spaces, including a gallery. New construction will comply with all LAMC

regulations, including the Green Building Code, and will pursue LEED Silver certification standards. The project also includes 162,255 square feet of open space, including landscaped courtyards and pathways that will be publically accessible. The project's location, near several public transportation lines, and the inclusion of live/work units, retail and restaurant uses at ground level, will encourage pedestrian circulation.

Policy 2.6: Repurpose underutilized spaces for health

"Work proactively with residents to identify and remove barriers to leverage and repurpose vacant and underutilized spaces as a strategy to improve community health."

The project will convert surface parking lots into a mixed-use project with open space and community amenities that will be accessible to the public.

Policy 3.8: Active spaces

"Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across ages and level of abilities."

The project includes 162,255 square feet of open space, including landscaped courtyards and pathways that will be publically accessible. Public active spaces include an outdoor event and performance space with an amphitheater. Active spaces for the residents include a recreation room, fitness center, multiple swimming pools, yoga lawn and several landscaped recreational areas.

Policy 4.3: Farmers markets

"Promote targeted efforts to increase access to farmers markets in neighborhoods that have reduced access to affordable, fresh, and healthy food."

The outdoor open space between the existing Reef building and the hotel, known as the Exchange, will accommodate a farmers market upon build out of the project.

Policy 4.4: Equitable access to healthy food outlets

"Pursue funding, public, private, and nonprofit partnerships, and develop financial, land use and similar incentives and programs to encourage the equitable availability of healthy, affordable food outlets within close proximity of all residences."

The project includes a 29,355 square-foot space for a grocery store to serve the residents and employees of the project as well as the surrounding community.

Policy 5.1: Air pollution and respiratory health

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

The project is located within walking distance of several public transportation lines and is adjacent to designated bicycle routes and lanes. Project residents, employees and

visitors will be within walking distance of retail, restaurants and jobs. In addition, the project provides 1,906 total bicycle parking spaces and EV ready parking spaces, to encourage alternative means of transportation, thus reducing air pollution from vehicles. The project also provides HVAC systems for all residential units with minimum MERV 13 rated filters to improve the health and welfare of project residents and prohibits the use of fireplaces within residential units.

Policy 5.7: Land use planning for public health and GHG emission reduction

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

As discussed above, the project includes bicycle parking and EV ready spaces to help reduce GHG emissions during operation of the project.

e. Mobility Element: Mobility Plan 2035, the Mobility Element of the General Plan, will not be negatively affected by the recommended action herein. The project is consistent with the five goals of the plan to provide:

1. Safety First
2. World Class Infrastructure
3. Access for All Angelenos
4. Collaboration, Communication and Informed Choices
5. Clean Environments & Healthy Communities

Pursuant to Mobility Plan 2035, the designations of the project's adjacent streets are: Main Street, adjoining the project site to the east, is designated an Avenue I and has a 100-foot right-of-way; Broadway, bisecting the two blocks, is designated an Avenue II and has a 90-foot right-of-way; Hill Street, adjoining the project site to the west, is designated an Avenue II and has a 92-foot right-of-way; and 21st Street, adjoining the project site to the south, is designated a Local Street and has a 60-foot right-of-way. The project includes project design features (PDF-TR-1) and mitigation measures (MM-TR-1 through MM-TR-14) aimed at addressing transportation-related impacts associated with the proposed project. Moreover, the Bureau of Engineering has required dedications and improvements on Washington Boulevard and improvements at all the dedicated corner cuts by placing additional concrete for sidewalk area purposes including any necessary removal and reconstruction of the existing improvements.

The applicant is requesting approval of a Variance to allow a 10 percent reduction of the required off-street parking spaces for commercial uses because the project site is located within 1,500 feet of a transit facility. Blue Line ridership has increased by almost 175,000 boardings, including weekdays and weekends, in the month of June 2016 as compared to June 2015. The project site is well-served by public transportation, including the following regional and local bus lines:

- Metro Blue Line Grand/LATTC station is located at the corner of Washington Boulevard and Olive Street, one block northwest of the project site, and runs along Washington Boulevard;
- Metro Regional/Local Lines:
  - Metro Local Lines 40 and 45 runs north-south along Broadway;
  - Metro Rapid Line 745 runs north-south along Broadway

- Metro Local Lines 35 and 38 run east-west along Washington Boulevard;
- Metro Local Line 48 runs north-south along Main Street;
- Metro Local Line 14 runs north-south along Olive Street, one block west of the project site;
- Metro Local Lines 37, 38, 55, 355 and Metro Shuttle Line 603 run along Grand Avenue, two blocks west of the project site;

- LADOT Dash D Line runs north-south along Olive Street, one block west of the project site. The project includes the contribution of funds to LADOT to purchase an additional bus to facilitate a slight modification of Route D to pass by the project site.

In addition, Washington Boulevard is a designated Backbone Bikeway Network, Main Street is a designated Bicycle Route, Broadway is a designated Neighborhood Bikeway Network, and Hill Street is a designated Bike Lane in the City's Bicycle Plan. The project includes 1,906 total bicycle parking spaces for residential and commercial uses. For non-residential uses, 160 long-term and 157 short-term bicycle parking spaces are provided to meet the LAMC requirement for commercial development and 1,444 long-term and 145 short-term bicycle parking spaces are provided to meet the LAMC requirement for residential uses. Short and long-term bicycle parking spaces are located throughout the project site. The project also includes a bicycle hub with locker and shower facilities. The short-term bicycle spaces are located in direct proximity to the street, with designated access and signage intended to promote awareness and reduce conflicts with pedestrians and vehicles. However, the applicant is requesting approval of a Variance to allow alternative locations for stall siting and to allow a complimentary valet service for the hotel component.

f. Sewerage Facilities Element: Improvements may be required for the construction or improvement of sewer facilities to serve the subject project and complete the City sewer system for the health and safety of City inhabitants, which will assure compliance with the goals of this General Plan Element.

3. **Charter Compliance - City Charter Section 555 (General Plan Amendment).** The proposed General Plan Amendment complies with the procedures as specified in Section 555 of the Charter, including:

a. **Amendment in Whole or in Part.** The General Plan Amendment before the City Planning Commission represents an Amendment in Part of the Southeast Los Angeles Community Plan, representing a change to the social, physical and economic identity of project site, which is currently designated as Limited Manufacturing and zoned [Q]M1-2-O and M1-2-O. The General Plan Amendment to Community Commercial is consistent with the Community Commercial land use designation of other properties fronting Washington Boulevard to the east and west. In addition, the modification of Footnote No. 1 to allow the project to comply with the regulations of Height District 2 is consistent with a recently approved General Plan Amendment for a property located northwest of the project site along Washington Boulevard. Currently, the project vicinity is a patchwork of land use designations and zoning. The instant request provides the City an opportunity to create consistency along Washington Boulevard while simultaneously developing an underutilized site in a manner consistent with the goals, objectives and policies of the General Plan Framework for Community Centers.

The subject property has significant social, physical and economic identity when viewed with development in the immediate area. The immediate vicinity is a transit-oriented area with the availability of several transit lines and bicycle networks. An increased reliance on public transportation creates a social environment where people are walking to and

from work and home, thus encouraging mixed-use projects that will result in a reduction of vehicular trips. In addition, because of the transit-oriented nature of the vicinity, this portion of Washington Boulevard, from Hill Street to San Pedro Street, is undergoing a physical transition from retail and office use to mixed-use commercial and residential development with the approval of projects over the past few years. The project vicinity has undergone two General Plan Amendments to Community Commercial to allow two transit-oriented, mixed-use commercial and residential projects located on Washington Boulevard. The project will also contribute to a growth in housing and in the overall population of the project vicinity and an increase in jobs and visitors, thus contributing to the economic vitality of the project area.

Thus, the City concludes that approval of the Plan Amendment to Community Commercial and modification of Footnote No. 1 is necessary for the vision of the Southeast Los Angeles Community Plan to create a significant and important social, physical and economic identity for the area with the construction of the mixed-use project. It will allow underutilized parking lots to be improved with much-needed housing and neighborhood commercial uses, in conjunction with an existing employment center (the Reef), in a transit-oriented area where mixed-use projects are encouraged.

As previously mentioned, the Southeast Los Angeles Community Plan is currently undergoing an update. The Draft Plan identifies several goals, policies, implementation programs and design guidelines to help achieve the community's vision. As part of the plan update, a General Plan Amendment is proposed to create consistency among existing/future developments and designated land uses. Specifically, the project site's land use, as well as all of the properties fronting Washington Boulevard to the north and south between Hill Street and San Pedro Street, will be changed from "Limited Manufacturing" to "Community Commercial." The proposed change to Community Commercial is based on the determination of the *Industrial Land Use Policy* that identifies the area as a transition district as well as input from community members, stakeholders and representatives from Council District 9. Transition Districts are areas where the viability of industrial uses have been compromised by significant conversions and where the transition to other uses should continue. Identified Transition Districts are areas where alternate policies such as specific plans, Transit Oriented Districts (TOD) and other planning efforts are anticipated or are in process. Unlike "Industrial Mixed-Use Districts," stand-alone housing or mixed-use developments containing housing and commercial uses may be appropriate in "Transition Districts."

The Notice of Preparation of an Environmental Impact Report for the Southeast Los Angeles Community Plan Update was issued on October 20, 2008 and two public scoping meetings were held, one on November 6, 2008 and the other on November 13, 2008. Adoption of the Southeast Community Plan update in anticipated in mid-2017 following the release of the Draft EIR (anticipated in the Fall of 2016), a 90-day public comment period and a public hearing before the City Planning Commission.

b. **Initiation of Amendments.** In compliance with this sub-section, the Director of Planning proposed the amendment to the Southeast Los Angeles Community Plan (General Plan Land Use Element), pursuant to Council instructions to the Department of City Planning in a motion by Councilmember Curren Price on May 13, 2014 (Council File No. 14-0620).

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 21, 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 a 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. **Charter Findings - City Charter Sections 556 and 558 (General Plan Amendment).**

The proposed General Plan Amendment complies with Section 556 and 558 in that the plan amendment promotes an intensity and pattern of development that is consistent with the area's proposed General Plan Framework designation that encourages density in commercial centers, transit use, reduced vehicle dependency, and improved air quality. Moreover, the framework further promotes the development of commercial uses near transit and in a manner that enhances the pedestrian environment. The General Plan Amendment will change the land use designation from Limited Manufacturing to Community Commercial and allow a modification of Footnote No. 1, promoting many of the City's land use policies and addressing the City's need to accommodate job and housing growth in established employment and multi-family residential areas. The Community Commercial land use designation will provide consistency in the existing and future planned zoning and land use pattern for this portion of Washington Boulevard. The requested amendment will help promote the general welfare and reflects good zoning practices by supporting many of the land use policies and objectives identified in the Southeast Los Angeles Community Plan, including locating jobs and housing in established employment areas.

The project replaces surface parking lots with commercial and residential uses, which are compatible with other developments and improvements in the immediate vicinity. The General Plan Amendment will unify land use and zoning with adjacent and future planned land use patterns. Moreover, it would allow for redevelopment of the site, reflecting the existing scale of development in the surrounding area, while providing neighborhood-serving retail, restaurants, a hotel, open space and housing in the Southeast Los Angeles area to accommodate a growing population in the surrounding area.

5. **Redevelopment Plan (CRA – Council District 9 Redevelopment Project 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). The CRA/LA, is the Designated Local Authority, and successor agency to the CRA.

The project site is located within the boundaries of the Council District 9 Redevelopment Project Plan area, where land use regulations are superseded by the land use designations and regulations of the Southeast Los Angeles Community Plan. As such, consistency with the Redevelopment Plan goals and objectives must be examined together with the land use policies of the Southeast Los Angeles Community Plan. The Redevelopment Plan does not require additional findings be made in conjunction with a General Plan Amendment. To that end, the Southeast Los Angeles Community Plan permits approval of a General Plan Amendment from Limited Manufacturing to Community Commercial pursuant to City Charter Sections 555, 556 and 558, with City Planning Commission approval.

In addition, the project is not proposing a floor area bonus pursuant to the Greater Downtown Incentive Area and therefore does not require the CRA to make a determination of compliance with any applicable Urban Design Standards and Guidelines approved by the City Planning Commission.

Moreover, the City Planning Commission, acting on the discretionary actions in this case, serves as the implementing authority of the Southeast Los Angeles Community Plan and in determining conformity with the Redevelopment Plan as it does with all applicable specific plans, policies and zoning provisions.

Entitlement Findings

1. **Zone Change Findings**

a. Pursuant to L.A.M.C. Section 12.32.C.7, 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.

The project includes a Zone Change for the entire project site from [Q]M1-2-O and M1-2-O to (T)(Q)C2-2-O-SN. Approval of the Zone Change will create a unified site composed of two City blocks that is consistent and compatible with the nearby commercially zoned properties. The project's proposed land use and zoning will be consistent with existing and future planned mixed-use projects along Washington Boulevard. The project includes the conversion of existing surface parking lots into a mixed-use residential and commercial development that is consistent with other transit-oriented mixed-use projects in the vicinity. The project will further contribute to the concentration of similar land uses in the vicinity. In addition, this stretch of Washington Boulevard has been identified as a transition district that is planned to be changed from Limited Manufacturing to Community Commercial land use with the corresponding zones of CR, C2, C4 and RAS3, as designated in the Southeast Los Angeles Community Plan update. Approval of the Zone Change will provide consistency between the land use designation and the zoning of the project site.

The surrounding properties are improved with a mix of low- to high-intensity commercial, civic, educational and residential uses. Nearby buildings include: the Panama Travel Agency, Sports Museum and Santee Education Complex to the east; a furniture store, 12-story creative office building, and a variety of retail stores to the north; the Los Angeles Municipal Court building and DMV vehicle inspection site to the west; and a variety of retail and commercial supply stores to the south. The surrounding uses were developed over a span of decades and feature a variety of building types and architectural styles. Many of the properties in the area are underutilized, as evidenced by several surface parking lots and undeveloped parcels in the area. Furthermore, much of the existing development in the area is sparsely landscaped and lacks pedestrian amenities. As with the project, many of the proposed projects throughout the Southeast Los Angeles Community Plan area and in the project vicinity include replacing existing surface parking lots and other undeveloped parcels with mixed-use buildings of varying heights.

Based on the analysis above, the City finds that the project is consistent with the General Plan and is in conformity with the public necessity, convenience, general welfare and good zoning.

ADDITIONAL FINDINGS FOR A' Q' QUALIFIED CLASSIFICATION:

b. The project will protect the best interests of and assure a development more compatible with the surrounding property or neighborhood.

The project is a development consisting of two City blocks. The project is located an area of Southeast Los Angeles consisting of Limited Manufacturing, Public Facilities, Community Commercial and Low Medium II Residential land uses. The variety of uses is evident in the patchwork of development that includes creative, office and limited manufacturing jobs; retail and restaurant establishments; civic and educational uses and multi-family residential uses contained in structures ranging from low-rise to mid-rise buildings. The mixed-use project will be compatible and complementary with the commercial buildings in the vicinity, such as the building located across Washington Boulevard to the north and the Los Angeles Municipal Court building across Hill Street to the west.

The project will convert an underutilized industrial site with much-needed housing and employment opportunities, as well as a mix of retail, restaurant, hotel and open space amenities along a major transit corridor that is within 0.2 miles of the Metro Blue Line Grand/LATTC Station and adjacent to several Metro Local, Rapid and D Dash bus stops.

The "Q" Conditions will ensure that the project is constructed as approved herein and subject to the mitigation measures and project design features identified in the EIR.

c. The project will secure an appropriate development in harmony with the objectives of the General Plan.

The project promotes an intensity and pattern of development that is consistent with the proposed Community Commercial (referred to as Community Centers) General Plan Framework designation that encourages these areas to be identifiable focal points and activity centers for surrounding groups of residential neighborhoods, serving a population of 25,000 to 100,000. These areas differ from neighborhood districts in their size and intensity of business and social activity and contain a diversity of uses such as small offices, overnight accommodations, cultural and entertainment facilities, schools and libraries in addition to neighborhood-oriented uses. Community Centers are defined as "a mixed-use center that encourages the development of housing in concert with the multi-use commercial

uses." The project will serve as a transit-oriented, pedestrian friendly development that supports the Framework Element's goal of encouraging high activity, multi- and mixed-use centers. Moreover, the framework further promotes the development of new projects that accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places to live, work and visit, during the day and night. The project, as conditioned, will also create consistency between the current and proposed land uses and zoning in the area.

The project will provide an appropriate development that is in harmony with the General Plan by supporting many of the land use goals, objectives and policies identified in the Southeast Los Angeles Community Plan. The project will: reduce vehicular trips and congestion by developing new housing in proximity to adequate services and facilities; locate higher residential densities near commercial centers, light mass transit stations and major bus routes where public service facilities and infrastructure will support the development; provide condominium housing units to increase home ownership options; create opportunities for new development and off-street parking; and improve shopping convenience as well as offer local employment.

d. The project will prevent or mitigate potential adverse environmental effects of the zone change.

The project has been conditioned herein to comply with all project design features, mitigation measures and the mitigation monitoring program of environmental impact report, Case No. ENV-2014-1773-EIR (SCH No. 2014071054), which are hereby identified as Condition No. Q-25.

2. **Sign District Findings**

a. The proposed Sign District is in conformance with the purposes, intent and provisions of the City of Los Angeles General Plan.

The project includes maintaining and improving the existing Reef building in conjunction with a new mixed-use development and creation of a Sign District. The Reef serves a unique purpose for the wholesale and creative office industry. The 12-story Reef building is 861,162 square feet in size and is approximately 193 feet 10 inches in height. The Reef building was constructed in 1958 as a display showroom for wholesale sales of gift items, decorative accessories, furniture, art, and related interior design products. The L.A. Mart building was renamed The Reef in 2013, and has evolved from a wholesale operation to one that also supports the design, creation, and exhibition of new products. The businesses operating within the Reef employ hundreds of people who have the option to travel to work using various modes of transportation including vehicles, bicycles and public transit.

The Sign District supports the vision of the immediate area along Washington Boulevard as a transit-oriented, mixed-use district. The project includes 1,444 residential units, a hotel, retail and restaurant uses and open space. The Sign District includes project identity, hotel identity, retail identity and static signage. The large-scale signage focuses on the transit-oriented nature of the site, with signs being visible primarily to transit riders along Washington Boulevard. The project and hotel identity signage is integrated with the façade of the buildings and is compatible with the contemporary design of the project. The creation of the Sign District, in conjunction with the new mix of uses, will transform the project site from a mere place of employment to a destination for employees, residents, tourists, and nearby community members during the day and night.

The applicant's original application proposed eight animated digital signs, referred to as "Project Identity" signage. However, after several meetings with City Planning staff, the applicant reduced the number of proposed Project Identity signs to four, including: two wrap-around signs, on the northwest and northeast corners of the existing Reef building, the north facade of the north residential tower, and the north façade of the south residential tower. In addition, the hotel building includes digital tenant identification signage on all four sides of the building at the upper two levels. All of the remaining proposed tenant signage complies with current LAMC regulations and is also included in the Sign District.

Although the applicant reduced the amount of proposed signage, the recommended signage program is significantly reduced from the original proposal by limiting the number, size and types of project identity signs as follows:

- Project Identity signs are limited to: (1) the north façade (along Washington) of the north residential tower; (2) the north façade (along Washington) of the existing Reef building; and (3) the east façade (along Broadway) of the existing Reef building;
- Project Identity signs on the south residential tower are prohibited;
- Project Identity signs on the west façade (along Broadway) of the existing Reef building are prohibited;
- The Project Identity sign on the north residential tower shall be static, in lieu of the proposed animated sign;
- The maximum height of the Project Identity sign on the north façade (along Washington) of the north residential tower is limited to 150 feet to the top of sign, in lieu of 308 feet proposed;
- The maximum height of the two Project Identity signs on the existing Reef building is limited to the top of existing parapet, approximately 153 feet to the top of sign, in lieu of 193 feet proposed;
- Digital, supergraphic, and roof signs are prohibited;
- All sign types require Project Permit Compliance;
- Project Design Features PDF-AES-1 through PDF-AES-5 and Mitigation Measure MM-AES-1 from the Environmental Impact Report are included as "Conditions" for the approval of all signs; and
- Design standards for specific types of signs were revised to comply with current LAMC regulations and the Broadway Sign District.

The Sign District establishes the requirements governing the type, location, maximum height, and maximum allowable area for new signage. Signage includes large-scale static signs designed to convey a business, institution, profession, service, event, brand, changeable copy signs, or any other message commercial or otherwise. The Sign District also identifies permitted location and sign types, including all signs permitted by LAMC Section 14.4.2. The Sign District prohibits all digital signs including aerial view signs, architectural ledge signs, banner signs, building identification signs, channel letter signs, freeway edge signs, and wall murals.

The project is located within the Southeast Los Angeles Community Plan area, with a proposed Community Commercial land use designation. This area of the community plan is envisioned as a pedestrian friendly, transit-oriented district. The Sign District is consistent with applicable Southeast Los Angeles Community Plan objective and policy:

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

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

The Sign District is also consistent with signage guidelines of Chapter 5, *Urban Design*, of the Southeast Los Angeles Community Plan. It is the intent of the *Urban Design* chapter to establish a set of guidelines that serve to improve the environment, both aesthetically and physically, as opportunities in the Southeast Community Plan area occur that involve public improvements or other public and/or private projects that affect public spaces and rights-of-way. The Sign District complies with the following guidelines for signage:

1. Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways.

2. Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures and districts, and public buildings and parks.

3. Ensure that public signage complements, and does not detract from adjacent commercial and residential uses.....

4. Provide for signage which uniquely identifies principal commercial, cultural or historic areas in the Plan Area.....

The Sign District includes specific regulations for each type of sign to establish a unified sign program for the project as well as specific locations for each sign. In addition, the signage is designed to be physically integrated with the building façade and complement the contemporary architecture of the project. The large-scale signage is purposely oriented towards Washington Boulevard where the major transit lines travel and away from existing residential neighborhoods. As such, the Sign District is in conformance with the purposes, intent and provisions of the General Plan.

Additionally, the mixed-use project and Sign District are consistent with the project site's proposed Community Commercial land use designation. The project site is a centrally located, highly urbanized area of the City. The Sign District further promotes and enhances the identity of the area along Washington Boulevard as a transit-oriented district, visually connecting the two City blocks that comprise the entire development. Because the mix of uses are unique to the project site, sign district regulations will assure appropriate intensity and design, while recognizing the regional significance of the transit-oriented district to the character and economic vitality of the City.

b. The proposed Sign District would conform to public necessity, convenience, general welfare and good zoning practice.

The new Sign District supports the vision of the immediate area along Washington Boulevard as a transit-oriented, mixed-use district. The Sign District includes project identity, hotel identity, retail identity and static signage. The large-scale signage focuses on the transit-oriented nature of the site, with signs being visible primarily to transit riders along Washington Boulevard. The project and hotel identity signage is integrated with the façade of the buildings and is compatible with the contemporary design of the project. The creation of the Sign District, in conjunction with the new mix of uses, will transform the project site from a mere place of employment to a destination for employees, residents, tourists, and nearby community members during the day and night.

In addition, the Sign District is expected to attract visitors to adjacent institutions, businesses, retail establishments and restaurants in the surrounding area. The Sign District reinforces the project vicinity's identity as a transit-oriented area while reinforcing the pedestrian-oriented character of the streets surrounding the project site. The Sign District will enhance the environment by complementing the existing uses in the area while incorporating the existing Reef building through the re-introduction of the ground floor storefront windows and tenant signage.

The Sign District reflects good zoning practice because it is consistent with the character and sign regulations of comparable mixed-use, transit-oriented developments. The Sign District establishes the requirements governing the type, location, maximum height, and maximum allowable area for new signage. Signage includes large-scale static signs designed to convey a business, institution, profession, service, event, brand, changeable copy signs, or any other message commercial or otherwise. The Sign District also identifies permitted location and sign types, including all signs permitted by LAMC Section 14.4.2. The signage is designed to be physically integrated with the building façade and complement the contemporary architecture of the project. In addition, the large-scale signage is purposely oriented towards Washington Boulevard where the major transit lines travel and away from existing residential neighborhoods.

Under Section 13.11-C, a Sign District may be adopted within a supplemental use district, provided it does not supersede its regulations. The Sign District will not supersede any regulations of the 'O" Oil Drilling District. Additionally, the project site is not subject to any conditions pursuant to the Oil Drilling District.

The signage program is consistent with various guidelines and standards applicable to the project site related to complementary uses and integration of signage with the design of the buildings, thereby ensuring consistency across the project site.

The enabling language for the establishment of sign districts, pursuant to LAMC Section 13.11-B requires that the following findings be made:

(A) Each "SN" Sign District shall include only properties in the C or M Zones, except that R5 Zone properties may be included in a "SN" Sign District provided that the R5 zoned lot is located within an area designated on an adopted community plan as "Regional Center," "Regional Commercial," or "High Intensity Commercial," or within any redevelopment project area.

The Sign District is located in the proposed C zone with a proposed Community Commercial land use designation within the adopted Southeast Los Angeles Community Plan area.

(B) No "SN" Sign District shall contain less than one block or three acres in area, whichever is smaller.

The Sign District, is 9.7 acres in size and consists of two City blocks.

(C) The total acreage in the district shall include contiguous parcels of land which may only be separated by public streets, ways or alleys, or other physical features, or as set forth in the rules approved by the Director or Planning.

The Sign District consists of two City blocks that are bisected by Broadway, a public street.

(D) Precise boundaries are required at the time of application for or initiation of an individual district.

The Sign District application submitted at the time of filing includes a radius map and legal description of the entire project site.

c. The Proposed Sign District Would Directly Advance the Purposes of Aesthetics and Traffic Safety.

The establishment of the Sign District provides an exception to the Citywide sign regulations as is typical for other sign districts within the City in cases where there are aesthetic and other benefits that will result from a sign district. The ban and other provisions will continue to directly advance the purposes of aesthetics and traffic safety despite this exception. Any aesthetic or traffic safety harm resulting from signs that will otherwise be prohibited or restricted by the Citywide sign regulations are outweighed by the improvements to aesthetics and traffic safety resulting from the development of a transit-oriented project, which will be supported by the Sign District.

The project includes maintaining and improving the existing Reef building in conjunction with a new mixed-use development and creation of a Sign District. The mixed-use project includes 1,444 residential units, a hotel, retail and restaurant uses and open space. The Sign District supports the vision of the immediate area along Washington Boulevard as a transit-oriented, mixed-use district. The Sign District includes project identity, hotel identity, retail identity and static signage. The large-scale signage focuses on the transit-oriented nature of the site, with signs being visible primarily to transit riders along Washington Boulevard. The project and hotel identity signage is integrated with the façade of the buildings and is compatible with the contemporary design of the project.

The creation of the Sign District, in conjunction with the new mix of uses, will transform the project site from a mere place of employment to a destination for employees, residents, tourists, and nearby community members during the day and night. The Sign District reinforces the transit-oriented character of Washington Boulevard, north of the project site, as well as the surrounding neighborhood. The project includes various streetscape and sidewalk improvements as well as publically accessible open spaces. Sidewalks will be activated with implementation of ground floor retail and restaurant uses. The improvements to the project site will facilitate activity on the adjacent streets and sidewalks, encouraging pedestrian and bicycle travel and promoting the walkability of and around the project vicinity. Project elements, including pedestrian level tenant signage, will create strong connections between the project uses. Additionally, the project site's close proximity to transit stops and stations support the project site as a significant mixed-use development to the area, as a destination for residents, employees, tourists and nearby neighborhoods. Therefore, the Sign District is appropriate for the transit-oriented project.

The Sign District is also supportive of the ongoing programming of the Reef for events and exhibitions. Given the unique significance of the Reef as a wholesale and creative office center for the City, the Reef and new mix of uses will attract visitors both locally and from around the world. The use and purpose of the Reef provides a substantial benefit to the people of Los Angeles.

Although the project will result in unavoidable traffic impacts, no impacts to traffic safety due to permitted signs under the Sign District will occur. Signs are arranged and regulated in a manner that will not pose hazards to traffic or pedestrian safety. As such, the project is subject to conditions of approval, as well as project design features and mitigation measures, to minimize any adverse effects due to traffic. Specifically, mitigation measures MM-TR-12 and MM-TR-13, include vehicle trip reduction measures to encourage the use of transit and reduce vehicle trips, thereby minimizing potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible. In addition, any signage that is visible from the Santa Monica I-10 Freeway, exceeds 660 feet from the I-10 right-of-way. Therefore, the project is not subject to the regulations of the Outdoor Advertising Act.

A lighting analysis technical report was prepared for the proposed sign district and all of the proposed signage was analyzed in the EIR. Two types of analyses were prepared for the sign district. First, the Technical Report identifies the maximum luminance allowable on the signage so that light intensity levels do not exceed 2.0 footcandles at any residential property line outside of the project site. Second, the Technical Report identifies whether drivers on the freeways will be faced with light from the project that will exceed brightness standards identified in the California Vehicle Code. In order to satisfy the LAMC requirements, each sign was examined from the viewpoint of the nearby sensitive receptors to ensure that no sign will provide more than 2.0 vertical or horizontal footcandles at the property line of the receptors. To comply with Section 21466.5 of the California Vehicle Code, the project site was studied in tandem with the route of the two nearby freeways (Interstates 10 and 110) to determine if the project's signage fell within ten degrees of the line of sight.

Although approval of the project prohibits digital signage, the EIR analyzed the worst-case scenario for potential light trespass of animated signs. Based on the analysis in the Lighting Analysis Technical Report and the EIR, the proposed signage will not result in any lighting and glare impacts to the sensitive uses. The following mitigation measure was included in the EIR to address lighting impacts associated with significant impacts from the Vertical Zone 3 signage:

> 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.

The EIR analyzed the worst-case scenario for the number of signs on all street frontages. Significant impacts associated with concentration of signage on the Reef building in Vertical Zones 1, 2, and 3 are related to the number and size of signs that will be permitted in these locations. Other than reduction of signage and/or limitation of animation, there are no feasible mitigation measures available to address this impact. Although impacts related to the concentration of signage in the worst-case scenario will be significant and unavoidable, a significantly reduced signage program was approved. Remaining impacts related to artificial light and glare as a result of the project will be less than significant.

The EIR determined that with incorporation of regulatory requirements, project design features PDF-AE-1 through PDF-AES-5, mitigation measure MM-AES-2 and by placing a limitation on the maximum luminance produced by the signs and facade glazing, the overall brightness will produce less than 2 footcandles at the property line of any of the sensitive receptors. In the worst-case scenario, significant impacts to the residential neighborhood to the north will be avoided by limiting the luminance of the signage areas to 55 candela/square meter. These values are an average luminance across the whole signage

area, so portions could be substantially brighter, so long as the sum did not exceed these values. Therefore, impacts related to Vertical Zone 3 signage will be reduced to a less than significant level. Remaining impacts related to artificial light and glare as a result of the project will be less than significant. Although impacts related to the concentration of signage in the worst-case scenario were identified as significant and unavoidable, a significantly reduced signage program was approved.

To lessen the aesthetic impacts due to the concentration of signage on the existing Reef building, the approval of the Sign District herein includes a reduction in the number of Project Identity signs, a prohibition of digital signs, and a reduction in the height limit to a maximum of 153 feet. In addition, despite the unavoidable aesthetic impacts caused by signage, the decision-maker has the ability to adopt a Statement of Overriding Considerations in conjunction with the approval of the project. CEQA Guidelines Section 10593 requires the decision-maker to "balance, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project." Therefore, the project includes a Statement of Overriding Considerations that outlines project benefits that may outweigh and override the significant unavoidable impacts of the project.

3. **Conditional Use Findings**

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

Major Development

The surrounding area is highly urbanized and improved with a mix of low- to high-intensity commercial, civic, educational and residential uses. The buildings include: the Panama Travel Agency, Sports Museum and Santee Education Complex to the east; a furniture store, 12-story creative office building, and a variety of retail stores to the north; the Los Angeles Municipal Court building and DMV vehicle inspection site to the west; and a variety of retail and commercial supply stores to the south. The Santa Monica Freeway is located one block north of the project site. The surrounding uses were developed over a span of decades and feature a variety of building types and architectural styles. Furthermore, much of the existing development in the area is sparsely landscaped and lacks pedestrian amenities. As with the project, many of the proposed projects throughout the Southeast Los Angeles Community Plan area and in the project vicinity include replacing existing surface parking lots and other undeveloped parcels with mixed-use buildings of varying heights.

The project includes the development of two City blocks that are bisected by Broadway. The west block is improved with the existing Reef building on the northern portion of the site. As part of the project, the 861,162 square-foot Reef building will undergo a renovation of the ground floor with the conversion of existing space to include approximately 20,000 square feet of retail space and approximately 10,000 square feet of restaurant space. The Reef building also includes the addition of an 8,000 square-foot restaurant and additional outdoor space to accommodate events on the rooftop. New construction on the southern portion of the west lot includes a new eight-level parking structure with ground floor micro-retail spaces, seven live-work and 100 apartment units along Broadway and an integrated 19-story hotel. A publically accessible outdoor space is located between the Reef building and the new construction.

The east block includes several mixed-use buildings, including two high-rise towers, one on the north end and one on the south end of the block. The north tower is 385 feet in height (32 stories) and includes 432 residential condominiums. The south tower is 420 feet (35 stories) in height to the top of parapet and includes 463 residential condominiums. The lower scale buildings range in height from 77 to 85 feet and include 428 rental units. The east block also includes several retail and restaurant spaces, a grocery store, mobility hub/bikeshare station and several outdoor spaces.

The project provides much needed housing, retail and restaurant establishments, a grocery store, hotel and publically accessible outdoor space; uses that will benefit the immediate area. Therefore, the project will provide a service that is essential and beneficial to the community.

Floor Area Ratio Averaging

The project site is located just south of downtown Los Angeles and one block south of the Santa Monica Freeway. The land uses within the general vicinity of the project site are characterized by a mix of low- to high-intensity commercial, civic, educational and residential uses, that vary widely in building style and period of construction. The project includes a General Plan Amendment to change the project site's land use from Limited Manufacturing to Community Commercial in conformance with the draft Southeast Los Angeles Community Plan update that proposes to designate the project site as Community Commercial and identifies the project site as transit-oriented.

The project site is comprised of two City blocks that are approximately the same size totaling 9.7 acres. The existing permitted floor area ratio (FAR) for the project site is 6.0:1, therefore, the project site allows the development of approximately 2,542,524 total square feet. The General Plan Amendment to modify Footnote No. 1 allows the project to maintain the existing 6.0:1 FAR and will not increase the maximum permitted density or the maximum permitted height.

The project includes development of two City blocks with 1,444 residential units, including 21 live/work units; a 208-key hotel; 67,702 square feet of retail/restaurant uses; a 29,355 square-foot grocery store; a 17,507 square-foot gallery; and a 7,879 square-foot fitness studio. The existing Reef building will be maintained and includes an 8,000 square-foot rooftop restaurant addition. The project also includes 2,512 vehicle parking spaces and 1,906 bicycle parking spaces. The project's total square footage, including the existing Reef building, is approximately 2,541,468 square feet with an FAR of just below 6.0:1. The total square-footage on the west block is 1,121,975 square feet and 1,419,493 square feet the east block. The east block includes 1,337 residential units, including the two high-rise towers, therefore more square-footage is required to accommodate the residential uses and the associated residential amenities on the east block, thus requiring the Conditional Use for FAR averaging.

The development of the project, including the employment, community serving and residential uses near transit, will enhance the built environment in the surrounding neighborhood and will perform a function and provide a service that is essential or beneficial to the community, city or region.

Master Conditional Use (on- and off-site alcohol sales, live entertainment and patron dancing)

The applicant requested the approval of 21 on- and/or -off site licenses for the sale of a full-line of alcoholic beverages for restaurant and retail establishments and to allow 11 establishments to offer live entertainment and/or patron dancing. However, based on the application and plans submitted (Exhibit A), the Master Conditional Use to allow the on-site sale, dispensing and consumption of a full line of alcoholic beverages is limited to the eighteen (18) establishments including the following: eight (8) restaurant/bar establishments on the east block; five (5) establishments within the Reef building including the rooftop restaurant, basement, lobby restaurant, level 2 and level 11; and five (5) establishments in conjunction with the hotel including the hotel rooms, gallery, ground floor restaurant and pool deck. The Master Conditional Use to allow the sale of a full line of alcoholic beverages for off-site consumption is limited to two (2) retail establishments on the east block including the grocery store and pharmacy. The Master Conditional Use to allow live entertainment and/or patron dancing is limited to five (5) establishments including the hotel gallery, hotel pool deck, Reef building rooftop restaurant, Reef building level 2 and Reef building level 11. Each individual establishment is required to file an Approval of Plans, as conditioned by this grant.

The mixed-use project includes multiple retail uses, restaurants, and a grocery store to encourage residents and employees to remain on-site to meet their retail and restaurant needs. In addition, the project is located in an urban area where nearby residents and employees that are within walking distance will be able to take advantage of the neighborhood services included in the project.

The availability of alcoholic beverages in conjunction with the project's restaurants, hotel, event venues and retail establishments is a customary and incidental component of these uses. Restaurant patrons expect the ability to order alcoholic beverages in conjunction with food service. In addition, the ability to offer alcoholic beverages to patrons is essential in attracting top quality dining establishments to the project. The restaurants will serve as an attraction for visitors and neighbors in the area and will reduce the need for local residents to travel to other areas for dining experiences. Customers expect that a full-service grocery store and other retail establishments will offer a full line of alcoholic beverages for purchase and consumption off the premises. Further, live entertainment and patron dancing is also essential for the uses stated above. None of the approved uses will function as a nightclub or after-hours establishment and will be further conditioned as part of the Approval of Plans process.

The Master Conditional Use permit provides an umbrella entitlement with conditions that apply to all establishments within the project. Specific physical and operational conditions will be included as part of the Approval of Plans determination required for each establishment pursuant to the Master Conditional Use permit provisions. The proposed grocery store, pharmacy, restaurants and retail stores, in conjunction with the imposition of operational conditions as part of the Approval of Plans, will provide a service that is essential or beneficial to the community.

Reduction of Off-Street Parking within 1,500 feet of a Transit Facility

The project site is surrounded by a variety of uses and mixed-use buildings. The surrounding properties are improved with a mix of low- to high-intensity commercial, civic, educational and residential uses. The buildings include: the Panama Travel Agency, Sports Museum and Santee Education Complex to the east; a furniture store, 12-story creative office building, and a variety of retail stores to the north; the Los Angeles Municipal Court

building and DMV vehicle inspection site to the west; and a variety of retail and commercial supply stores to the south.

The existing underutilized parking lots will converted into a contemporary mixed-use development to include housing, a hotel, commercial uses and open space. This urban project provides much-needed housing and community serving retail and restaurant establishments to meet the needs of the growing residential population by providing jobs and retail options to the area. The project includes 2,512 vehicle parking spaces and 1,906 bicycle parking spaces for the use of the project, thereby relieving the community of limited street parking.

The applicant is requesting approval of a Variance to allow a 10 percent reduction of the required off-street parking spaces for commercial uses because the project site is located within 1,500 feet of a transit facility. Blue Line ridership has increased by almost 175,000 boardings, including weekdays and weekends, in the month of June 2016 as compared to June 2015. The project site is well-served by public transportation, including the following regional and local bus lines:

- Metro Blue Line Grand/LATTC station is located at the corner of Washington Boulevard and Olive Street, one block northwest of the project site, and runs along Washington Boulevard;
- Metro Regional/Local Lines:
  - Metro Local Lines 40 and 45 runs north-south along Broadway;
  - Metro Rapid Line 745 runs north-south along Broadway
  - Metro Local Lines 35 and 38 run east-west along Washington Boulevard;
  - Metro Local Line 48 runs north-south along Main Street;
  - Metro Local Line 14 runs north-south along Olive Street, one block west of the project site;
  - Metro Local Lines 37, 38, 55, 355 and Metro Shuttle Line 603 run along Grand Avenue, two blocks west of the project site;
- LADOT Dash D Line runs north-south along Olive Street, one block west of the project site. The project includes the contribution of funds to LADOT to purchase an additional bus to facilitate a slight modification of Route D to pass by the project site.

In addition, Washington Boulevard is a designated Backbone Bikeway Network, Main Street is a designated Bicycle Route, Broadway is a designated Neighborhood Bikeway Network, and Hill Street is a designated Bike Lane in the City's Bicycle Plan. The project includes 1,906 total bicycle parking spaces for residential and commercial uses. For non-residential uses, 160 long-term and 157 short-term bicycle parking spaces are provided to meet the LAMC requirement for commercial development and 1,444 long-term and 145 short-term bicycle parking spaces are provided to meet the LAMC requirement for residential uses. Short and long-term bicycle parking spaces are located throughout the project site. The project also includes a bicycle hub with locker and shower facilities.

The project site is accessible via several modes of public transportation and within walking distance of several residential neighborhoods. Therefore, the project will enhance the built environment in the surrounding neighborhood by providing a mixed-use building that will provide jobs, retail and parking to the community, city, and region.

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

Major Development

The 9.7-acre project site is comprised of two City blocks and is developed with the 12-story Reef building and approximately 7.5 acres of surface parking with minimal landscaping. The mixed-use project provides a vertically integrated mix of uses including 1,444 residential units, retail and restaurant space and a hotel, to assist in promoting the area as a center of population, employment, retail services and entertainment. The existing 861,162 square-foot Reef building includes an approximately 8,000 square-foot rooftop addition and new construction includes approximately 1,680,306 square feet of floor area (including the Reef restaurant) contained within a number of multiple-story buildings, including a 35-story residential tower, a 32-story residential tower and a 19-story hotel tower. The two residential towers are located on the east block, one on the northern portion of the block and one on the southern portion of the block. The hotel tower is located on the west block, south of the Reef building. The ground floors of the project include, open space, retail and restaurant space and live-work units. The project's total square-footage is approximately 2,541,468 square feet of floor area.

The project includes approximately 162,255 square feet of open space, including publically accessible courtyards on the west and east blocks. A substantial portion of the project includes landscaped courtyards and pathways and other open space features that connect the various proposed uses to establish a pedestrian-oriented environment for the surrounding neighborhood. At least 25 percent (29,624 square feet) of the common open space will be planted with ground cover, shrubs and trees. A minimum of 289 trees will be planted throughout the project site, including tree wells in the parkways along the perimeter of the property.

The surrounding area is highly urbanized and improved with a mix of low- to high-intensity commercial, civic, educational and residential uses. The nearby buildings include: the Panama Travel Agency, Sports Museum and Santee Education Complex to the east; a furniture store, 12-story creative office building, and a variety of retail stores to the north; the Los Angeles Municipal Court building and DMV vehicle inspection site to the west; and a variety of retail and commercial supply stores to the south. The Santa Monica Freeway is located one block north of the project site. The surrounding uses were developed over a span of decades and feature a variety of building types and architectural styles. Furthermore, much of the existing development in the area is sparsely landscaped and lacks pedestrian amenities. As with the project, many of the proposed projects throughout the Southeast Los Angeles Community Plan area and in the project vicinity include replacing existing surface parking lots and other undeveloped parcels with mixed-use buildings of varying heights.

Based on the analysis above, the Major Development's project 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.

Floor Area Ratio Averaging

As previously mentioned, the 9.7-acre project site is comprised of two City blocks and is developed with the 12-story Reef building and approximately 7.5 acres of surface parking with minimal landscaping. The mixed-use project provides a vertically integrated mix of uses including 1,444 residential units, retail and restaurant space and a hotel, to assist in promoting the area as a center of population, employment, retail services and entertainment. The existing 861,162 square-foot Reef building includes an approximately 8,000 square-foot rooftop addition and new construction includes approximately 1,680,306 square feet of floor area (including the Reef restaurant) contained within a number of multiple-story buildings, including a 35-story residential tower, a 32-story residential tower and a 19-story hotel tower. The two residential towers are located on the east block, one on the northern portion of the block and one on the southern portion of the block. The hotel tower is located on the west block, south of the Reef building. The ground floors of the project include, open space, retail and restaurant space and live-work units. The project's total square-footage is approximately 2,541,468 square feet of floor area.

The project will convert underutilized surface parking lots into an integrated mix of uses to assist in promoting the immediate area as a center of population, employment, retail services, and entertainment. The project will also enhance the immediate neighborhood by providing housing, jobs, retail and restaurant uses, publically accessible open spaces that will foster pedestrian activity and transit ridership. As such, the request for FAR averaging in conjunction with 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.

Master Conditional Use (on- and off-site alcohol sales, live entertainment and patron dancing)

The project site is located just south of the Santa Monica Freeway and downtown Los Angeles. The surrounding properties are improved with a mix of low- to high-intensity commercial, civic, educational and residential uses. The buildings include: the Panama Travel Agency, Sports Museum and Santee Education Complex to the east; a furniture store, 12-story creative office building, and a variety of retail stores to the north; the Los Angeles Municipal Court building and DMV vehicle inspection site to the west; and a variety of retail and commercial supply stores to the south. The L.A. Live entertainment complex, Staples Center and Los Angeles Convention Center are located approximately one mile northwest of the property. The project includes 1,444 residential units, a hotel and maintains the existing Reef building that employs hundreds of people.

The sale of alcoholic beverages and the availability of live entertainment and patron dancing will be controlled within the bounds of the project site. The ground floor restaurants, grocery store, hotel and Reef uses will be desirable to the public convenience and welfare because the project is near multi-family residential, civic, educational and commercial uses. Outdoor dining areas along Broadway and Washington Boulevard will help activate the sidewalk during the day and evening hours. The grocery store, pharmacy and restaurants are in convenient locations that residents, visitors, and employees can patronize by walking, biking or public transit. In addition, the allowance of live entertainment and patron dancing will be further limited to the hotel and Reef building uses on the west block.

As proposed, the use will serve public convenience and welfare and as sited, the location is compatible with the surrounding community. Mitigation measures and project design features identified in the EIR are imposed herein as conditions of this grant to further

minimize potential impacts to the surrounding neighborhood. The grant also includes conditions that are generally recommended by the Los Angeles Police Department (LAPD). In addition, these conditions will be supplemented by more specific conditions designed to address the characteristics of each individual establishment through an Approval of Plans determination. The additional conditions may include, but are not limited to a term grant, security measures, hours of operation, seating, size and any other conditions that are intended to minimize impacts on surrounding uses. Under each review, the Zoning Administrator and LAPD have the opportunity to comment and recommend any conditions. The sale of alcohol is regulated by the State of California through the issuance of an Alcohol Beverage Control (ABC) license. Thus, as conditioned, combined with the enforcement authority of ABC and LAPD, the approval for the sale of alcohol, live entertainment and patron dancing will not be detrimental to the public health, safety and welfare.

Reduction of Off-Street Parking within 1,500 feet of a Transit Facility

The request to allow 10 percent parking reduction for commercial uses located within 1,500 feet of a transit facility will not adversely affect or further degrade the adjacent properties or public health, welfare, and safety because the project site is located in a transit-oriented area. As previously mentioned, the existing underutilized parking lots will converted into a contemporary mixed-use development to include housing, a hotel, commercial uses and open space. The project includes 2,512 vehicle parking spaces and 1,906 bicycle parking spaces for the use of the project, thereby relieving the community of limited street parking.

The project encourages the use of public transportation and bicycles to arrive at the site by providing neighborhood serving commercial uses and short-term bicycle parking spaces at the ground level. The ground level uses are accessible directly from the sidewalk, a short distance from transit stops. Several modes of public transportation serve the project site, including the Metro Blue Line, several Metro bus lines and the D Dash line, as well as City designated bicycle lanes and routes.

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

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

Major Development

The project is a mixed-use development consisting of: 549 apartment units, including 21 live/work units, and 895 residential condominiums (or up to 1,444 residential condominiums); a 208-key hotel; 67,702 square feet of retail/restaurant uses; a 29,355 square-foot grocery store; a 17,507 square-foot gallery; and a 7,879 square-foot fitness studio. The existing Reef building will be maintained and includes an 8,000 square-foot rooftop restaurant addition. The development includes several buildings ranging in height from 77 feet up to 420 feet on an approximately 9.7-acre property consisting of two City blocks. The project includes 2,512 vehicle parking spaces and 1,906 bicycle parking stalls and will contain approximately 2,541,468 square feet of floor area upon full build out.

The Southeast Los Angeles Community Plan, a part of the Land Use Element of the General Plan includes the following relevant land use goals, objectives and policies:

Goal 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Community.

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers, light mass transit stations, and major bus routes where public service facilities, utilities, and topography will accommodate this development.

Objective 1-5: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-5.1: Promote greater individual choice in type, quality, price, and location of housing.

Policy 1-5.2: Ensure that new housing opportunities minimizes displacement of the residents.

Policy 1-5.3: Provide for development of townhouses and other similar condominium type housing units to increase home ownership options.

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 2-1.3: 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 2-4: To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Districts (POD's).

Policy 2-4.2: New development should add to and enhance the existing pedestrian street activity.

Policy 2-4.3: Ensure that commercial infill projects achieve harmony with the best of existing development.

Policy 2-4.5: Identify pedestrian-oriented areas as preferred locations for mixed-use projects.

Policy 2-4.6: Required that mixed-use projects and development in Pedestrian Oriented Districts be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses.

Policy 2-4.7: Require that the first floor street frontage of structures, including mixed-use projects and parking structures located in Pedestrian Oriented Districts, incorporate commercial uses.

Policy 2-4.8: Require that mixed-use projects be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, truck and automobile access, etc.) and provide adequate amenities for residential occupants.

Policy 2-4.10: Promote mixed-use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

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

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

Policy 2-5.2: Preserve community character, scale and architectural diversity.

Goal 5: A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental and aesthetic resources.

Objective 5-1: To preserve existing open space resources and where possible develop new open space.

Policy 5-1.3: Require development in major opportunity sites to provide public open space.

As with the current plan, the Draft Southeast Los Angeles Community Plan identifies several goals, policies, implementation programs and design guidelines to help achieve the community's vision. As part of the plan update, a General Plan Amendment is required to create consistency among existing and future developments and designated land uses. Specifically, the project site's land use, as well as all of the properties fronting Washington Boulevard to the north and south between Hill Street and San Pedro Street, will be changed from "Limited Manufacturing" to "Community Commercial." The proposed change to Community Commercial is based on the determination of the Industrial Land Use Policy that identifies this area as a transition district as well as input from community members, stakeholders and representatives from Council District 9. The project site will also be located within a designated Transit Oriented District.

Pursuant to Ordinance No. 171,681, the project site is located within the South Central Alcohol Sales Specific Plan area, effective September 13, 1997. The plan specifies that no

person shall establish in the area an establishment dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, for off-site consumption, without first obtaining Conditional Use approval from the City of Los Angeles.

The project site is located within the redevelopment area for the "Council District Nine Corridors South of the Santa Monica Freeway" plan. The plan was adopted on December 13, 1995, pursuant to Ordinance No. 170,807. The project is consistent with the following objectives for the project area:

- Job retention and generation supporting existing employers and attracting new employers;
- Business expansion and creation of new businesses through public and private funding and business development activities;
- Consumer retail, shopping and entertainment outlets in the community as a result of funding and suitable commercial development sites;
- Housing for all income levels to be provided along with preservation of existing single family housing stock; and
- Improved transportation services through planning and implementation.

The project site is also located within the Greater Downtown Housing Incentive Area. On September 23, 2007, Ordinance No. 179,076 became effective, establishing the Greater Downtown Housing Incentive Area. The project incorporates the following ordinance incentives for projects within the boundaries of the area:

- No maximum unit per lot area, making allowable density unlimited (within the relevant FAR);
- No yard requirements;
- Buildable area is the same as lot area; and
- No requirement for percentages of private and common open space, however the total per unit open space requirement is provided.

The mixed-use project replaces surface parking lots in an area characterized by office, civic, education, light manufacturing, retail and multi-family residential uses that are in close proximity to several public transit options. The project provides much-needed housing (for rent and sale) and jobs to the Southeast Los Angeles Community Plan area, including neighborhood serving retail and restaurant uses, a hotel and publically accessible open space that support this area of Southeast Los Angeles as an emerging commercial center for population growth, employment, retail services and transit.

With adoption of the General Plan Amendment to change the land use designation of the project site to Community Commercial and to modify Footnote No. 1, the project will be consistent with the applicable objectives and policies set forth in the Southeast Los Angeles Community Plan. Based on the above analysis, the project is in substantial conformance with the purposes, intent and provisions of the General Plan, the Specific Plan and applicable Redevelopment Plan.

Floor Area Ratio Averaging

The project provides much-needed housing, as well as a mix of hotel, retail, restaurant, office uses and open space, to an otherwise underutilized property located along a major transit corridor that is within one-quarter mile of several high-capacity transit lines. The Metro Blue Line runs along Washington Boulevard at the northern edge of the project site, with a stop less than 0.2 miles northwest of the project site.

As previously mentioned, the project supports many of the goals, objectives, policies and programs specified in the Southeast Los Angeles Community Plan, specifically the following objectives:

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

The project includes 1,444 residential units within walking distance of a major transit stop and near downtown Los Angeles, the L.A. Live entertainment complex, Staples Center and other major employment centers, services and facilities. The project's proximity to transit and the aforementioned uses will reduce the project's vehicular trips and make it accessible to services and facilities.

Objective 2-4: To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Districts (PODs).

The project will enhance the community commercial, transit-oriented district by adding beneficial commercial uses and by retaining and improving the existing Reef building. In addition, because the project site is an identified transit-oriented area in the draft Southeast Los Angeles Community Plan, the project provides a significant amount of bicycle parking spaces, sidewalk and street improvements and pedestrian-oriented uses on the ground floor.

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

The project site is improved with the 12-story Reef building and approximately 7.5 acres of surface parking lots. The project will enhance the appearance of the project site and the surrounding community. The project is designed in a contemporary architectural style using a variety of materials and colors to create buildings that vary in height, bulk and massing. The project also includes community-serving retail and restaurant uses at the ground level, open space, landscaping and signage to enhance the appearance of the commercial district.

Objective 5-1: To preserve existing open space resources and, where possible, develop new open space.

A substantial portion of the project includes landscaped courtyards and pathways and other open space features that connect the various uses to establish a pedestrian-oriented environment within the project's vicinity. The project includes 162,255 square feet of open space, of which 85 percent is common open space. At least 25 percent (29,624 square feet) of the common open space will be planted with ground cover, shrubs or trees. The publically accessible open space includes courtyards that connect the two blocks.

As mentioned above, the project substantially conforms with the purpose, intents and provisions of the General Plan. The request to allow FAR averaging across the entire project site complies with the objectives of the Southeast Los Angeles Community Plan and the forthcoming plan update, as discussed above.

Master Conditional Use (on- and off-site alcohol sale, live entertainment and patron dancing)

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 Los Angeles Municipal Code. The Land Use Element of the City's General Plan divides the city into 35 Community Plans. The

Southeast Los Angeles Community Plan Map designates the property for Limited Manufacturing land use with the corresponding zones of CM, MR1 and M1. However, with approval of the General Plan Amendment and Zone Change, the project site will be changed to Community Commercial land use with the (T)(Q)C2-2-O-SN zone which is intended to provide for concentrations of commercial uses, including restaurants, entertainment venues, and grocery stores, within mixed-use buildings. The Southeast Los Angeles Community Plan text is silent with regards to alcohol sales, live entertainment and patron dancing. In such cases, the decision-maker must interpret the intent of the plan.

Pursuant to Ordinance No. 171,681, the project site is also located within the South Central Alcohol Sales Specific Plan area, effective September 13, 1997. The plan specifies that no person shall establish in the area an establishment dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, for off-site consumption, without first obtaining Conditional Use approval from the City of Los Angeles.

The sale of a full line of alcoholic beverages in conjunction with the grocery store, pharmacy, restaurants, hotel and Reef building and live entertainment and patron dancing in conjunction with the hotel and Reef uses are consistent with the commercial land use discussion of the community plan, including:

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.

The plan encourages new uses that strengthen the economic base of the community and promote transit and pedestrian oriented areas. The request achieves the policies of the Southeast Los Angeles Community Plan, which seeks to promote uses that will address the needs of employees, residents, and visitors to the area and complies with the regulations of the South Central Alcohol Sales Specific Plan.

Reduction of Off-Street Parking within 1,500 feet of a Transit Facility

The mixed-use project includes 1,444 residential units; a 208-key hotel; 67,702 square feet of retail/restaurant uses; a 29,355 square-foot grocery store; a 17,507 square-foot gallery; and a 7,879 square-foot fitness studio. The project includes 2,512 vehicle parking spaces and 1,906 bicycle parking stalls to serve the entire project.

The Southeast Los Angeles Community Plan, a part of the Land Use Element of the General Plan, includes the following relevant land use objectives and policies that are consistent with the request for a 10 percent reduction of off-street parking for commercial uses:

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers, light mass transit stations, and major bus routes where public service facilities, utilities, and topography will accommodate this development.

Objective 2-4: To enhance the identity of distinctive commercial districts and to identify Pedestrian Oriented Districts (POD's).

Policy 2-4.10: Promote mixed-use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

In addition, Mobility Plan 2035, the Mobility Element of the General Plan, will not be negatively affected by the project. The project is consistent with the following goals and policies of the plan:

Goal 2: World class infrastructure

Policy 2.3: Pedestrian Infrastructure. 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: Bicycle Networks. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

Policy 2.7: Vehicle Network. Provide vehicular access to the regional freeway system.

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

Policy 2.15: Allocation of Transportation Funds. Expand funding to improve the built environment for people who walk, bike, take transit, and for other vulnerable roadway users.

Goal 3: Access for all Angelenos.

Policy 3.3: Land Use Access and Mix. 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 3.4: Transit Services. Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

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

Goal 5: Clean environments and healthy communities.

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

The project site is in a transit-oriented area, one block south of the Santa Monica freeway, that is well-served by several modes of transportation, including the Metro Blue Line, several Metro bus lines and the D Dash. The project is required to include EV ready parking spaces, loading areas for the commercial uses, and improvements to the surrounding streets, sidewalks and intersections. In addition, the project is subject to project design features and mitigation measures to minimize any adverse effects due to parking or traffic congestion. Specifically, mitigation measures MM-TR-12 and MM-TR-13, include vehicle trip reduction measures to encourage the use of transit and reduce vehicle trips. Based on the above

analysis, the project is in substantial conformance with the purposes, intent and provisions of the General Plan.

ADDITIONAL FINDINGS FOR A MAJOR DEVELOPMENT PROJECT:

d. Pursuant to L.A.M.C. Section 12.24 U, and based on these Findings, the recommended action 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 surrounding area is highly urbanized and includes a mix of low- to high-intensity commercial, civic, educational and residential uses. The existing buildings include: the Panama Travel Agency, Sports Museum and Santee Education Complex to the east; a furniture store, 12-story creative office building, and a variety of retail stores to the north; the Los Angeles Municipal Court building and DMV vehicle inspection site to the west; and a variety of retail and commercial supply stores to the south.

The following project elements are incorporated into the project design in a manner that is compatible with both existing and future development in the surrounding area:

i. Building Design. The project is designed in a contemporary architectural style that includes several separate buildings of different heights in a variety of materials and colors. The two high-rise residential towers on the east block feature slight stepping to create horizontal and vertical articulation and provide visual interest. Materials for the towers include metal panels, metal louvers and glass curtain walls. The north tower accommodates one static project identity sign on the north facade. The lower-scale buildings on the east block include façade layering and a variety of colors to provide depth and horizontal lines. Materials include precast concrete, cast-in-place concrete, metal panels, metal louvers, fibre cement board, cement plaster and phenolic wood wall panels. The ground floors of each building are differentiated from the upper levels with the use of recessed and angled entries, floor to ceiling glazing, glass doors and metal panels.

The west block includes the existing 12-story, concrete Reef building constructed in 1958. The mid-century modern building includes improvements such as the re-introduction of openings on the ground floor along Broadway, Washington Boulevard and Hill Street to accommodate retail space and an addition of a glass structure on the rooftop for restaurant use. The Reef building includes static project identity signage on the north and east facades. The southern portion of the west block includes an eight level parking structure with ground floor micro-retail units along Hill Street and 21st Street, live-work units and apartment units along Broadway and an integrated 19-story hotel. Materials for the parking structure include metal louvers, metal panel screens, corrugated metal panels, precast concrete panels and glass. The ground floor micro units feature storefront, floor-to-ceiling glazing. The rooftop parking level includes the installation of solar panels. The façade fronting Broadway is similar to the lower-scale buildings on the east block incorporating the use of layered, colored fibre cement board, cement plaster and cast-in-place concrete as well as corrugated metal panels. The ground floor live-work units along Broadway incorporate floor to ceiling glazing, glass doors and metal panels. The materials for the hotel include horizontal precast concrete panels, metal louvers and horizontal window panes. The two upper floors feature an identity sign on all four sides of the building. Accordingly, the project is designed to implement the type of high-quality architecture that is compatible with commercial districts within mixed-use urban areas.

ii. Building Orientation/Frontage. The project includes the development of two blocks that are bisected by Broadway. The west block includes the existing Reef building, a new parking structure, residential units and hotel tower. The east block includes several mixed-use buildings, including two high-rise towers, one on the north end and one on the south end of the lot. A majority of the pedestrian activity will be oriented on Broadway with most of the retail/restaurant entrances, including outdoor dining, located along both sides of Broadway and directly accessible from the public sidewalk. Entrances to micro-retail spaces on the west block are from Hill Street and 21st Street while the additional retail, restaurant and grocery store entrances on the east block are from Washington Boulevard and Main Street.

The buildings integrate a pedestrian scale at ground level by incorporation of a variety of textures, materials, street furniture and landscaping appropriate to the project site, thereby minimizing the effects of building mass and street walls in relation to street frontage. Architectural features such as recessed and angled entrances, storefront glazing, tenant signage, and pedestrian-scaled lighting also help to create a pedestrian oriented building frontage.

The two blocks are approximately 795 feet in the north-south direction, therefore the project includes a publically accessible, mid-block passageway extending from the west block to the east block. The Exchange, on the west block is located at grade, while the Strand, on the east block, is located approximately 22 feet above grade and accessed via a staircase.

iii. Height/Bulk. The west block includes the existing 12-story, 193-foot, 10 inch tall Reef building, a new eight level parking structure, an integrated residential building 88-feet in height to top of parapet and a hotel tower 240 feet in height to top of parapet. The east block includes several mixed-use buildings and two residential towers. The north tower is 385 feet in height and the south tower is 420 feet in height to the top of parapet. The lower scale buildings range in height from 77 to 85 feet.

iv. Setbacks. Pursuant to LAMC Section 12.14-C, buildings erected and used for commercial purposes in the C2 zone do not require front, side or rear yard setbacks. In addition, the Greater Downtown Housing Incentive Area does not require yards for lots in the C2 zone. On the west block, the parking garage, residential and hotel buildings are built up to the property line along Hill Street and 21st Street and has a variable zero-foot to 3-foot, 1 inch setback along Broadway. The hotel is setback approximately 44 feet 11 inches from the Reef building at the narrowest dimension. On the east block, the buildings at the ground level have a variable setback of 1-foot, 1 inch to 19 feet, 2 inches along Broadway; a variable setback of 3 feet, 1 inch to 11 feet, 1 inch along 21st Street; a variable setback of 8 inches to 11 feet, 11 inches along Main Street; and a setback of 5 feet along Washington Boulevard.

v. Open Space. Pursuant to LAMC requirements, the project includes 162,255 square feet of open space in the form of landscaped courtyards and pathways and other open space features that connect the various proposed uses. Eight-five percent of the provided open space is designated common open space and 15 percent is designated private open space (e.g., unit patios).

The residential open space amenities include multiple swimming pools, a fitness center, and a community room. The common open space for residents on the east block is divided into three main spaces. The Farm includes outdoor dining space, BBQ's, a garden, a seating grove, and a reservoir pool. The Playground includes active space for project residents, an outdoor dining area, BBQs, an outdoor movie

screen, undulating seating decks, a spa and pool, outdoor lounges, a yoga lawn, and a step fountain. The Platform is a community gathering space with movable seating, planters, and a fire pit or water feature.

The project includes two publically accessible outdoor spaces, one on each lot. The Exchange, located just south of the Reef building on the west, includes a café and outdoor seating, event space, and a seating island. The Exchange acts as the entryway into the hotel and the Reef building. The Strand, located on the east block, is the project's primary gathering space, and includes an upper public terrace with a café and outdoor seating, a performance space with amphitheater seating, and acts as the connector between Main Street and the west block.

The project adds to the variety of mixed-use buildings immediately surrounding the project vicinity. The mixed-use residential and commercial development replaces existing parking lots with housing, a hotel, retail and restaurant space and open space to serve the community. The project enhances the existing urban mix of uses in the neighborhood by providing much-needed housing and retail and restaurant establishments to meet the needs of the growing residential population in the area. This project and the forthcoming mixed-use project to the northwest of the project site, support the transition of the area from limited manufacturing uses to community commercial.

Based on the above analysis, the project consists of 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.

e. The Major Development Project complies with the height and area regulations of the zone in which it is located.

The applicant is requesting a General Plan Amendment to change the land use designation of the project site from Limited Manufacturing to Community Commercial, with the corresponding zones of CR, C2, C4 and RAS3 in the Southeast Los Angeles Community Plan. In addition, the applicant is requesting modification of Footnote No. 1 to allow the project comply with the regulations of Height District No. 2 and a Zone Change from [Q]M1-2-O and M1-2-O to (T)(Q)C2-2-O-SN, to establish consistency with the proposed land use. The proposed land use designation, footnote and zone allows a development with an FAR of 6.0:1 and unlimited height.

The project site is composed of two City blocks, with a total gross square footage of 423,754 square feet. Accordingly, the project site's existing FAR of 6.0:1 allows a maximum floor area of approximately 2,542,524 square feet of development on the site. The total proposed floor area of the project is approximately 2,541,468 square feet. Therefore, the project does not exceed the permitted FAR.

With respect to setback regulations pursuant to LAMC Section 12.14-C, buildings erected and used for commercial purposes in the C2 zone do not require front, side or rear yard setbacks. In addition, the Greater Downtown Housing Incentive Area does not require yards for lots in the C2 zone. On the west block, the parking garage, residential and hotel buildings are built up to the property line along Hill Street and 21st Street and has a variable zero-foot to 3-foot, 1 inch setback along Broadway. The hotel is setback approximately 44 feet 11 inches from the Reef building at the narrowest dimension.

On the east block, the buildings at the ground level have a variable setback of 1-foot, 1 inch to 19 feet, 2 inches along Broadway; a variable setback of 3 feet, 1 inch to 11 feet, 1 inch along 21st Street; a variable setback of 8 inches to 11 feet, 11 inches along Main Street; and

a setback of 5 feet along Washington Boulevard. Accordingly, the project complies with the applicable setback requirements.

Therefore, with approval of the General Plan Amendment and Zone Change, the Major Development Project will comply with the height and area regulations of the project site.

f. The Major Development Project is consistent with the City Planning Commission's design guidelines for Major Development Projects, if any.

The project site is located in an area that does not have formally adopted design guidelines for Major Development Projects. However, the applicant designed the project to be consistent with the City's *Walkability Checklist, Citywide Design Guidelines for Commercial Buildings,* the *Downtown Design Guidelines* and the Southeast Los Angeles Community Plan *Urban Design Guidelines.* In addition, the applicant made design modifications based on feedback received through the Department of City Planning's PVP review.

ADDITIONAL FINDINGS FOR FLOOR AREA RATIO AVERAGING IN A UNIFIED DEVELOPMENT:

g. The development, although located on separate parcels or lots of record, is a unified development as defined by LAMC Section 12.24-W,19.

Although the project site consists of two city blocks bisected by Broadway, the project is a unified development in that the mix of uses are dependent on each other, sharing a common architectural design. The site is designed to allow fluidity throughout the project site so that residents, employees and visitors can move freely from their place of employment, to open areas for recreation and relaxation, to retail and restaurant establishments and finally to on-site residential units.

i. A combination of functional linkages, such as pedestrian or vehicular connections.

The project includes multiple functional linkages for pedestrians, bicyclists and vehicles. For example, the publically accessible open spaces, The Exchange and The Strand are mid-block pedestrian connections between the west block and east block. The crosswalk on Broadway, which bisects the west block and east block, is designed to connect the two blocks into a unified development. The addition of a stoplight south of the existing stoplight, will widen the crosswalk to approximately 123 feet 5 inches. The wider crosswalk will accommodate pedestrians and bicyclists to move to and from the west and east blocks with ease. In addition, pedestrians and bicyclists will have several ground floor retail and restaurant options along the perimeter of the project site, further creating functional linkages. People arriving to the project site by vehicle have the option to park on either the west or east block and walk freely throughout the project site.

ii. In conjunction with common architectural and landscape features, which constitute distinctive design elements of the development.

The submitted site plan, floor plans, landscape plans, elevations and architectural renderings depict a common contemporary architectural design, featuring the use of similar materials throughout the project and use of similar types of planting throughout the landscape design. The 9.7-acre property is designed to serve a unified purpose of providing housing, employment, commercial uses and open space near transit. The project's layout and architectural design are consistent throughout the two blocks.

iii. Is composed of two or more contiguous parcels, or lots of record separated only by a street or alley.

The east and west blocks are bisected by Broadway, which is a public street. The various lots comprising the west block and the east block are contiguous parcels.

iv. When the development is viewed from adjoining streets appears to be a consolidated whole.

Similar design elements are incorporated into the design of the individual buildings and open spaces that make up the entire project site, making the a consolidated development when viewed from adjoining streets.

ADDITIONAL FINDINGS FOR ALCOHOL SALES AND THE SOUTH LOS ANGELES ALCOHOL SALES SPECIFIC PLAN:

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

The project site is planned for Community Commercial land use with the corresponding CR, C2, C4 and RAS3 zones. The mixed-use project includes the existing Reef building, 1,444 residential units and several commercial spaces such as a market, pharmacy, restaurants, hotel and Reef building that offer the sale of alcohol for on- or off-site consumption.

Conditions are herein imposed to integrate the uses into the community as well as protect community members from adverse potential impacts. All future operators are required to file an Approval of Plans prior to receiving a Certificate of Occupancy to allow for the review of the mode of operation, security, and the floor plan. The State of California Department of Alcohol Beverage Control will also have the opportunity to impose additional conditions upon each establishment, including limitations on hours of alcohol sales. The limited term of the grant for each individual plan approval allows the City to review the operation of the establishment and consider any changes in the surroundings. Therefore, as conditioned, the Master Conditional Use to allow the sale of alcohol will not adversely affect the welfare of the surrounding community.

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

According to the California State Department of Alcoholic Beverage Control licensing criteria, two on-site licenses and one off-site license are allocated to the subject Census Tract No. 2240.20. There are currently three on-site and four off-site licenses active within this census tract. The data indicates that for the on- and off-site licenses, the tract is above its allocated number, which is common given the concentration of commercial activity in the immediate area, just south of downtown. The establishments that have either an on- or off-site alcohol license include, two markets, two liquor stores, one bar and two restaurants.

The project site is planned for Community Commercial land use, which is intended to be a pedestrian-oriented, high activity, mixed-use center that can accommodate a broad range of uses to serve those who reside, work or visit. Given the diversity of uses permitted and encouraged within the Community Commercial land use, a high concentration of alcohol licenses is anticipated. The daytime population in the immediate vicinity includes the Reef visitors and employees, local employees, students and faculty of LA Trade Technical College, and the increasing number of residents and tourists during the evening hours.

Statistics from the Los Angeles Police Department's Central Division reveal that in Crime Reporting District No. 1321, which has jurisdiction over the subject property, a total of 443 crimes were reported in 2015, compared to the citywide average of 181 crimes and the high crime reporting district average of 217 crimes for the same period. Of the 443 crimes reported, five arrests were made for liquor laws, eight arrests were made for drunkenness, and 17 arrests were for under the influence.

The above figures indicate that the mixed-use project is located in a high-crime reporting district. Due to high crime statistics, conditions typically recommended by the Los Angeles Police Department, such as those related to the STAR Program, installation of surveillance cameras and age verification, have been imposed in conjunction with this Master Conditional Use Permit approval. Each establishment is part of a larger development that will benefit from oversight of the project as a whole. In addition, concerns associated with any individual establishment will be addressed in more detail through the required Approval of Plans determination. A Zoning Administrator will have the opportunity to consider more specific operational characteristics as each tenant is identified and the details of each establishment are identified. Security plans, floor plans, seating limitations and other recommended conditions, as well as the mode and character of the operation, will be addressed and assured through site specific conditions.

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

The following sensitive uses are located within a 1,000-foot radius of the project:

- Abram Friedman Occupational Center – 1646 South Olive Street;
- Clinica Medica San Miguel – 122 East Washington Boulevard;
- Frida Kahlo High School – 1924 South Los Angeles Street;
- Glory Church of Jesus Christ – 1801 South Grand Avenue;
- Iglesia Del Cuerpo De Cristo – 1965 South Los Angeles Street;
- LATTC Child Development Center – 2012 South Olive Street;
- Los Angeles Trade Technical College – 400 West Washington Boulevard;
- Orthopedic Hospital Medical Magnet High School – 300 West 23rd Street; and
- Santee Education Complex – 1921 South Maple Avenue

There are no residentially zoned properties within 500 feet of the project site. However, residential units are located within a building located at the northwest corner of Washington Boulevard and Main Street.

The sale of alcoholic beverages at the proposed restaurants and retail establishments will not adversely affect the nearby residential buildings or the sensitive uses listed above

because they will operate within the confines of the project site and will be subject to numerous conditions of approval. To further ensure that the sensitive uses are not adversely affected, live entertainment and patron dancing is limited to the west block, including the Reef building and the hotel. In addition, each of the individual establishments is required to file an Approval of Plans with the Department of City Planning and will be subject to additional conditions of approval. Therefore, the proposed restaurant and retail establishments will not detrimentally affect nearby residential uses or other sensitive uses.

ADDITIONAL FINDINGS FOR SPECIAL PERMISSION FOR THE REDUCTION OF OFF-STREET PARKING:

d. The commercial or industrial buildings are located on a lot not more than 1,500 feet distant from the portal of a fixed rail transit station, or bus station, or other similar transit facility.

The project site is a centrally located transit-oriented area of the city. The project is designed to support the use of public transportation by providing pedestrian access to transit stops and facilities for bicyclists. The project is located on a site that is within 1,500 feet from the portal of a fixed rail transit station. The Metro Blue Line runs along Washington Boulevard at the northern edge of the project site, with the Grand/LATTC stop located one block to the northwest.

In addition, several Metro Local and Rapid bus lines, as well as the D Dash serve the project site. The project site is also adjacent to City designated bicycle lanes and routes. The project includes 1,906 bicycle parking spaces, including both short-term and long-term bicycle parking spaces, that are dispersed throughout the project site, as well as locker and shower facilities.

e. The reduction will not otherwise be materially detrimental to the public welfare or injurious to the properties or improvements in the surrounding area.

The existing underutilized parking lots will be converted into a contemporary mixed-use development to include housing, a hotel, commercial uses and open space. The surrounding properties are improved with a mix of low- to high-intensity commercial, civic, educational and residential uses. The buildings include: the Panama Travel Agency, Sports Museum and Santee Education Complex to the east; a furniture store, 12-story creative office building, and a variety of retail stores to the north; the Los Angeles Municipal Court building and DMV vehicle inspection site to the west; and a variety of retail and commercial supply stores to the south.

The request to allow a 10 percent parking reduction for commercial uses located within 1,500 feet of a transit facility will not be materially detrimental to the public welfare or injurious to the properties or improvements in the surrounding area because the project site is located in a transit-oriented area. The project is subject to the parking provisions of the Los Angeles State Enterprise Zone that allows a reduction in vehicle parking for commercial uses and the Bicycle Ordinance that allows a 15 percent reduction in vehicle parking for residential uses and a 30 percent vehicle parking reduction for commercial uses. In spite of the allowable vehicle parking reductions, the project provides sufficient parking to serve the entire project. The project includes 2,512 vehicle parking spaces and 1,906 bicycle parking spaces for the use of the project, thereby relieving the community of limited street parking.

The project site is a centrally located transit-oriented area of the city. The project is designed to support the use of public transportation by providing pedestrian access to transit stops

and facilities for bicyclists that will naturally reduce the number of vehicles that travel to the project site. The project encourages the use of public transportation and bicycles to arrive at the site by providing neighborhood serving commercial uses and short-term bicycle parking spaces at the ground level. The ground level uses are accessible directly from the sidewalk, a short distance from transit stops. Several modes of public transportation serve the project site, including the Metro Blue Line, several Metro bus lines and the D Dash line, as well as City designated bicycle lanes and routes.

Therefore, based on the project's proximity to transit, its mixed-use nature, and the provision of 1,906 bicycle parking spaces and associated facilities, the parking reduction will not be materially detrimental to the public welfare or injurious to the properties or improvements in the surrounding area.

f. The surrounding area will not be adversely affected by overflow parking or traffic congestion originating or terminating at the lot, and the reduction will not otherwise be materially detrimental to the public welfare or injurious to the properties or improvements in the surrounding area.

The project is located in a transit-oriented district that is within walking distance of several transportation lines, including the Metro Blue Line. Blue Line ridership has increased by almost 175,000 boardings, including weekdays and weekends, in the month of June 2016 as compared to June 2015. In addition, the project site is located along streets with designated bicycle lanes and routes. The project is subject to conditions of approval, as well as project design features and mitigation measures, to minimize any adverse effects due to parking or traffic congestion. Specifically, mitigation measures MM-TR-12 and MM-TR-13, include vehicle trip reduction measures to encourage the use of transit and reduce vehicle trips, thereby minimizing potential operational parking and traffic impacts on the surrounding street system to the maximum extent feasible.

The following measures are included:

- 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.

- 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 pite. LADOT to pay for the operating costs of the vehicle.

As such, implementation of the conditions of approval, as well as project design features and mitigation measures, will ensure that the reduction in required parking will not increase traffic congestion and will not be materially detrimental to the public welfare or injurious to the properties or improvements in the surrounding area.

4. **Variance Findings**

a. The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.

Reduction of On-Site Trees

The project site is currently improved with the Reef building, surface parking lots and an approximately 11,150 square-foot warehouse building. The project site currently contains a total of 59 trees, 46 of which are located in the perimeter parkway areas of the property. The existing trees are all common ornamental species, primarily Chinese Golden Rain Tree, that were planted as part of the landscape development. There is one Mexican Fan Palm that was naturalized on the site. New landscaping includes a variety of groundcover and shrubs and 289, 24-inch box trees including Canary Island Palm, Ginkgo, Yew Pine, Australian Willow, Honey Locust, Western Redbud and Olive. In addition, as part of the Development Agreement, the project will be required to pay the City "in lieu" fees for the 72 trees that cannot be accommodated on-site.

The project complies with the requirements of LAMC 12.21-G for open space, including square-footage, accessibility, dimensions and recreational amenities. However, LAMC Section 12.21-G,2(a)(3) requires residential projects to provide one 24-inch box tree per four dwelling units. The strict application of the LAMC will require the applicant to plant 361 trees on-site for the 1,444 residential units. The applicant is requesting a Variance to permit a 20 percent reduction in on-site trees to allow a total of 289 trees.

The project includes a total of 162,255 square feet of open space (73 percent common open space), slightly more than the LAMC requirement. A minimum of 25 percent of the common open space will be planted with ground cover as required by the LAMC. The open space provided includes a mix of public and private courtyards, gathering spaces and passageways.

In order to comply with the LAMC requirement for trees, the vast majority of green space will be dedicated to tree planting, causing trees to be planted closely together, thus providing inadequate area for proper canopy growth and roots and making the open space unusable for gathering or recreation. For example, the Strand, located on the east block, is designed to be the project's primary gathering space and includes an upper public terrace with a café and outdoor seating and performance space with amphitheater seating. If the project is

required to provide additional on-site trees, areas like the Strand will either be eliminated or reduced in size.

The purpose and intent of LAMC 12.21-G is for the provision of adequate and usable open space for residential projects and to insure proper shade for residents to offset any impacts to the urban setting resulting from the development. The location of the outdoor courtyard areas are situated so that buildings will provide enough shade for project residents while providing protection from air particulates emanating from the Santa Monica Freeway to the north.

On-site tree requirements are written on a citywide basis and do not take into account individual characteristics of a project or project site. Meeting the strict interpretation of the LAMC requirement for trees will make the outdoor open space impractical for use of project residents and visitors. Therefore, the strict application of the provisions of the zoning ordinance will result in practical difficulties and create an unnecessary hardship that is inconsistent with the purpose of the zoning regulations.

Alternative Bicycle Stall Siting

The applicant is seeking approval of a Variance to permit alternative bicycle stall siting for the required bicycle parking and a complimentary valet service for bicycles of the hotel component. The project is providing 1,906 bicycle parking spaces, including 1,604 long-term spaces and 302 short-term spaces. The hotel requires 10 long-term and 10 short-term bicycle parking spaces. LAMC Section 12.21-A,16(e)(2), which became effective on March 13, 2013, requires short and long-term bicycle parking spaces to be provided on the same lot as the use it is intended to serve, with short-term parking to be provided outdoors and long-term parking to be provided either outdoors or within the first level of a parking garage closest to the ground floor.

Short-term bicycle parking spaces for the commercial and residential uses on the west block (107 and 11 required, respectively) are provided inside the parking structure on Level 1, which is the ground floor, with direct access to 21st Street. On the east block, the short-term bicycle parking spaces for the commercial and residential uses (41 and 134 required, respectively) are provided inside the podium on Level 1, which is the ground floor, with direct access to Broadway.

Although the LAMC requires that short-term bicycle parking spaces be located outdoors, within 50 feet of a main pedestrian entrance, the residential and commercial uses on the west block necessitate the Variance request. If the short-term bicycle parking spaces are located outside of the building, it will form an almost continuous wall fronting nearly the entire perimeter of the west and east blocks. Full street walls of bicycle parking spaces will impede pedestrian mobility and will minimize usability of the publically accessible open space areas. While locating some of the bicycle parking spaces outdoors is appropriate, walls of bicycle parking spaces facing the street will present practical difficulties and unnecessary hardships.

Long-term bicycle parking spaces for the commercial and residential uses on the west block (110 and 107 required, respectively) are located on Level 7 of the parking structure. On the east block, the long-term bicycle parking spaces for the commercial and residential uses (41 and 1,337 required, respectively) are dispersed across levels P1 and P2 of the subterranean parking structure. Although the LAMC requires that long-term bicycle parking be located along the shortest walking distance to the nearest pedestrian entrance, or on the level of the parking garage closest to the ground floor and with direct access to a public street, the high-density, mixed-use project necessitates the Variance request.

Given the high-rise nature of the project, the configuration of the towers, American with Disabilities Act (ADA) requirements, ingress and egress requirements, and open space requirements as well as the location of retail and restaurant uses on the ground floor, it will be practically difficult and create a hardship to locate all of the long-term bicycle parking on the ground floor, or the floor closest to the ground floor. Devoting the ground floor parking level to bicycle parking will reduce the amount of retail and restaurant floor area, required circulation areas, lobbies, emergency access and vehicle parking spaces. The retail and restaurant uses are an integral component of the mix of uses and are essential to increasing the pedestrian activity at street level. These uses serve both residents and others who live, work or visit the area. In addition, removing vehicle parking spaces from the first parking level to accommodate the long-term bicycle parking spaces will require an additional subterranean parking level. Relocating the retail and restaurant uses to a higher floor with less pedestrian visibility and access and the construction of an additional subterranean parking level will be a hardship thus making the project infeasible.

The bicycle ordinance requires very specific locations for short-term and long-term bicycle parking, however the intent of the requirements is based on making the short-term bicycle parking convenient to retail patrons, employees and residential guests and making the long-term bicycle parking convenient and accessible to residents. All of the short-term bicycle parking spaces are located adjacent to the building entrance on the ground level with direct access to the adjacent street or within a short walking distance of elevators with convenient access to the building entrance. As such, the project will meet the intent of the bicycle ordinance. To ensure that the intent of the bicycle siting requirements of the LAMC are fulfilled, the applicant has been conditioned to be in substantial compliance with Exhibit A and to develop a bicycle storage and retrieval program to provide the LAMC required number of stalls for the hotel use. The program includes a complimentary valet service that will function in the same manner as a valet service for vehicles.

b. There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.

Reduction of On-Site Trees

The project site consists of two City blocks totaling 9.7 net acres. The site is improved with surface parking lots, an 11,150 square-foot warehouse building and the Reef building. The project includes the construction of 1,444 residential units, 97,057 square feet of retail and restaurant space and other commercial spaces, including a gallery, in the (T)(Q)C2-2-O-SN zone with 2,512 total on-site parking spaces.

The surrounding properties are improved with a variety of uses including the Los Angeles County Municipal Traffic Court building to the west and office, manufacturing, warehouse and retail uses to the north, south and east. The Santee Education Complex located on Los Angeles Street to the east has three grass sports fields. Generally, the surrounding area is lacking much needed parks, landscaped areas and trees.

The special circumstances applicable to the property that prevent the planting of 361 trees on the property relate to the constraints of the project site and the project's high-rise and transit-oriented nature. High-density residential uses, such as the project, are desirable near transit and job centers. As such, the best option available is to build vertically with restaurant and retail uses on the ground floor. The podium design to accommodate ground floor uses also limits the availability of open space for the planning of trees. Also, because parking structures are generally discouraged, parking for the uses on the east block is

accommodated within subterranean parking levels that extend to the property line. The project site must also maintain existing sidewalk widths, utilities and street lights, that make the planting of street trees problematic in some areas. Trees will however be planted in the parkway areas surrounding the project in accordance with street planting standards.

The project will greatly improve the area with the addition of public open space and the planting of 289 trees. In addition, as part of the Development Agreement, the project will be required to pay the City "in lieu" fees for the 72 trees that cannot be accommodated on-site. As previously mentioned, the surrounding properties are improved with non-residential land uses that do not require the planting of trees. In order to accommodate the required number of on-site trees in accordance with LAMC Section 12.21-G, residential units will be reduced to 1,156 units. There is a significant shortage of housing in the City, specifically in the Southeast Los Angeles Community Plan area, therefore the project is utilizing the provisions of the Greater Downtown Housing Incentive Area to provide 1,444 housing units. The property's ability to locate 1,444 housing units near transit and downtown, and the project's ability to locate housing without eliminating existing units, are special circumstances and unique opportunities that do not generally apply to other properties.

Alternative Bicycle Stall Siting

The applicant is seeking approval of a variance to permit alternative bicycle stall siting for the required bicycle parking and a complimentary valet service for bicycles of the hotel component. The project replaces under-utilized surface parking lots with much-needed housing, commercial uses, and open space. The project is providing 1,906 bicycle parking spaces, in compliance with LAMC requirements.

Short-term bicycle parking spaces for the commercial and residential uses on the west block are provided inside the parking structure on Level 1, which is the ground floor, with direct access to 21st Street. On the east block, the short-term bicycle parking spaces for the commercial and residential uses are provided inside the podium on Level 1, which is the ground floor, with direct access to Broadway. Long-term bicycle parking spaces for the commercial and residential uses on the west block are located on Level 7 of the parking structure. On the east block, the long-term bicycle parking spaces for the commercial and residential uses are dispersed across levels P1 and P2 of the subterranean parking structure.

The project site is located prime location of the City that is a transit-oriented district, encouraging high-density, mixed-use development. The immediate vicinity offers several public transportation options including the Metro Blue Line that runs along Washington Boulevard, several Metro Rapid and Local lines and the D Dash line. In addition, the project has been conditioned (Mitigation Measure MM-TR-13) to 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.

The surrounding area and project also encourage the use of bicycles. Washington Boulevard is a designated Backbone Bikeway Network and a Bike Lane in the City's Bicycle Plan, Main Street is a designated Bicycle Route in the City's Bicycle Plan, Broadway is a designated Neighborhood Bikeway Network in the City's Bicycle Plan and Hill Street is a designated Bike Lane in the City's Bicycle Plan. In addition to providing 1,906 bicycle parking spaces, the project is conditioned (Mitigation Measure MM-TR-12) to include a mobility hub/bikeshare station on the southeast corner of Washington Boulevard and Broadway with shower and locker facilities.

The size and type of the project, including the addition of 1,444 housing units in the Southeast Los Angeles Community plan area, and the location of the project, adjacent to and within a short walking distance to several public transportation options and bicycle lanes, are special circumstances that do not generally apply to other properties in the City. The project also includes 162,255 square feet of open space for project residents, visitors and employees as well as the surrounding community and ground floor retail and restaurant spaces and sidewalk improvements to encourage pedestrian activity. The project is providing the LAMC required number of parking spaces in thoughtfully placed locations throughout the project site that are easily accessible.

c. The variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.

Reduction of On-Site Trees

The LAMC requirement for on-site trees is extremely difficult to comply with on properties that are located in dense urban communities where residential density is not limited by minimum lot-size requirements, such as the Greater Downtown Housing Incentive Area. The requested variance to provide 289 trees is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other properties in the same zone and vicinity. Providing all of the required trees on-site is a practical difficulty that will overwhelm the open space and render it unusable.

The project is providing 1,444 residential units, pursuant to the provisions of the Greater Downtown Housing Incentive Area, to help achieve the Mayor's goal of producing 100,000 dwelling units by 2021. In addition, the project site is desirable location for high-density development that is near transit. Approval of the variance will permit the development of the project with much-needed residential units. This project is similar to nearby downtown projects that were granted approval for a reduction of on-site trees:

- ZA 2014-2221(ZV)(SPR) – The mixed-use project located 811 South Francisco Street was granted approval to allow 344 trees on-site in lieu of the required 391 trees.
- ZA 2013-3197(CU)(ZV)(ZAA)(SPR) – The mixed-use project located 432-440 South Olive Street was granted approval to allow 88 trees on-site in lieu of the required 154 trees.
- ZA 2007-3256(ZV)(CU)(SPR)(YV) – The mixed-use project located at 830 South Flower was granted approval to allow 40 trees on-site in lieu of the required 73 trees on Lot 6 and 50 trees on-site in lieu of the required 132 trees on Lot 3.
- ZA 2005-7403(CU)(ZV)(SPR) – The project located at 710-798 South Grand Avenue was granted approval to allow 89 trees on-site in lieu of the required 218 trees.
- ZA 2005-1673(ZV)(ZAA)(SPR) – The mixed-use project located at 900 South Figueroa was granted approval to allow 20 trees on-site in lieu of the required 157 trees.
- ZA 2005-1041(ZV)(ZAA)(SPR) – The mixed-use project located at 1050 South Grand was granted approval to allow eight trees on-site in lieu of the required 32 trees.
- ZA 2004-7070(ZV)(W)(ZAA)(SPR) – The mixed-use project located at 948-950 South Figueroa was granted approval to allow 14 trees on-site in lieu of the required 39 trees.
- ZA 2003-9146(ZV) – The mixed-use project located at 111 South Grand Avenue was

granted approval to allow 25 trees on-site for each phase in lieu of the required 49 trees (Phase I) and 56 trees (Phase 2).

The project will comply with all other LAMC and Greater Downtown Incentive Area requirements for open space and setbacks. Accordingly, approval of the Variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied the property in question.

Alternative Bicycle Stall Siting

The project site is subject to special circumstances that do not generally apply to other properties in the same zone and vicinity, including the size, type and location of the project. The project replaces under-utilized surface parking lots with much-needed housing, commercial uses, and open space. The project is providing 1,906 bicycle parking spaces, in compliance with LAMC requirements. Should the project be required to locate short-term bicycle parking spaces outdoors and long-term bicycle parking spaces on the first parking level, project residents, visitors and employees will not be able to enjoy the amenities offered by the project.

The LAMC requires long-term bicycle parking spaces be directly accessible from the public street on the first parking level and short-term bicycle parking spaces be located outside of the building. As previously stated, if all the short-term spaces are located outside of the building they will create walls of bicycle parking around the perimeter of the project. In turn, bicycle parking will render the outdoor spaces unusable and create an obstruction to the outdoor spaces for pedestrians. Bicycle parking will not allow the project to function as a pedestrian friendly development with access to ground floor retail and restaurant establishments. In addition, should the project be required to provide all long-term bicycle parking spaces on the first parking level, the retail and restaurant amenities will be greatly reduced in size and vehicle parking spaces will be moved to a lower parking level. As stated previously, the project will be unable to provide the neighborhood serving amenities as proposed or the project will require an additional subterranean parking level.

Therefore, the requested variance to allow alternative stall siting and a valet/retrieval program for the hotel is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other properties in the same zone and vicinity but which, because of the hardship of losing open space and amenities at the ground level, is denied to the subject property.

d. The granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.

Reduction of On-Site Trees

The granting of the Variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located. The 9.7-acre property project site currently contains a total of 59 trees, 46 of which are located in the parkway areas surrounding the property. The mixed-use project includes approximately 162,255 square feet of open space in the form of landscaped courtyards and pathways and other open space features that connect the various proposed uses. Eight-five percent of the provided open space is designated common open space and 15 percent is designated private open space (e.g., unit patios). Pursuant to LAMC

requirements, 25 percent (29,624 square feet) of the common open space, including the public courtyards, will be planted with ground cover, shrubs, or trees. At least 289 trees will be planted throughout the property, including tree wells in the parkways along the project site perimeter.

Open space consists of amenities for the residents including a recreation room, a large central courtyard and gardens, multiple swimming pools, entertaining patios, and landscaped recreational areas as well as publically accessible outdoor spaces. The Exchange, located just south of the Reef building on the west, includes a café and outdoor seating, event space, and a seating island. The Exchange acts as the entryway into the hotel and the Reef building. The Strand, located on the east block, is the project's primary gathering space, and includes an upper public terrace with a café and outdoor seating, a performance space with amphitheater seating, and acts as the connector between Main Street and the west block.

The mixed-use project is an improvement in comparison to the existing surface parking lots, by providing more trees and landscaping on-site than what currently exists. . In addition, as part of the Development Agreement, the project will be required to pay the City "in lieu" fees for the 72 trees that cannot be accommodated on-site. Therefore, the granting of such Variance will not be detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity.

Alternative Bicycle Stall Siting

The project is accessible via bicycle as envisioned by City regulations. As mentioned above, the surrounding area and project encourage the use of bicycles. Washington Boulevard is a designated Backbone Bikeway Network and a Bike Lane in the City's Bicycle Plan, Main Street is a designated Bicycle Route in the City's Bicycle Plan, Broadway is a designated Neighborhood Bikeway Network in in the City's Bicycle Plan and Hill Street is a designated Bike Lane in the City's Bicycle Plan. In addition to providing 1,906 bicycle parking spaces, the project is conditioned to include a mobility hub/bikeshare station on the southeast corner of Washington Boulevard and Broadway with shower and locker facilities (Mitigation Measure MM-TR-12) and is permitted to provide up to 10 long-term and 10-short bicycle parking spaces to be served by a complimentary 24-hour attendant/valet service for the hotel (Condition No. Q-11). As such, the granting of the Variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.

e. The granting of the variance will not adversely affect any element of the General Plan.

Reduction of On-Site Trees

The project site is located within the Southeast Los Angeles Community Plan area, a part of the Land Use Element, however the plan does not address the requirement of trees for individual properties. It does however state the need for additional open space. The project is consistent with the following goal, objective, and policies of the Southeast Los Angeles Community Plan regarding open space:

Goal 5: A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental and aesthetic resources.

Objective 5-1: To preserve existing open space resources and where possible develop new open space.

Policy 5-1.1: Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan Area.

Policy 5-1.2: Accommodate active parklands, and other open space uses.

Policy 5-1.3: Require development in major opportunity sites to provide public open space.

The 2013-2021 Housing Element of the General Plan, is the City's blueprint for meeting housing and growth challenges. The project is consistent with the following goal, objective and policy of the Housing Element for open space:

Goal 2: Safe, Livable and Sustainable Neighborhoods

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

Policy 2.4.3: Develop and implement sustainable design standards in public and private open space and street rights-of-way. Increase access to open space, parks and green spaces.

As previously mentioned, the project provides 162,255 square feet of open space in the form of landscaped courtyards and pathways and other open space features that connect the various proposed uses. The project includes two publically accessible outdoor spaces, one on each lot. The Exchange, located just south of the Reef building on the west, includes a café and outdoor seating, event space, and a seating island. The Exchange acts as the entryway into the hotel and the Reef building. The Strand, located on the east block, is the project's primary gathering space, and includes an upper public terrace with a café and outdoor seating, a performance space with amphitheater seating, and acts as the connector between Main Street and the west block. The project includes 289 on-site trees, as such; the reduction in on-site trees will not adversely affect any element of the General Plan.

Alternative Bicycle Stall Siting

The project site is located within the Southeast Los Angeles Community Plan area, a part of the Land Use Element. The project is consistent with the following goal, objective, and policy of the Southeast Los Angeles Community Plan regarding accessibility:

Goal 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Community.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers, light mass transit stations, and major bus routes where public service facilities, utilities, and topography will accommodate this development.

The 2010 Bicycle Plan, a component of the Transportation Element, adopted on March 1, 2011, is not affected by the approval of the Variance. The three goals of the Bicycle Plan and the applicable policies implemented by the project are as follows:

Goal 1: Increase the number and types of bicyclists who bicycle in the City.

Policy 1.2.4: Ensure the maintenance of safe, secure bicycle parking facilities.

Policy 1.2.8: Encourage creative solutions to increase the availability of bicycle parking.

Goal 2: Make every street a safe place to ride a bicycle.

Policy 2.3.2: Mitigate obstacles or obstructions that impede safe and convenient bicycle passage.

Goal 3: Make the City of Los Angeles a bicycle friendly community.

Policy 3.1.3: Adopt a strategy for project vehicle trips to be mitigated through bicycle plan projects and/or programs

Policy 3.3.4: Promote bicycle connectivity to community-serving uses such as schools, libraries, retail, and parks.

The project is accessible via bicycle as envisioned by City regulations. As mentioned above, the surrounding area and project encourage the use of bicycles. Washington Boulevard is a designated Backbone Bikeway Network and a Bike Lane in the City's Bicycle Plan, Main Street is a designated Bicycle Route in the City's Bicycle Plan, Broadway is designated a Neighborhood Bikeway Network in in the City's Bicycle Plan and Hill Street is a designated Bike Lane in the City's Bicycle Plan.

The project supports the visions of the Southeast Los Angeles Community Plan and Bicycle Plan by providing a mixed-use project in a transit-oriented district and by increasing the supply of secure bicycle parking. As such, the project is in conformance with the applicable plans, provides adequate bicycle access to the project site and provides LAMC required bicycle parking. In addition, the project is conditioned to provide up to 10 long-term and 10-short bicycle parking spaces to be served by a complimentary, 24-hour attendant/valet service for the hotel (Condition No. Q-11). Therefore, granting of the Variance to allow alternative stall siting will not adversely affect any element of the General Plan.

5. **Site Plan Review Findings**

a. Pursuant to L.A.M.C. Section 16.05, and based on these Findings, the recommended action is deemed in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The project is a mixed-use development consisting of: 549 apartment units, including 21 live/work units, and 895 residential condominiums (or up to 1,444 residential condominiums); a 208-key hotel; 67,702 square feet of retail/restaurant uses; a 29,355 square-foot grocery store; a 17,507 square-foot gallery; and a 7,879 square-foot fitness studio. The existing Reef building will be maintained and includes an 8,000 square-foot rooftop restaurant addition. The project will contain approximately 2,541,468 square feet of

floor area upon full build out. The project site is located within the Southeast Los Angeles Community Plan area, the South Central Alcohol Sales Specific Plan and the Council District Nine Corridors South of the Santa Monica Freeway redevelopment plan.

The mixed-use project is consistent with several goals, objectives, and polices of the Southeast Los Angeles Community Plan. The plan text includes the following relevant residential and commercial land use goals, objectives and policies:

Goal 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Community.

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers, light mass transit stations, and major bus routes where public service facilities, utilities, and topography will accommodate this development.

Objective 1-5: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-5.1: Promote greater individual choice in type, quality, price, and location of housing.

Policy 1-5.2: Ensure that new housing opportunities minimizes displacement of the residents.

Policy 1-5.3: Provide for development of townhouses and other similar condominium type housing units to increase home ownership options.

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 2-1.3: 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.

As with the current plan, the Draft Southeast Los Angeles Community Plan identifies several goals, policies, implementation programs and design guidelines to help achieve the community's vision. As part of the plan update, a General Plan Amendment is required to create consistency among existing and future developments and designated land uses. Specifically, the project site's land use, as well as all of the properties fronting Washington Boulevard to the north and south between Hill Street and San Pedro Street, will be changed from "Limited Manufacturing" to "Community Commercial." The proposed change to Community Commercial is based on the determination of the Industrial Land Use Policy that identifies the area as a transition district as well as input from community members, stakeholders and representatives from Council District 9. The project site will also be located within a designated Transit Oriented District.

Pursuant to Ordinance No. 171,681, the project site is located within the South Central Alcohol Sales Specific Plan area, effective September 13, 1997. The plan specifies that no person shall establish in the area an establishment dispensing, for sale or other consideration, alcoholic beverages, including beer and wine, for off-site consumption, without first obtaining Conditional Use approval from the City of Los Angeles.

The project site is also located within the redevelopment area for the "Council District Nine Corridors South of the Santa Monica Freeway" plan. The plan was adopted on December 13, 1995, pursuant to Ordinance No. 170,807. The project is consistent with the following objectives for the project area:

- Job retention and generation supporting existing employers and attracting new employers;
- Business expansion and creation of new businesses through public and private funding and business development activities;
- Consumer retail, shopping and entertainment outlets in the community as a result of funding and suitable commercial development sites;
- Housing for all income levels to be provided along with preservation of existing single family housing stock; and
- Improved transportation services through planning and implementation.

The mixed-use project replaces surface parking lots in an area characterized by office, civic, educational, light manufacturing, retail and multi-family residential uses that are in close proximity to several public transit options. The project provides much-needed housing (for rent and sale) and jobs to the Southeast Los Angeles Community Plan area, including neighborhood serving retail and restaurant uses, a hotel and publically accessible open space that support this area of Southeast Los Angeles as an emerging commercial center for population growth, employment, retail services and transit.

With adoption of the General Plan Amendment to change the land use designation of the project site to Community Commercial and to modify Footnote No. 1, the project will be consistent with the applicable objectives and policies set forth in the Southeast Los Angeles Community Plan. Based on the above analysis, the project is in substantial conformance with the purposes, intent and provisions of the General Plan, the Specific Plan and applicable Redevelopment Plan. In addition, should the applicant or subsequent applicants choose to utilize the Land Use Equivalency Program, the subsequent phase(s) of the project

will be subject to the provisions of LAMC Section 16.05 (Site Plan Review) as conditioned by this approval (Condition No. Q-11).

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

The surrounding area is highly urbanized and includes a mix of low- to high-intensity commercial, civic, educational and residential uses. The existing buildings include: the Panama Travel Agency, Sports Museum and Santee Education Complex to the east; a furniture store, 12-story creative office building, and a variety of retail stores to the north; the Los Angeles Municipal Court building and DMV vehicle inspection site to the west; and a variety of retail and commercial supply stores to the south.

The following project elements are incorporated into the project design in a manner that is compatible with both existing and future development in the surrounding area:

i. Building Design. The project is designed in a contemporary architectural style that includes several separate buildings of different heights in a variety of materials and colors. The two high-rise residential towers on the east block feature slight stepping to create horizontal and vertical articulation and provide visual interest. Materials for the towers include metal panels, metal louvers and glass curtain walls. The lower-scale buildings on the east block include façade layering and a variety of colors to provide depth and horizontal lines. Materials include precast concrete, cast-in-place concrete, metal panels, metal louvers, fibre cement board, cement plaster and phenolic wood wall panels. The ground floors of each building are differentiated from the upper levels with the use of recessed and angled entries, floor to ceiling glazing, glass doors and metal panels.

   The west block includes the existing 12-story, concrete Reef building constructed in 1958. The mid-century modern building includes improvements such as the re-introduction of openings on the ground floor along Broadway, Washington Boulevard and Hill Street to accommodate retail space and an addition of a glass structure on the rooftop for restaurant use. The southern portion of the west block includes an eight level parking structure with ground floor micro-retail units along Hill Street and 21st Street, live-work units and apartment units along Broadway and an integrated 19-story hotel. Materials for the parking structure include metal louvers, metal panel screens, corrugated metal panels, precast concrete panels and glass. The ground floor micro units feature storefront, floor-to-ceiling glazing. The rooftop parking level includes the installation of solar panels. The façade fronting Broadway is similar to the lower-scale buildings on the east block incorporating the use of layered, colored fibre cement board, cement plaster and cast-in-place concrete as well as corrugated metal panels. The ground floor live-work units along Broadway incorporate floor to ceiling glazing, glass doors and metal panels. The materials for the hotel include horizontal precast concrete panels, metal louvers and horizontal window panes. Accordingly, the project is designed to implement the type of high-quality architecture that is compatible with commercial districts within mixed-use urban areas.

ii. Building Orientation/Frontage. The project includes the development of two blocks that are bisected by Broadway. The west block includes the existing Reef building, a new parking structure, residential units and hotel tower. The east block includes several

mixed-use buildings, including two high-rise towers, one on the north end and one on the south end of the lot. A majority of the pedestrian activity will be oriented on Broadway with most of the retail/restaurant entrances, including outdoor dining, located along both sides of Broadway and directly accessible from the public sidewalk. Entrances to micro-retail spaces on the west block are from Hill Street and 21st Street while the additional retail, restaurant and grocery store entrances on the east block are from Washington Boulevard and Main Street.

The buildings integrate a pedestrian scale at ground level by incorporation of a variety of textures, materials, street furniture and landscaping appropriate to the project site, thereby minimizing the effects of building mass and street walls in relation to street frontage. Architectural features such as recessed and angled entrances, storefront glazing, tenant signage, and pedestrian-scaled lighting also help to create a pedestrian oriented building frontage. The project includes improvements to all sidewalks around the perimeter of the project site. Sidewalk widths around the perimeter of the project are as follows:

- Washington Boulevard on the west block, adjacent to the Reef building = existing 16 feet 8 inches
- Washington Boulevard on the east block = 16 feet 8 inches
- Broadway on the west block = variable 14 feet 11 inches, adjacent to the Reef building, up to 22 feet 3 inches at the public plaza between the Reef building and new construction
- Broadway on the east block = variable 14 feet 11 inches up to 32 feet
- Hill Street = variable 11 feet 1 inch up to 11 feet 6 inches
- Main Street = variable 16 feet 9 inches up to 21 feet
- 21st Street on the west block = 9 feet 11 inches
- 21st Street on the east block = 12 feet 10 inches

All sidewalks include planting of new street trees and parkways, installation of new street lights, trash and recycling bins, dog waste stations and street furniture such as benches and seating for outdoor dining. Street tree types include Chinese Flame Tree, Yew Pine and Australian Willow.

The two blocks are approximately 795 feet in the north-south direction, therefore the project includes a publically accessible, mid-block passageway extending from the west block to the east block. The Exchange, on the west block is located at grade, while the Strand, on the east block, is located approximately 22 feet above grade and accessed via a staircase.

iii. Height/Bulk. The west block includes the existing 12-story, 193-foot, 10 inch tall Reef building, a new eight level parking structure, an integrated residential building 88-feet in height to top of parapet and a hotel tower 240 feet in height to top of parapet. The east block includes several mixed-use buildings and two residential towers. The north tower is 385 feet in height and the south tower is 420 feet in height to the top of parapet. The lower scale buildings range in height from 77 to 85 feet.

iv. Setbacks. Pursuant to LAMC Section 12.14-C, buildings erected and used for commercial purposes in the C2 zone do not require front, side or rear yard setbacks. In addition, the Greater Downtown Housing Incentive Area does not require yards for lots in the C2 zone. On the west block, the parking garage, residential and hotel buildings are built up to the property line along Hill Street and 21st Street and has a variable zero-foot to 3-foot, 1 inch setback along Broadway. The hotel is setback approximately 44 feet 11

inches from the Reef building at the narrowest dimension. On the east block, the buildings at the ground level have a variable setback of 1-foot, 1 inch to 19 feet, 2 inches along Broadway; a variable setback of 3 feet, 1 inch to 11 feet, 1 inch along 21st Street; a variable setback of 8 inches to 11 feet, 11 inches along Main Street; and a setback of 5 feet along Washington Boulevard.

v. Open Space and On-Site Landscaping. Pursuant to LAMC requirements, the project includes 162,255 square feet of open space in the form of landscaped courtyards and pathways and other open space features that connect the various proposed uses. Eight-five percent of the provided open space is designated common open space and 15 percent is designated private open space (e.g., unit patios). Pursuant to LAMC requirements, 25 percent (29,624 square feet) of the common open space, including the public courtyards, will be planted with ground cover, shrubs, and a variety of trees including Canary Island Palm, Ginkgo, Yew Pine, Australian Willow, Honey Locust, Western Redbud and Olive. At least 289, 24-inch box trees will be planted throughout the property, including tree wells in the parkways along the project site perimeter.

The residential open space amenities include multiple swimming pools, a fitness center, and a community room. The common open space for residents on the east block is divided into three main spaces. The Farm includes outdoor dining space, BBQ's, a garden, a seating grove, and a reservoir pool. The Playground includes active space for project residents, an outdoor dining area, BBQs, an outdoor movie screen, undulating seating decks, a spa and pool, outdoor lounges, a yoga lawn, and a step fountain. The Platform is a community gathering space with movable seating, planters, and a fire pit or water feature.

The project includes two publically accessible outdoor spaces, one on each lot. The Exchange, located just south of the Reef building on the west, includes a café and outdoor seating, event space, and a seating island. The Exchange acts as the entryway into the hotel and the Reef building. The Strand, located on the east block, is the project's primary gathering space, and includes an upper public terrace with a café and outdoor seating, a performance space with amphitheater seating, and acts as the connector between Main Street and the west block.

i. Off-Street Parking and Driveways. The project includes 2,512 vehicle parking spaces. Vehicle parking is provided within a four-level subterranean parking structure with 1,354 parking spaces on the east block and within an eight-level, above-grade parking structure with 1,158 parking spaces on the west block. The Reef building provides 1,100 parking spaces, equal to the number that currently exists at the property to serve the Reef building. Vehicular access to the subterranean parking structure on the east block is from an entrance along Main Street and 21st Street and vehicular access to the parking structure on the west block is from three entrances along Broadway, 21st Street, and Hill Street, respectively. The driveway locations are at approximately mid-block locations and situated to not interfere with driver and pedestrian visibility and safety. As part of the project, the applicant will create a new signalized driveway on Main Street between Washington Boulevard and 21st Street. In addition, the project provides 1,906 bicycle parking spaces.

- Building Signage and Lighting. The project includes the creation of a Sign District with on- and off-site signage. The project identity signs are limited to: (1) one static sign on the north façade (along Washington) of the north residential tower; (2) one static sign on the north façade (along Washington) of the existing Reef building; and (3) one static sign on the east façade (along Broadway) of the existing Reef building;

The maximum height permitted for the project identity sign on the north residential tower is limited to 150 feet and the maximum height permitted for the two project identity signs on the Reef building is limited to the top of existing parapet (approximately 153 feet). The hotel identity signage is limited to four static signs, one on each façade, with a maximum permitted height of 242 feet (top of parapet). All other tenant identity signage complies with current LAMC regulations.

Outdoor lighting consists of lamp posts, wall sconces and in-ground lighting. Any exterior lighting will incorporate fixtures and light sources that focus light on-site to minimize light trespass.

ii. Loading Areas. The loading area for The Reef remains in its current location on Hill Street. Service vehicles will enter the west block from Hill Street and will exit the west block from Broadway and make a right turn going south towards 21st Street. Service vehicles for the uses on the east block will enter from Main Street and will exit the east block from 21st Street and make either a right or left turn.

iii. Trash Collection. All trash areas are located within enclosed trash rooms within the parking areas and not visible to the public.

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 are compatible with existing and future planned development on adjacent and neighboring properties.

The project adds to the variety of mixed-use buildings immediately surrounding the site. The mixed-use residential and commercial development replaces existing parking lots with housing, a hotel, retail and restaurant space, and open space to serve the community. The project enhances the existing urban mix of uses in the neighborhood by providing much-needed housing and retail and restaurant establishments to meet the needs of the growing residential population in the area. This project and the forthcoming mixed-use residential project to the northwest of the project site, support the transition of the area from limited manufacturing uses to community commercial.

c. That any residential project provide recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

As previously mentioned, the project includes 162,255 square feet of open space in the form of landscaped courtyards and pathways and other open space features that connect the various proposed uses, in compliance with LAMC Section 12.21-G. Eight-five percent of the open space is designated common open space and 15 percent is designated private open space (e.g., unit patios). The residential open space amenities include multiple swimming pools, a fitness center, and a community room. The common open space for residents on the east block is divided into three main spaces. The Farm includes outdoor dining space, BBQ's, a garden, a seating grove, and a reservoir pool. The Playground includes active space for project residents, an outdoor dining area, BBQs, an outdoor movie screen, undulating seating decks, a spa and pool, outdoor lounges, a yoga lawn, and a step fountain. The Platform is a community gathering space with movable seating, planters, and a fire pit or water feature.

In addition, the EIR prepared for the project found that with implementation of regulatory requirements, such as the payment of the Dwelling Unit Construction Tax and/or the payment of Quimby Fees, impacts to local parks and recreation facilities will be less than

significant. Therefore, it is determined that the project provides sufficient recreational and service amenities to serve residents without creating negative impacts on neighboring properties.

6. **Findings of Fact (CEQA)**

I. INTRODUCTION

The Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the project at 1900 South Broadway, Los Angeles. PHR LA MART LLC (applicant) filed a Master Land Use Application with the City of Los Angeles (City) on May 1, 2014.

II. ENVIRONMENTAL DOCUMENTATION BACKGROUND

The project was reviewed by the Los Angeles Department of City Planning, Environmental Analysis Section (serving as Lead Agency) in accordance with the requirements of the CEQA. The City prepared an Initial Study in accordance with Section 15063(a) of the State CEQA Guidelines. Pursuant to the provisions of Section 15082 of the State CEQA Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 30-day period commencing on July 16, 2014 and ending August 15, 2014. The purpose of the NOP was to formally inform the public that the City was preparing a Draft EIR for the project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR.

In addition, a public scoping meeting was conducted on July 30, 2014, to further inform the public agencies and other interested parties of the project and to solicit input regarding the Draft EIR. The meeting provided interested individuals, groups, and public agencies the opportunity to provide oral and written comments to the Lead Agency regarding the scope and focus of the Draft EIR as described in the NOP and Initial Study. Written comment letters responding to the NOP were submitted to the City by public agencies and interested organizations. Comment letters were received from nine public agencies. Also, written comments were provided by three interested organizations and/or individuals via mail, e-mail or submittal at the NOP scoping meeting. The NOP letters and comments received during the comment period, as well as comment sheets from the public scoping meeting, are included in Appendices I-2 and I-3 of the Draft EIR.

The Draft EIR evaluated in detail the potential effects of the project. It also analyzed the effects of a reasonable range of five alternatives to the project, including a "No Project" alternative. The Draft EIR for the project (State Clearinghouse No. 2014071054), incorporated herein by reference in full, was prepared pursuant to CEQA and State, Agency, and City CEQA Guidelines (Pub. Resources Code § 21000, et seq.; 14 Cal. Code Regs. §15000, et seq.; City of Los Angeles Environmental Quality Act Guidelines). The Draft EIR was circulated for a 47-day public comment period beginning on September 17, 2015, and ending on November 2, 2015, beyond the 45 days required by CEQA Guidelines Section 15105(a). Copies of the written comments received are provided in the Final EIR. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section III of the Final EIR.

The City published a Final EIR for the project on June 10, 2016, which is hereby incorporated by reference in full. The Final EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and components of the project. The Final EIR addresses the environmental effects

associated with implementation of the project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). In addition, all individuals that commented on the Draft EIR also received a copy of the Final EIR. The Final EIR was also made available for review on the City's website. Hard copies of the Final EIR were also made available at four libraries and the City Department of Planning. Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the project site as well as individuals who commented on the Draft EIR, attended the NOP scoping meeting, or provided comments during the NOP comment period.

A duly noticed public hearing for the project was held by the Hearing Officer/Deputy Advisory Agency on behalf of the City Planning Commission on June 21, 2016.

The documents and other materials that constitute the record of proceedings on which the City's CEQA findings are based are located at the Department of City Planning, Environmental Review Section, 200 North Main Street, Room 750, Los Angeles, California 90012. This information is provided in compliance with CEQA Section 21081.6(a)(2).

III. FINDINGS REQUIRED TO BE MADE BY LEAD AGENCY UNDER CEQA

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (the "Guidelines) require a public agency, prior to approving a project, to identify significant impacts and make one or more of three possible findings for each of the significant impacts.

A. The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (Guidelines Section 15091 (a)(1)); and

B. The second possible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (Guidelines Section 15091(a)(2)); and

C. The third possible finding is that "[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or Project alternatives identified in the final EIR." (Guidelines, Section 15091(a)(3)).

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the project as fully set forth therein. Section 15091 of the CEQA Guidelines requires findings to address environmental impacts that an EIR identifies as "significant." For each of the significant impacts associated with the project, either before or after mitigation, the following sections are provided:

1. Description of Significant Effects – A specific description of the environmental effects identified in the EIR, including a judgment regarding the significance of the impact;

2. Project Design Features – Reference to the identified Project Design Features that are a part of the project (numbering of the features corresponds to the numbering in the Draft EIR);

3. Mitigation Measures – Reference to the identified mitigation measures or actions that are required as part of the project (numbering of the mitigation measures correspond to the Mitigation Monitoring Program, which is included as Section V of the Final EIR);

4. Finding – One or more of the three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091;

5. Rationale for Finding – A summary of the reasons for the finding(s);

6. Reference – A notation on the specific section in the Draft EIR which includes the evidence and discussion of the identified impact.

IV. DESCRIPTION OF THE PROJECT

The project involves the construction of a mixed-use development consisting of: 1,444 residential condominiums; 950 commercial condominiums; a 208-key hotel; 67,702 square feet of retail/restaurant uses; a 29,355 square-foot grocery store; a 17,507 square-foot gallery; and a 7,879 square-foot fitness studio. The project includes maintenance of the existing 861,162 square-foot, 12-story Reef building with 8,000 square feet of restaurant and outdoor space added to the rooftop. The development consists of a 35-story residential tower, a 32-story residential tower, a 19-story hotel tower, and multiple low- and mid-rise residential buildings ranging in height from 88 feet up to 420 feet. A total of 2,512 parking spaces and 1,906 bicycle parking spaces are provided.

V. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT BY THE INITIAL STUDY

The City Planning Department prepared an Initial Study dated July 16, 2014. The Initial Study is located in Appendix I-1 of the Draft EIR. The Initial Study found the following environmental impacts not to be significant or less than significant:

A. Agricultural and Forest Resources
   1. Farmland
   2. Existing Zoning for Agricultural Use or Williamson Act Contract
   3. Forest Land or Timberland Zoning
   4. Loss or Conversion of Forest Land
   5. Cumulative Impacts

B. Air Quality
   1. Objectionable Odors

C. Biological Resources
   1. Sensitive Biological Species
   2. Riparian Habitat and Wetlands
   3. Movement of any Resident or Migratory Species
   4. Habitat Conservation Plans

D. Geology and Soils
   1. Landslides

2. Septic Tanks

E. Hazards and Hazardous Materials
1. Airport Land Use Plans and Private Airstrips
2. Wildland Fires

F. Hydrology and Water Quality
1. 100-Year Flood Hazard Areas and100-year Flood
2. Seiche, Tsunami or Mudflow

G. Land Use and Planning
1. Habitat or Natural Community Conservation Plans

H. Mineral Resources
1. Loss of Availability of Known Mineral Resources
2. Loss of Mineral Resources Recovery Site
3. Cumulative Impacts

I. Noise
1. Airport Land Use Plans
2. Private Airstrips

J. Population and Housing
1. Displacement of Existing Housing
2. Displacement of Existing Residents

K. Recreation
1. Recreational Facilities

L. Transportation/Circulation
1. Air Traffic Patterns

VI. ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT PRIOR TO MITIGATION

The following impact areas were determined to be less than significant, and based on that analysis and other evidence in the administrative record relating to the project, the City finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed:

A. Aesthetics

1. Visual Character/Quality

Operational Impacts (Except Vertical Zone 3 Signage): Under the project, the height of the Reef building would remain the same. Except for the project's two high rise towers, the remainder of the development consists of mid-rise buildings varying in height between 6 and 7 stories, consistent with or lower than the height and mass of other visually prominent buildings in the surrounding area like the 14-story commercial building to the north across Washington Boulevard and the 8-story courthouse across Hill Street to the west. In addition, the project replaces underutilized surface parking lots with a high-intensity, pedestrian-oriented urban center that is consistent with the visual character of the existing urbanized area. The project's creation of an transit-oriented

development is also consistent with the goals to concentrate development near transit station areas stated in the General Plan Framework, the Southeast Los Angeles Community Plan, the Draft/Proposed Southeast Los Angeles Community Plan, the Council District 9 Redevelopment Plan, the Downtown Housing Incentive area, the Central City Revitalization Zone, and the Los Angeles State Enterprise Zone. The overall effect of the project is to create an urban center by improving the current appearance of the project site, while also providing a pedestrian-oriented experience. Thus, the height and massing and architectural and urban design of the project are appropriate within the context of both existing and contemplated development patterns in the area. Therefore, there is a less-than-significant impact.

The project's Signage Supplemental Use District (SUD) allows large scale signage in designated locations within the project site. The effect of the signage permitted by the SUD is to reinforce and contribute to the visual character of the urban center created by the project. Potential impacts of this signage depend upon several factors, including the size, height, and location of signs, the level of lighting and animation permitted, along with the concentration of signage (i.e., the location of multiple signs within the same area), and the locations of sensitive receptors relative to the signs. Specifically, the Draft EIR identifies five Sign Zones and three Vertical Sign Zones and the permitted signs that are allowed in each zone. To assess potential visual impacts, the Draft EIR evaluates all signs from representative vantage points around the project site as well as the light impacts of the entire signage program. In addition, for a more accurate measure, the Draft EIR analyzes the different sign types based on their individual characteristics. To reduce potential impacts, the SUD limits or prohibits certain signage that might impact sensitive receptors. The project limits both the size and permitted animation of the north-facing signage on the North Tower in Vertical Zone 1 and 2, immediately across Washington Boulevard from the Rutland Apartments. West-facing, highly animated signage in Vertical Zone 1 and 2, immediately adjacent to sensitive receptors, is also prohibited.

The signage program also has a less-than-significant impact on nearby freeways. Specifically, views of project signage from southbound and northbound traffic on the I-110 are intermittent and distant and are therefore not prominent and only visible for a short duration. As such, project signage does not represent a safety hazard for traffic on the I-110 freeway. The views of the project site from the westbound Santa Monica I-10 Freeway are oblique and the signage complies with Section 21466.5 of the California Motor Vehicle Code (CMVC). The CMVC identifies thresholds when light sources can become distracting to divers. Therefore, because the project signage from the westbound freeway does not exceed the thresholds of the CMVC, the project does not pose a safety hazard to motorists. From the eastbound I-10 freeway, the high-rise buildings of the project first become visible at approximately Hoover Street, approximately 5,500 feet from the project site. At this distance, the project site can be seen among the landscaping adjacent to the freeway. A view of the project site continues to be available until the freeway passes the project site, for a distance of approximately 6,200 feet (approximately 1.2 miles). Throughout this distance, the view to the project site is always at an oblique angle to the driver's right. The signage viewed from the eastbound freeway traffic also complies with the governing requirements provided in the CMVC, and, therefore, the project does not impair motorists. The Draft EIR analysis of the impacts from the different views and from the signage program as a whole are incorporated into these Findings. In summary, while impacts associated with Vertical Zone 3 signage are significant and unavoidable, impacts associated with the remaining signage are less than significant.

Operational Impacts (Views and View Corridors): Views from the project site are extremely limited, in particular views of the Hollywood Hills. Therefore, views of the Hollywood Hills are not a valued scenic resource from this area. The project has the potential to obstruct private views from the four-story Da Capo residential building on the northwest corner of Main Street and Washington Boulevard, but views to the south are limited by existing development in the area and consist of an urban landscape containing no substantial visual resources. Therefore, there is a less-than-significant impact.

Cumulative Impacts: The geographic context for the analysis of cumulative aesthetic impacts includes areas with views of the project like portions of Downtown Los Angeles and the Southeast Los Angeles Community Plan Area. Development of the project in combination with the Related Projects results in an intensification of land uses in an already urbanized area of the City. However, anticipated growth would continue to be guided by the General Plan and other planning tools that anticipate the continued evolution of this area of the City, ensuring protection of the visual character of the area and a less-than-significant impact.

2. Light or Glare

Construction Impacts: Construction could include nighttime activities involving the use of on-site lighting during demolition, excavation, framing, and building construction. Pursuant to the requirements of the LAMC, construction hours would be limited to 7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday. These construction hours are consistent with routine development in an urban area, resulting in a less-than-significant impact.

Operation Glare Impacts: Glare, a condition which causes an observer to experience visual discomfort, can result from high brightness due to the project during operation. The glare impacts from the project are less than significant at all off-site sensitive receptor locations because of project compliance with LAMC Section 93.0117 and PDF-AES-3, which limits brightness to 2.0 foot-candles at sensitive receptors. In addition, the project building and signage are prohibited from using highly reflective building materials. As such, the project results in a less-than-significant glare impact.

Cumulative Impacts: The geographic context for the analysis of cumulative lighting impacts includes areas with views of the project, such as certain portions of Downtown Los Angeles and the Southeast Los Angeles Community Plan Area. The cumulative effect of increased building lighting raises ambient lighting levels, but to levels consistent with an urban area, resulting in a less-than-significant impact.

3. Shade or Shadow

Summer and Winter Shadows and Cumulative Impacts: The project casts far-reaching shadows to the west through the east during the Summer Solstice. However, no residential building or other sensitive use is shaded by the project for more than four hours, the threshold of significance, between the hours of 9:00 AM and 5:00 PM during the Summer Solstice. The project casts far-reaching shadows to the northwest and northeast during the Winter Solstice. However, no residential building or other sensitive use is shaded by the project for more than three hours, the threshold of significance, between the hours of 9:00 AM and 3:00 PM during the Winter Solstice. Therefore, impacts are less than significant.

Cumulative Impacts: The project site and surrounding area are situated in a mid- to high-density, mixed-use area adjacent to Downtown Los Angeles. Development of the

project, in conjunction with the Related Projects, results in an increase of shading impacts in the project vicinity, but not to a level of significance. Therefore, impacts are less than significant.

4. Project Design Features

The City finds that the Project Design Features PDF-AES-1, PDF-AES-2, PDF-AES-3, PDF-AES-4, and PDF-AES-5, incorporated into the project, reduce the potential aesthetics impacts of the project. The Project Design Features were taken into account in the analysis of potential impacts.

B. Air Quality

1. Consistency with Applicable Air Quality Management Plan

The SCAQMD's 2012 Air Quality Management Plan ("AQMP") contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving the National Ambient Air Quality Standards. The project complies with all SCAQMD rules and regulations that are in effect at the time of development. Therefore, impacts are less-than-significant.

2. Violation of Air Quality Standards or Substantial Contribution to Air Quality Violations

Mass Daily Construction Emissions (Except VOC): Based on conservative assumptions, except for VOC, the mass daily construction-related emissions generated during the project construction phase do not exceed the thresholds of significance recommended by the SCAQMD and, therefore, are less than significant.
Mass Daily Operational Emissions (Except VOC and NO_x): The nearest sensitive receptors to the project site are the residents of the Rutland Apartments building located across the East Block of the project site approximately 100 feet north on Washington Boulevard. The closest schools are the Santee Education Complex and Frida Kahlo Continuation High School, approximately one block east of the project site. With the exception of VOC and NO_x operational emissions, impacts to these sensitive receptors are less than significant.

Mass Daily Construction and Operational Emissions Cumulative Impacts (Except VOC for Construction and Operation and NO_x Operation): Although the mass daily construction-related and operational emissions generated by the project will exceed thresholds of significance recommended by the SCAQMD for VOC (construction and operation) and NO_x (operation), the remaining cumulative impacts will not exceed SCAQMD thresholds and, therefore, are less than significant.

Exposure of Sensitive Receptors to Substantial Pollutant Concentrations: Emissions generated by the project do not expose sensitive receptors in the vicinity of the project site to substantial pollutant concentrations. Therefore, impacts are less than significant.

Toxic Air Contaminants (TACs): The greatest potential for TACs emissions during construction comes from diesel particulate matter emissions associated with heavy-duty equipment during demolition, excavation and grading activities. However, the SCAQMD does not generally consider diesel particulate matter emissions from temporary construction activities to contribute substantially to an incremental increase in diesel-related cancer risks because of the short-term and temporary nature of construction activities. Therefore, impacts are less than significant.

3. Consistency with General Plan Air Quality Element

The project is consistent with the General Plan Air Quality Element of the City's General Plan. Therefore, impacts are less than significant.

4. Project Design Features

The City finds that the Project Design Features PDF-AQ-1, PDF-AQ-2 and PDF-AQ-3, incorporated into the project, reduce the potential Air Quality impacts of the project regarding Consistency with Applicable Air Quality Management Plan, Exposure of Sensitive Receptors to Substantial Pollutant Concentrations, Toxic Air Contaminants, Consistency with General Plan Air Quality Element, and Violation of Air Quality Standards or Substantial Contribution to Air Quality Violations, Mass Daily Construction Emissions (Except VOC), Mass Daily Operational Emissions (Except VOC and NO_x), and Mass Daily Construction and Operational Emissions Cumulative Impacts (Except VOC for Construction and Operation and NO_x for Operation). The Project Design Features were taken into account in the analysis of potential impacts.

C. Biological Resources

1. Trees and Cumulative Impacts

Trees: The project includes the planting of 289 trees, which exceeds the 1:1 ratio for tree replacement identified in the City's tentative tract map guidelines, as well as replacement of all existing trees within the public right-of-way at greater than a 1:1 ratio. Therefore, impacts are less-than-significant.

Cumulative Impacts: It is not known at this time if future development of the Related Projects or other development projects in the City would involve the removal of protected tree species. However, the project will not affect protected tree species, and thus would not contribute to any potential cumulative effect. Therefore, cumulative impacts are less than significant.

D. Cultural Resources

1. Historical Resources

Historical Resources: There is one potential discretionary historic resource located on the project site: the Reef building, originally constructed by the Los Angeles Furniture Makers Association in 1958, and designed by local architect Earl T. Heitschmidt. The Reef building is not designated a landmark at the national, state, or local levels, nor has it been identified or evaluated as significant in any previous historic resource surveys. The building does not appear to be eligible for listing in the National or California Registers or the City designation due to a lack of historical significance and a lack of architectural distinction. Additionally, the Reef building has been altered and no longer retains historic integrity, and it does not appear to contribute to a potential historic district. Therefore, the buildings are not historic resources subject to CEQA. Although it is not known at this time if future development of the related project sites would involve historic resources, it is anticipated that if historic resources are potentially affected, the Related Projects would be subject to the requirements of CEQA and the City's historic resource protection ordinance. It is further anticipated that the effects of cumulative development on historic resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, cumulative impacts on historical resources are less than significant.

2. Archaeological Resources and Human Remains

According to the South Central Coastal Information Center, no archaeological sites have been identified within the project site. The records search provided in the Draft EIR concluded that there is one archaeological resource within a ½ mile radius of the project site. However, no archaeological determinations of eligibility ("ADOE") are identified on the project site or within a ½ mile radius of the site. Therefore, impacts are less-than-significant. It is not known at this time if future development of the related project sites would involve cultural resources. However, similar to the project, the Related Projects are subject to the requirements of CEQA and City archaeological resource protection ordinances. As such, the Related Projects would be evaluated on a case-by-case basis and any potential impacts to archaeological resources would be addressed at that time. Therefore, cumulative impacts on archaeological resources are less than significant.

E. Geology and Soils

1. Seismic Fault Rupture, Strong Seismic Ground Shaking, Liquefaction, Subsidence and Expansive Soils

Seismic Fault Rupture: The project site is not included in a State of California Alquist-Priolo Earthquake Fault Zone or a City of Los Angeles Fault Rupture Study Area. Based on the available geologic data, active or potentially active faults with the potential for surface fault rupture are not known to be located beneath or projecting toward the project site. Therefore, the potential for surface rupture at the project site due to fault plane displacement propagating to the ground surface is considered low and less than significant.

Strong Seismic Ground Shaking: The project site is located in a seismically active region, and future users on the project site will be exposed to seismic ground shaking. Although the project is within the Puente Hills Blind Thrust Fault Zone, and is nearby many other faults on a regional level, the potential seismic hazard to the project site will not be higher than in most areas of the City or elsewhere in the region. In addition, conformance with current Building Code requirements will minimize the potential for structures on the project site to sustain damage during an earthquake event. Therefore, impacts are less than significant.

Liquefaction: The project site is not located in a liquefaction zone. Therefore, potential impacts from liquefaction are deemed less than significant.

Subsidence: Groundwater and petroleum are not currently being extracted from the project site and would not be extracted as part of the project. Thus, subsidence as a result of such activities will not occur and impacts are less than significant.

Expansive Soils: According to the preliminary geotechnical evaluation prepared for the project, the project is not be affected by expansive soils. In addition, construction of the project is required to comply with the City UBC and the 2013 California Building Code, which include building foundation requirements appropriate to site-specific conditions, and the site-specific requirements identified in the Geotechnical Study that also address lateral spreading and settlement. Therefore, impacts are less than significant.

Cumulative Impacts: The geographic scope of the cumulative geology and soils analysis is the project vicinity. Geologic, soils and seismicity impacts tend to be localized; therefore, the area near the project site would be most affected by project activities (generally within a 500-foot radius) and, as there are no project impacts for geology and

soils, the project does not contribute to cumulative impacts, and therefore, cumulative impacts are less than significant.

F. Hazards and Hazardous Materials

1. Construction and Operational Impacts of Hazardous Materials, Proximity to a School, and Emergency Response Plan

Construction (Except Radon): Construction of the project involves the use of those hazardous materials that are typically necessary for construction of mixed-use development (i.e., paints, building materials, cleaners, fuel for construction equipment, etc.). The project's transport, use and disposal of construction-related hazardous materials conforms to all applicable local, State, and federal regulations governing such activities. In addition, the Phase I site assessment did not identify on- or off-site land uses that represent a potential recognized environmental condition to the project site. The 200-gallon-capacity Above Ground Storage Tank (AST) utilized for storage of diesel fuel for the 400-kws emergency Caterpillar generator within the Reef building does not show any signs of spillage and is properly registered and maintained. Redevelopment or renovation of spaces within the Reef could disturb previously identified Asbestos Containing Materials (ACMs). However, surveys of affected on-site structures and facilities are required to verify the presence or absence of ACMs, and remediation or abatement are required before any disturbance. Similarly, since the existing structures and facilities on-site may contain Lead Based Paint (LBP), surveys of affected on-site structures and facilities are required to verify the presence or absence of LBP and, if they are, remediation or abatement are required. Finally, since the project site is within a City-designated methane zone, the project is required to comply with the General Methane Requirements pursuant to Section 91.7103 of the LAMC and existing City regulations if methane gas is detected at pressures and/or concentrations of concern. Therefore, impacts are less than significant.

Operation: The project does not utilize hazardous materials during day-to-day operations, other than small quantities of typical household, vehicle, and landscape maintenance materials such as cleaning supplies, paints, oil, grease, and fertilizers, all in accordance with manufacturers' instructions for use, storage, and disposal. In addition, the Phase I site assessment did not identify on- or off-site land uses that represent a potential recognized environmental condition to the project site. Therefore, impacts are less than significant.

Proximity to a School: Santee Education Complex and Frida Kahlo Continuation High School are approximately 0.10 mile east of the project site. The LATTC is approximately 0.15 mile west. There are no other schools within 0.25 miles. As the project complies with all standards, regulations, and good housekeeping practices, it does not emit any hazardous emissions during construction or operation that adversely affect schools located within one-quarter mile of the project site and, therefore, impacts are less than significant.

Emergency Response Plan: The project site is not located in the vicinity of a designated disaster route. The majority of construction activities are confined to the site, although the project may result in temporary closures of travel lanes during construction. Implementation of a Construction Staging and Traffic Management Plan described in Section IV.N, Transportation, of the Draft EIR, and compliance with access standards reduce the potential for the impacts on emergency response during construction. In addition, drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of

opposing traffic. Therefore, construction and operation of the project does not significantly impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans and impacts are less than significant.

Cumulative Impacts: The geographic scope of cumulative impacts related to hazardous materials is the area within one-quarter mile of the project site. The potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of the Related Projects. Compliance with all applicable local, state, and federal laws regarding hazardous materials would reduce cumulative impacts associated with the development of the Related Projects to less than significant.

G. Hydrology and Water Quality

1. Surface Water Quality, Groundwater, Surface Water Flood Hazards, Hydrology/Drainage

Surface Water Quality: Project construction involves potential sources of stormwater pollution, such as adhesives, cleaning agents, landscaping, plumbing, painting, heat/cooling, masonry materials, floor and wall coverings, and demolition debris. However, all hazardous materials are required to be stored, labeled and used in accordance with the OSHA regulations. In addition, Best Management Practices (BMPs) ensure that construction related water quality impacts will be lessened. Similarly, during operation, runoff may contain urban pollutants, such as auto fluids and oils, but the project is required to comply with County and City regulations, including the SUSMP and the City's LID ordinance, to retain and treat storm water and prevent additional flows into the City's stormwater system. The project also includes four storage tanks and drywell systems for stormwater runoff. Therefore, impacts are less than significant.

Groundwater: Direct additions or withdrawals of groundwater are not proposed by the project. Furthermore, the project decreases the amount of impervious surfaces with the inclusion of landscaped areas and provides facilities for groundwater recharge. Therefore, the project does not increase the amount of impervious surfaces and impacts are less than significant.

Flooding: The project site is in Flood Zone X, and therefore outside of the 50, 100 and 500-year flood zones. Accordingly, potential flood impacts hazard are less than significant.

Drainage: During project construction, a temporary alteration of the existing on-site drainage pattern may occur. Specifically, grading activities can increase erosion processes. However, these changes do not result in substantial erosion or siltation due to stringent controls imposed under the General Construction Activity Stormwater Permit, including implementation of a SWPPP, and the Los Angeles County MS4 Permit. Common measures for controlling fugitive dust emissions, such as covering truck loads and street sweeping, are also effective in controlling stormwater quality. Second, the construction area will be secured to control off-site migration of pollutants. Erosion control devices, including temporary diversion dikes/berms, drainage swales, and siltation basins, are typically required around construction areas to ensure that sediment is trapped and properly removed. During operation, the project does not modify the manner in which the surrounding streets convey storm runoff to the City storm drain system. Furthermore, the project is required to comply with the SUSMP, MS4 permit and the City's LID, which reduce the volume of runoff from the site after the project is constructed. Therefore, impacts are less than significant.

Cumulative Impacts: The geographic scope of cumulative hydrology and water quality impacts is the Los Angeles River watershed and associated receiving waters. Future development of the Related Projects and other development within the watershed could affect the amount, the rate, the velocity, and the quality of runoff within their respective local drainage areas. However, similar to the project, each of the Related Projects is required to prepare and implement a SUSMP and undergo a review by the City to ensure compliance with the MS4 permit and the LID Ordinance. The Related Projects also have to determine what drainage improvements and BMPs are required to ensure that the storm drain capacity of the system is adequate and that no downstream flooding occurs as a result of exceedance of storm drain capacity, and that no significant water quality issues occur. With compliance with regulatory requirements, the project does not result in any significant hydrology and water quality impacts. Therefore, cumulative impacts are less than significant.

H. Land Use and Planning

1. Community Division and Land Use Compatibility, and Consistency with Land Use Plans and Policies

Community Division and Land Use Compatibility: The project does not physically divide an established community because it is being constructed on a site that has been developed for over 50 years. In addition, the project site is within a densely developed urban area with a mix of institutional, educational, commercial, light industrial and residential uses. No existing streets will be eliminated and no existing residents will be displaced. Thus, the development does not separate the community from those elements that establish the area as a community. The project's physical characteristics do not prevent or substantially impair existing adjacent land uses to continue their function since the project includes uses compatible with those of the surrounding area. Specifically, the project site and the surrounding area are in a portion of the City undergoing a significant transition and many new developments, including mixed-use projects, are either built, under construction or proposed within or adjacent to Downtown Los Angeles. The project's pedestrian, transit-oriented and mixed-use characteristics are compatible with the commercial, institutional, educational uses surrounding the site as well as the commercial, mixed-use and entertainment developments one mile north of the project site. Therefore, impacts are less than significant.

Consistency with Land Use Plans and Policies: The development of the project is subject to numerous state, regional and City land use plans and policies, such as the 2008 Regional Comprehensive Plan (RCP), the Southern California Compass Blueprint Growth Vision, the Regional Transportation Plan/Sustainable Communities Strategy, the City General Plan, the Southeast Los Angeles Community Plan, the Draft/Proposed Southeast Los Angeles Community Plan, the Plan For a Healthy Los Angeles, the Citywide Design Guidelines, the 2013-2021 Housing Element, and City Planning and Zoning Code requirements. The project is generally consistent with all land use plans and policies. Specifically, the project is consistent with SB 375, a state law targeting greenhouse gas emissions from vehicles, since it reduces vehicle miles traveled due to the fact that project residents, employees, and visitors may use public transit, such as the nearby Metro Blue Line, Metro Expo Line and various Metro bus lines. The project also conforms to the goals set forth in the 2008 RCP, including those goals related to regional growth, mobility, and sustainability as shown in Table IV.J-1 (Project Consistency with Applicable Regional Comprehensive Plan Objectives) of the Draft EIR. Similarly, the project conforms to the Southern California Compass Blueprint Growth Vision goals related to the improvement of mobility for residents, the increase in livability

in all communities, the increase in prosperity for all people, and the promotion of sustainability for future generations. The project achieves these goals due to its nature as an infill redevelopment project that creates an urban center with opportunities for people to live, work, and visit in this Downtown Los Angeles-adjacent area.

The project also conforms to the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as shown in Table IV.J-2 (Consistency of the Project with the Applicable Goals of Regional Transportation Plan) of the Draft EIR. Similarly, the project is consistent with a Plan For A Healthy Los Angeles, as analyzed in Table IV.J-5 (Consistency of the Project with the Applicable Policies of the Plan For A Healthy Los Angeles). Specifically, the project is consistent with these plans by converting surface parking lots into a mixed-use project with significant open space and community amenities conducive to pedestrian use. In addition, the vertical integration of a mix of uses, and concentration of jobs and new development within walking distance of public transit options, reduce air pollution and greenhouse gas emissions.

In addition, the project is also consistent with General Plan, as shown in Table IV.J-3 (Project Consistency with the Applicable Objectives and Policies of the City of Los Angeles General Plan Framework Element) of the Draft EIR. Specifically, the project is consistent with 15 goals related to the provision of both commercial and residential uses close to significant public transit opportunities and the inclusion of open space, pedestrian amenities and bicycle facilities. The project is also consistent with several similar goals of the Southeast Los Angeles Community Plan, as shown in Table IV.J-4 (Comparison of Southeast Los Angeles Community Plan Objectives to Project Characteristics) of the Draft EIR.

As analyzed in Table IV.J-6 (Consistency of the Project with Applicable Objectives of the City of Los Angeles Citywide Design Guidelines), the project also implements Objectives 1 through 5 of the Citywide Guidelines. The project achieves these Objectives by being designed to provide direct paths of travel to multiple public transit facilities and through the incorporation of public bicycle spaces. In addition, the project employs high quality architecture with detail and articulation at all levels and provides mid-block paseos connecting the project uses internally as well as to the surrounding streets. Finally, the project creates 162,255 square feet of open space, of which 73 percent will be common public open space.

As analyzed in Table IV.J-7 (Consistency of the Project with Applicable Goals, Objectives and Policies of the City of Los Angeles Housing Element 2013-2021) of the Draft EIR, the project implements a number of the City of Los Angeles Housing Element Goals, Policies and Objectives. Namely, the project promotes housing production by providing a range of housing types in a new mixed-use development near public transit options. The project also promotes safe, livable and sustainable neighborhoods by converting surface parking lots into a new mixed use residential, commercial development.

Project uses would not be consistent with the existing General Plan land use designation and zoning of the project site and, thus, the applicant has requested a General Plan Amendment and corresponding Zone Change for the project site from [Q]M1-2-O and M1-2-O to C2-2-O. In accordance with Sections 12.14 of the City Planning and Zoning Code, with these requests, the proposed project uses are permitted in and consistent with the C2 zone because this commercial zone allows for the construction of a variety of commercial uses, including retail stores, offices, restaurants, parking structures, as well as hotel and multi-family residential uses.

Therefore, impacts related to consistency with these land use plans are less than significant.

Cumulative Impacts: Development of the project, in conjunction with the Related Projects, results in an intensification of existing prevailing land uses in the project vicinity. However, these projects would be subject to specific findings and conditions. As such, development of the project and related projects is not anticipated to substantially conflict with the intent of the City's General Plan regarding the future development of the Southeast Los Angeles community, or with other land use regulations required to be consistent with the General Plan, such as the Planning and Zoning Code. Therefore, cumulative impacts are less than significant.

I. Noise

1. Traffic Noise and Vibration

Off-Site Construction: The major noise sources associated with off-site construction trucks would be associated with delivery/haul trucks during the project site excavation phase.). The noise level generated by construction trucks during the peak period (excavation phase) will be approximately 75 dBA Leq along the haul routes. The estimated noise from the haul trucks is consistent with the existing daytime ambient noise levels at two sensitive receptors along Hill Street and Main Street. During other construction phases, the number of construction trucks will be lower, which will result in lower noise levels. Therefore, the construction traffic noise impacts is less than significant.

Operational Noise: Operational noise consists of noise from building mechanical systems, parking facilities, loading and trash areas and outdoor spaces. However, all on-site mechanical equipment are required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA. Noise impacts from parking facilities are also less than significant since the subterranean parking levels at the East Block will be fully enclosed on all sides. The loading docks and trash areas for the project are located within the West Block and East Block parking structures. Therefore, noise associated with the loading/unloading and trash collection activities will be attenuated from off-site sources by the parking structures walls. Noise could also emanate from the project's outdoor spaces, such as the restaurant and outdoor space on the roof of the Reef Building, the hotel outdoor pool area and other open spaces. Compliance with existing regulations ensures that amplified program sound would not exceed the significance threshold. Furthermore, as indicated in Table IV.K-14 of the Draft EIR, the estimated noise levels from outdoor spaces use will be below the significance threshold at all off-site sensitive receptors. Finally, compliance with existing regulatory measures ensure that necessary noise insulation features are included in the final building design to achieve an interior noise environment that do not exceed 45 dBA Leq, in accordance with the City's Building Code.

Additional off-site noise comes from traffic generated once the project is operating. Table IV.K-15 of the Draft EIR summarizes the off-site roadway noise in the future produced by the project. This table shows that the project results in a maximum of a 0.7 dBA increase in traffic noise along Main Street between Venice Boulevard and Washington Boulevard. The projected increases in noise level are considered negligible in the existing exterior noise environment. In addition, the change will be below the 3 dBA CNEL significance threshold which is considered to be an increase just perceptible to the human ear. When

compared with existing conditions, as shown in Table IV.K-16 of the Draft EIR, the project results in a maximum of a 1.8 dBA (CNEL) increase in traffic noise along Main Street, between Venice Boulevard and Washington Boulevard. The estimated increase in off-site traffic noise levels as compared to existing conditions is well below the 3 dBA CNEL significance threshold. Therefore, the traffic noise impact is less than significant.

Construction and Operational Related Ground-borne Vibration: The project will generate ground-borne construction vibration during site demolition and excavation/grading activities when heavy construction equipment, such as large bulldozers, will be used. As indicated in Table IV.K-11 of the Draft EIR, vibration velocities from typical heavy construction equipment during construction are below the significance thresholds. The project does not include uses that are expected to generate measurable levels of ground-borne vibration during operation. Therefore, vibration impacts are less than significant.

Cumulative Impacts (Except 17th Street, west of Hill Street and Related Project No. 53): It is anticipated that construction-related noise levels from the Related Projects would be intermittent and temporary. In addition, the Related Project are required to comply with time restrictions and other relevant provisions in the LAMC. In addition, noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with locally adopted and enforced noise ordinances. Off-site construction haul trucks would have a potential to result in cumulative impacts if the haul trucks for the Related Projects and the project utilize the same haul routes. However, the estimated noise levels from project haul trucks are below the significance threshold. Potential vibration impacts due to construction activities are generally limited to buildings/structures that are located in close proximity of the construction site (i.e., within 15 feet as related to building damage and 80 feet as related to human annoyance). However, the nearest Related Project is located approximately 95 feet from the project. Therefore, there would be less than significant cumulative impacts except for at 17th Street, west of Hill Street, and at Related Project No. 53, discussed below under Significant and Unavoidable Impacts.

J. Population, Housing and Employment

Construction of the project results in increased construction jobs, which could potentially result in increased permanent population and demand for housing in the vicinity of the project site. However, construction workers are unlikely to relocate their households. Operation of the project is projected to generate approximately 3,808 employees, a net increase of approximately 1,161 employees on the project site. This increase is within the parameters of SCAG's forecast of 82,500 additional jobs in the City between 2008 and 2020. The project's construction of 1,444 additional residential dwelling units is expected to accommodate between 2,224 and 6,309 new permanent residents in the City. The addition of these new residents is within the SCAG growth projection. Therefore, impacts to population, housing and employment are less than significant.

Operation Impacts: The project has no impact on displacement of housing or residents because there are currently no residential units on the project site. In addition, as discussed in Response to Comment 10-8 in the Final EIR (FEIR), which is incorporated into these Findings by reference herein, there is no correlation between the project and any physical impact on the environment which could result in nearby residents and businesses being displaced and experiencing health impacts. Accordingly, since CEQA does not require an analysis of potential economic and social effects which are not

caused by a project's physical change to the environment, nor an analysis of speculative impacts, the project does not create any environmental impacts due to displacement.

Cumulative Impacts: The projected cumulative employment growth associated with the project and Related Projects is 1,639 employees, within the parameters of SCAG's forecast. The projected increase in employment therefore does not require the construction or extension of major infrastructure that could accelerate unexpected development, as this projected growth is within developed urban areas. The projected cumulative housing growth associated with the project and Related Projects is 4,288 units, within the parameters of SCAG's forecast. The projected increase in housing units does not require the construction or extension of major infrastructure that could accelerate unexpected development, as this projected growth is within developed urban areas. The projected cumulative population growth associated with the project and Related Projects is 14,453 persons, within the parameters of SCAG's forecast. The projected increase in population does not require the construction or extension of major infrastructure that could accelerate unexpected development, as this projected growth is within developed urban areas. Therefore, the projects contribution to cumulative population growth impacts would be less than significant.

K. Public Services and Recreation

1. Fire Protection, Schools, Parks and Recreation, and Libraries

Fire Protection: Construction on the project site increases the potential for accidental on-site fires from such sources as the operation of mechanical equipment and use of flammable construction materials. However, the implementation of "good housekeeping" procedures by the construction contractors and the work crews minimizes these hazards. The increase in employees and visitors to the project site generated by the project also potentially increases demand for fire protection services. DWP has indicated the existing static water pressure in the project area ranges from 55 to 74 pounds psi, in excess of the minimum residual water pressure of 20 pounds PSI. The final fire flow required for the project will be established by the LAFD during its review of the project plot plan, prior to the issuance of a building permit by the City. The plot plan for the project is required to identify the minimum fire flow requirements and the location of fire hydrants. Approval of this plot plan and compliance with existing regulations ensure the requisite fire flow for the project site. The project site is approximately 0.6 mile from Fire Station 10, which houses a task force; therefore, the project site is within the LAMC maximum response distance for both residential and commercial land uses. In addition, based on the project's circulation, it is anticipated that the LAFD can respond to on-site areas within the established response time. Furthermore, a sprinkler system and conformance with applicable Fire Code and LAFD building requirements ensure adequate on-site fire protection. Therefore, project impacts on fire protection services are less than significant.

Schools: Schools that serve the project site are San Pedro Elementary School, Adams Middle School, and Santee Education Complex. The total increase of students as a result of the project is approximately 1,893 students. These students can be accommodated within the existing LAUSD system. Therefore, project impacts on schools are less than significant.

Parks and Recreation: The project site is served by the Hoover Recreation Center. The project provides open space in accordance with LAMC Section 12.21(G)(2) and supplements the existing parks and recreation facilities with 3.7 acres of common open space features and recreational amenities that serve the residents' recreational needs.

Therefore, the project's inclusion of on-site open space and recreational facilities reduces the use of parks by project residents. Future impacts on park facilities are mitigated through the collection of Quimby fees to the City to satisfy its obligations under the Quimby Act and/or provide payment of the Dwelling Unit Construction Tax. Therefore, impacts to parks and recreation services are less than significant.

Libraries: The project site is served by the Central Library located at 630 5th Street. The project is expected to generate a maximum of approximately 6,309 residents, which is expected to generate the need for between approximately 1,112 and 3,155 square feet of library facility space. At 538,000 square feet, the Central Library exceeds the recommended standards for the number of residents at the project. Therefore, library impacts associated with project are less than significant.

Cumulative Impacts: It is anticipated that the additional population and commercial land use can increase the demand for fire protection services in the service areas for LAFD Fire Stations 9, 10, and 15. However, each of the Related Projects is required to install automatic fire sprinkler systems if located at a distance to the nearest fire station that exceeds the LAFD required response distance. In addition, each of the Related Projects is subject to LAFD review of site plans, hydrant location and fire flow requirements. Finally, through the allocation of City resources in the City's annual programming and budgeting processes, the cumulative demand for fire protection growth in residential population and commercial development is addressed and, thus, the project, in conjunction with growth in demand for fire protection services Citywide, does not represent a substantial contribution to a significant cumulative effect. Therefore, with incorporation of the Project Design Feature and compliance with existing regulatory measures, the project's contribution to cumulative fire protection impacts is less than significant.

The project, in combination with the related and other future projects, would be expected to increase the cumulative demand for schools in LAUSD as shown in Table IV.M.3-3 (Cumulative Student Generation) of the Draft EIR. However, pursuant to SB50, future impacts on school facilities are mitigated through the collection of development impact fees to the LAUSD Developer Fee office. In addition, LAUSD opened three new schools within the past five years to provide approximately 2,500 additional seats to supplement the schools that serve the project site.

The increase in residential population by the Related Projects increases the demand for parks and recreation facilities and further impacts the shortage of park/recreational space in the Southeast Los Angeles Community Plan area. In accordance with State CEQA Guidelines Section 15130(a)(3), the project's contribution to the cumulative impact is less than cumulatively considerable through adherence to the City's parks fee programs for new development. Adherence to the requirements of this program constitute implementation or funding of the project's fair share of measures designed to alleviate the cumulative impact and, therefore, impacts are less than significant.

The project is expected to increase demand for library services in the project vicinity. Under the terms of Measure L, libraries have been required to pay for their own direct and indirect costs since July 2014. This dedicated funding source is intended to address cumulative demand for library services throughout the City. Therefore, cumulative impacts are less than significant.

It is anticipated that the additional population and commercial land use creates an increase the demand for police protection services in the Newton Station service area. Each of the Related Projects would be subject to LAPD review of site plans, and security

measures. In addition, demands are met by LAPD through the allocation of available resources by LAPD management to meet varying needs throughout the LAPD's Bureaus and Community Police Stations, as well as through the allocation of City resources between LAPD and other City departments, accomplished through the City's annual programming and budgeting processes. Through this process, cumulative demand for police services within the Newton Station area would be managed, and the project, in conjunction with Related Projects, does not result in a substantial contribution to a significant cumulative impact. Impacts are therefore less than significant.

2. Project Design Feature

The City finds that Project Design Feature PDF-PS-1, which is incorporated into the project and is incorporated into these Findings as though fully set forth herein, would reduce the potential fire protection services impacts of the project. This Project Design Feature was taken into account in the analysis of potential impacts.

L. Transportation/Circulation

Construction: The number of construction workers and construction equipment vary throughout the construction process. Construction worker traffic occurs before the morning and afternoon peak commute hours. An average of 125 workers occur on-site with a peak of up to 500 workers. Because construction worker traffic occurs outside the peak hours, traffic from construction workers is not expected to create a significant impact on the street system. In addition, parking for construction workers is provided on-site, on the part of the project site that is not under construction (i.e., on the East Block during West Block construction, and vice versa). The traffic analysis showed that the level of traffic from truck hauling does not result in a significant traffic impact on the street system, as it would be well below the projected traffic from the project. In addition, haul traffic is temporary. The hourly volume of delivery trucks is less than the estimated level of truck activity during the excavation phase and does not create a significant traffic impact on the street system. Flagmen can also control traffic movement during the ingress and egress of trucks and heavy equipment. Any required lane closures are included in the Work Area Traffic Control Plan required for the project, which must be submitted and approved by LADOT prior to issuance of any construction permits. Therefore, transportation/circulation impacts associated with project construction are less than significant.

Operation: Traffic volume projections were developed to analyze the existing traffic conditions after completion of the project. Potential operational impacts were analyzed in the Draft EIR through the study of sixty-five intersections, in two traffic horizon years (Existing Year 2014 and Future Year 2035) using the City Department of Transportation (LADOT), guidelines and methodologies and the Highway Capacity Manual (HCM) Methodology for both signalized and unsignalized intersections. The intersection level of service analyses for the Existing With Project and the Future With Project conditions are summarized in Table 5.1, Table 5.2, Table 6.1 and in Table 6.2 of the Traffic Study. Figures illustrating these traffic forecasts are provided in the Appendix IV.N of the Draft EIR. With the exception of the intersections identified on page IV.N-24 of the Draft EIR and in the Significant and Unavoidable Impacts discussion below, the operational impacts at the remaining intersections are less than significant. Project trip volumes are less than the CMP threshold of 50 both in the AM and PM peak hours at all CMP arterial monitoring locations closest to the project site. Similarly, the Traffic Study shows that the level of service would not change at any mainline freeway segment due to the project and that the project trips will not exceed the CMP threshold. All project driveways are designed in accordance with LADOT standards and approvals. Therefore, project

driveways do not create any significant impacts. Therefore, impacts are less than significant.

Cumulative Impacts: With the exception of significant impacts discussed further below, the project's remaining cumulative operational traffic impacts are less than significant. There are approximately seven Related Projects (Nos. 6, 42, 53, 54, 57, 63 and 71) within a quarter mile of the project site with most a block or two from the site and one (No. 57) directly across Main Street. Due to the close distance of these Related Projects, there may be some overlap with construction activities such as temporary lane or sidewalk closures along Washington Boulevard or Main Street. However, these impacts are temporary and limited to the construction phase of each project, and each of the Related Projects is required to submit a construction work site traffic control plan to LADOT for review and approval prior to the start of any construction work. In addition, with adherence to LADOT's requirements and with compliance with existing regulations, the project's contribution to cumulative construction traffic impacts is less than significant.

1. Project Design Feature

The City finds that Project Design Feature, PDF-TR-1, which are incorporated into the project and incorporated into these Findings as though fully set forth herein, reduce the potential transportation/circulation impacts of the project. This Project Design Feature was taken into account in the analysis of potential impacts.

M. Utilities

1. Wastewater, Water, Solid Waste, Electricity, Natural Gas

Wastewater: The project is anticipated to generate an increase of approximately 329,258 gpd of wastewater (0.33 mgd), within the design capacity of existing infrastructure. In addition, the Hyperion Treatment Plant (HTP) has sufficient treatment capacity to accommodate the project's average daily total scenario wastewater generation. With the City's implementation of the provisions of the Sewer Allocation Ordinance, the project's wastewater generation is not projected to exceed the future scheduled capacity of the HTP. Also, based on current gauging, the 52-inch line beneath Jefferson Boulevard and the 12-inch line beneath Main Street, are operating at approximately 50 percent design capacity. Based on project wastewater flows, the sewer system can accommodate the projected flows. Further detailed gauging and evaluation, at the time of project connection to the system, is needed as part of the permit process to identify a specific sewer connection point, based on the flows in the multiple existing lines serving the project site at the time of connection. Therefore, project impacts on wastewater are less than significant.

Water: The average daily domestic net water demand of the project is estimated to be approximately 327,527 gpd (or 366.825 af/y), which is within the growth projections of the LADWP. Therefore, the LADWP can meet the project's water demand, as indicated in the Water Supply Assessment (WSA) dated May 20, 2015. In addition, the project complies with the City's mandatory water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years. Should it be determined during the plot plan review that the existing fire-flow is not sufficient to serve the project site, and that the project requires the installation of new water lines, meters, private fire hydrants, or other fire safety features, these features are required to conform to the City's Fire Code in consultation with the City Fire Department. Therefore, project impacts on water are less than significant.

Solid Waste: Construction debris consists primarily of debris from the removal of these existing surface parking lots located on the East and West Blocks and demolition of 11,150 square feet of existing warehouse/distribution building on the East Block. However, project-generated demolition and construction-related waste represents a small percentage of the inert waste disposal capacity in the region.

Operation of the project results in ongoing generation of solid waste. Over the long-term, the project is expected to generate approximately 8,032 net ppd of solid. The remaining combined intake of the Sunshine Canyon Landfill and the Chiquita Canyon Landfill is approximately 90.48 million tons. As such, they have adequate capacity to accommodate the daily operational waste generated by the project and, therefore, solid waste impacts are less than significant.

Electricity: The existing land uses on the project site consume approximately 26,519 kilowatt-hours (kWh) per day. Project consumption is approximately 121,698 kWh per day, a net increase of approximately 95,179 kWh per day over the existing uses. The LADWP has indicated that the project's demand for electricity can be served via existing infrastructure, and no improvements or additions to LADWP's off-site distribution system are needed. In addition, the project is designed in accordance with 2013 Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings. Therefore, project impacts on electricity are less than significant.

Natural Gas: The existing land uses on the project site consume approximately 82,189 cf of natural gas per day. The estimated net increase in demand is approximately 224,708 cf per day. Decreases in California natural gas demand and State Energy Conservation ensure there is not a significant effect on natural gas resources. Therefore, project impacts on natural gas are less than significant.

Cumulative Impacts: Implementation of the project in combination with the Related Projects increases the demand for wastewater conveyance infrastructure provided by LABS. Each of the Related Projects is required to obtain a final approval from for a sewer capacity connection permit. In addition, sewer line capacity is to be evaluated on a case-by-case basis and addressed through project-specific gauging and provision of additional infrastructure as required, in accordance with existing permitting processes. Wastewater generation from the project and Related Projects are addressed in the total increased wastewater flows throughout the HTP in the IRP and are sufficient to handle the projected flows through 2020. Therefore, cumulative impacts associated with wastewater are less than significant.

Implementation of the project in conjunction with Related Projects increases demand for water supplied by the LADWP, but the demand falls within the UWMP's projected water supplies. LADWP has confirmed that there are no known infrastructure deficiencies in the project vicinity, therefore, it is anticipated that the local water infrastructure can adequately accommodate the increased demand to serve the project and the Related Projects. Implementation of the project in conjunction with Related Projects increases solid waste demands, but the Related Projects is subject to the Citywide Construction and Demolition Waste Recycling Ordinance and there is adequate capacity in the County for the disposal of waste. To address the total long range solid waste disposal needs of the City, the City is developing the Solid Waste Integrated Resources Plan (SWIRP), to develop and implement of a 20 year master plan for the City's solid waste and recycling programs. Implementation of the SWIRP therefore addresses the disposal of solid waste from the project and other development in the City. Implementation of the project in conjunction with Related Projects could create increased demand for

electricity; however, the LADWP annually prepares a Power Integrated Resource Plan to ensure that current and future energy needs are met. Additionally, the project is designed to meet LEED certification requirements from USGBC and comply with State Building Energy Efficiency Standards outlined in Title 24 of the California Code of Regulations. Implementation of the project in conjunction with Related Projects could generate increased demand for natural gas; however, the Southern California Gas Company has the resources and infrastructure in place to plan for and meet the increased demand. Therefore, the project's cumulative impact on utilities is less than significant.

2. Project Design Features

The City finds that Project Design Features PDF-UT-1 PDF-UT-2, PDF-UT-3, PDF-UT-4, PDF-UT-5, PDF-UT-6, and PDF-UT-7, which are incorporated into the project and incorporated into these Findings as fully set forth herein, reduce the potential utilities impacts of the project related to Wastewater/Sewer, Water, Solid Waste, Electricity, Natural Gas and Cumulative Impacts. These project design features were taken into account in the analysis of potential impacts.

N. Land Use Equivalency Program and Design Guidelines

1. Land Use Equivalency Program

The full description of the Land Use Equivalency Program is contained in the Land Use Equivalency Program Technical Report in Appendix II-1 to the Draft EIR. The Land Use Equivalency Program is predicated on the requirement to avoid any additional impacts, with an emphasis in two areas – peak hour traffic and wastewater infrastructure. As discussed in the project's traffic study (Appendix IV-N to the Draft EIR), the most impactful time period with respect to project traffic is the Friday Evening Hour. However, as shown in the Traffic Study, the trip generation rates for the PM Peak Hour and the Friday Evening Hour are the same. Therefore, the PM Peak Hour/Friday Evening Hour trip rate is used in the Draft EIR analysis as the basis for potential land use exchanges. Accordingly, the Land Use Equivalency Program ensures that the project would not have any greater impacts than the project during either the PM Peak Hour or the Friday Evening Hour. LABS has identified Wastewater infrastructure that would serve the project and surrounding area as potentially constrained, particularly with respect to a 52-inch trunk line in Jefferson Boulevard that is currently operating at 50% capacity (see Section IV.O-1 of the Draft EIR). Accordingly, the Land Use Equivalency Program has been structured to ensure that no new wastewater generation beyond that associated with the project, and analyzed in the Draft EIR, would occur as a result of the land use exchanges that would be permitted under the Land Use Equivalency Program. These analyses in the Draft EIR show that no additional environmental impacts result from implementation of the Land Use Equivalency Program. The Land Use Equivalency Program includes a City discretionary review process if the property owner desires to use either the Land Use Equivalency Program or the Design Guidelines described below (collectively, the 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 are subject to LAMC Section 106.5 (Site Plan Review) in addition to the provisions stated on page II-37 of the Draft EIR, which will be identified in a "Q" condition if the project is approved.

2. Design Guidelines

The Design Guidelines allow for flexibility in the project building design within a determined set of parameters. These parameters frame the analysis of the project in the Draft EIR and through the entitlement process. The project as developed conforms to the following design parameters:

- Building coverage of the combined site area between the heights of 22 feet and 100 feet shall be no more than 50 percent of the site area.
- Building coverage above a height of 100 feet shall be no more than 25 percent of the site area.
- The mid-block paseo, podium levels, parking structures, and the existing Reef building shall be included in the area not considered building coverage.
- Building separation above a height of 100 feet shall be a minimum of 70 feet.
- No building shall have a footprint above a height of 100 feet of greater than 30,000 square feet.
- The mid-block paseo shall be no smaller than 15,000 square feet and shall be generally oriented towards Broadway between Washington Boulevard and 21st Street.
- If the mid-block paseo is at grade, it may have auto circulation.
- There shall be, at a minimum, one pedestrian connection from Hill Street to Broadway, and one pedestrian connection from Broadway to Main Street.
- Within the mid-block paseo, at least 20 percent of the area shall be landscaped or included in a water feature, as distinct from the hardscape area.
- On each of the five frontages of the property, the following minimum proportions of the building faces, from sidewalk grade to 100 feet above, shall be transparent (i.e., openings or glass) rather than opaque: (i)Washington Boulevard – 50 percent; (ii) Broadway – 50 percent; (iii) Hill Street – 25 percent; (iv) Main Street – 25 percent; and (v) 21st Street – 25 percent.
- The existing Reef building shall not be included in the building façade calculations.
- No building above a height of 100 feet shall have any façade longer than 300 feet in length.
- Access points and site circulation shall be maintained in general conformance with the Conceptual Plan for the project.

In the event the applicant or subsequent applicants should choose to utilize the Design Guidelines, the subsequent phase(s) of the project are subject to LAMC Section 106.5 (Site Plan Review) in addition the provisions stated on page II-37 of the Draft EIR, which will be identified in a "Q" condition if the project is approved.

VII. ENVIRONMENTAL IMPACTS FOUND LESS THAN SIGNIFICANT PRIOR TO MITIGATION, WHERE MITIGATION NONETHELESS PROVIDED TO FURTHER REDUCE IMPACTS

The following impact areas were concluded by the Draft EIR to be less than significant prior to mitigation. However, mitigation measures described in the Final EIR nonetheless are provided to further reduce impacts. Based on that analysis and other evidence in the administrative record relating to the project, the City finds and determines that mitigation measures described in the Final EIR reduce impacts identified for the following environmental impact categories.

A. Greenhouse Gas Emissions

The SCAQMD's draft 2020 target for project-level analysis is 4.8 MT/year CO2e per service population. The project's efficiency metric is calculated to be 4.76MT/year CO2e per service population which does not exceed the SCAQMD draft efficiency target.

Details regarding the assumptions and calculations of GHG emissions associated with the project are contained in the GHG Report in Appendix IV.G-1 to the Draft EIR. The geographic extent of GHG emissions is global, and the effect of these emissions on global climate change is potentially world-wide. The contribution of the project to the cumulative effect of global climate change would not be cumulatively considerable. The project does not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses. Specifically, the project is consistent with the goals of AB 32 and will meet the energy efficiency requirements of the 2013 Title 24 CALGreen Code, and the City Green Building Code. Therefore, project impacts are less than significant. Nonetheless, to reduce the less than significant impacts related to greenhouse gas emissions, MM-TR-13 is incorporated into the project to encourage the use of transit and reduce vehicle trips and to ensure that impacts remain less than significant.

1. Project Design Features

The City finds that Project Design Features PDF-GHG-1, PDF-GHG-2, PDF-GHG-3, and PDF-GHG-4, which are incorporated into the project and incorporated into these Findings as fully set forth herein, reduce the potential greenhouse gas emissions impacts of the project. These Project Design Features were taken into account in the analysis of potential impacts.

2. Mitigation Measure

The City finds that Mitigation Measure MM-TR-13, which is incorporated into the project and incorporated into these Findings as fully set forth herein, lessens the less-than-significant impacts related to greenhouse gases. This mitigation measure was taken into account in the analysis of potential impacts.

B. Public Services – Police Protection

Construction: While there is the potential for the construction of the project to increase the demand for police protection services, the project provides security to the site during the construction process as part of the Work Area Traffic Control Plan, thereby reducing the demand for LAPD services. Traffic generated by construction workers and trucks is primarily during off-peak hours. Emergency access is to be maintained to the project site during construction through marked emergency access points approved by the LAPD. Therefore, police protection impacts during construction are less than significant.

Operation: The project is served by the Newton Community Police Station. The average response time to emergency calls for service for the Newton Community Station in 2013 was approximately six minutes. This response time is slightly above the citywide average of 5.9 minutes recorded during 2013, but below the seven-minute response time that is a set standard for LAPD. Using the existing officer to population ratio for the Newton Station, the project could warrant the addition of 5 to 14 new officers to maintain the existing officer to population ratio in the Newton Community Police Station service area. However, it is not anticipated that this level of additional staffing requires the enlargement or the construction of a police station. In addition, project features that deter crime could include, but are not limited to, adequate and strategically positioned functional lighting to enhance public safety, minimizing visually obstructed and infrequently accessed "dead zones," and limiting public access to properly patrolled public areas. The building and layout design also include crime prevention features, such as nighttime security lighting, secured parking facilities, and provision of on-site security service, which comply with the design guidelines outlined in the LAPD Design

Out Crime Guidelines and Mitigation Measure MM-PS-1. Response times should not be substantially affected given that the significant traffic impacts are at limited locations and given the availability of alternative routes within the street pattern in the area surrounding the project site. In addition, the police have a variety of options to avoid traffic, such as using sirens to clear a path of travel for driving in the lanes of opposing traffic. Furthermore, upon completion of the project, the Newton Area Commanding Officer has to provide a diagram of each portion of the property to show access routes and any additional information that may facilitate police response to the project site. Therefore, the project results in less than significant operational impacts on police protection services. Nevertheless, the following mitigation measures reduce the less-than-significant impacts.

1. Mitigation Measure

The City finds that Mitigation Measures MM-PS-1 and MM-PS-2, which are incorporated into the project and incorporated into these Findings as fully set forth herein, will lessen the less than significant impacts related to Public Services – Police Protection and that implementation of these mitigation measures ensure that impacts remain less than significant. These mitigation measures were taken into account in the analysis of potential impacts.

VIII. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT AFTER MITIGATION

The following impact area was concluded by the Draft EIR to be less than significant with the implementation of mitigation measures described in the Final EIR. Based on that analysis and other evidence in the administrative record relating to the project, the City finds and determines that mitigation measures described in the Final EIR reduce potentially significant impacts identified for the following environmental impact categories to below the level of significance.

A. Cultural Resources

Paleontological Resources (Construction Impacts): Construction of the project includes excavations for subterranean parking, foundations, and utilities installation, which have the potential to disturb any existing, but undiscovered, paleontological resources. If paleontological resources exist within the project site, they are likely to exist in native (i.e., undisturbed) sediments at depth, since previous development of the project site has likely displaced any resources on the surface. Therefore, the potential to encounter paleontological resources is low.

Cumulative Impacts: It is not known at this time if future development of the Related Project sites would involve paleontological resources. However, similar to the project, the Related Projects are subject to the requirements of CEQA, and City paleontological resource protection ordinances.

1. Mitigation Measures

The City finds that Mitigation Measures MM-CUL-1, MM-CUL-2, and MM-CUL-3, which are incorporated into the project and incorporated into these Findings as set forth herein, reduce the impacts related to paleontological resources to less than significant. These mitigation measures were taken into account in the analysis of project impacts.

2. Finding

Paleontological Resources: With implementation of the Mitigation Measures MM-CUL-1, MM-CUL-2 and MM-CUL-3, impacts related to paleontological resources are less than significant. No further mitigation measure is required. With implementation of MM-CUL-1, MM-CUL-2 and MM-CUL-3, the project's contribution to cumulative impacts related to paleontological resources is less than significant.

3. Rationale for Finding

Paleontological Resources: There are no known paleontological sites within the project site. Furthermore, the project site is not in an area designated by the City General Plan Framework Element EIR or the Environmental and Public Facilities Maps of the Department of City Planning as a paleontological site or survey area. However, excavations are anticipated for the project for subterranean parking, foundations, and utilities installation – thereby creating the potential to disturb any existing, but undiscovered, paleontological resources. Nonetheless, changes or alterations and mitigation measures have been required in, or incorporated into, the project that avoid or substantially lessen potential significant environmental effects on paleontological resources. Mitigation Measure MM-CUL-1 calls for halting or diverting work if paleontological materials are encountered during the course of earth-moving activities to allow the resources and their significance to be assessed. MM-CUL-1 is to be memorialized with a covenant and agreement prior to obtaining a grading permit. Mitigation Measure MM-CUL-2 requires the project's construction superintendent to be instructed by a paleontologist or other qualified paleontological monitor regarding identification of conditions whereby potential paleontological resources could occur. In addition, Mitigation Measure MM-CUL-3 requires all significant fossil specimens be prepared, identified, curated and catalogued in accordance with designated museum repository requirements. Therefore, the project's paleontological impacts are less than significant with the implementation of mitigation measures MM-CUL-1, MM-CUL-2, and MM-CUL-3.

Cumulative Impacts: The geographic scope of the cumulative cultural resources analysis with respect to paleontological resources is the project vicinity. Paleontological resource impacts tend to be localized; therefore, the area near the project site could be most affected by project activities (generally within a 500-foot radius). Nevertheless, all of the Related Project sites were considered in the EIR analysis. It is not known at this time if future development of the Related Project sites would involve paleontological resources. However, similar to the project, the Related Projects are subject to the requirements of CEQA, and City paleontological resource protection ordinances. As such, the Related Projects are evaluated on a case-by-case basis and any potential impacts to paleontological resources are addressed at that time. It is further anticipated that the effects of cumulative development on paleontological resources would be mitigated to the extent feasible in accordance with CEQA and other applicable local cultural resource protection ordinances. If subsurface paleontological resources are protected upon discovery as required by law, impacts to those resources are expected to be cumulatively less than significant and, thus, when evaluated in conjunction with the project, are not cumulatively considerable.

4. Reference

For a complete discussion of impacts associated with Cultural Resources, please see Section IV.E.3 of the Draft EIR.

B. Hazards and Hazardous Materials

Impacts of Hazardous Materials - Radon Only: Construction of the project involves the use of hazardous materials (i.e., paints, building materials, cleaners, fuel for construction equipment, etc.). Operation of the project does not include hazardous materials, other than small quantities of typical household, vehicle, and landscape maintenance materials such as cleaning supplies, paints, oil, grease, and fertilizers, all in accordance with manufacturers' instructions for use, storage, and disposal. The project site is within a zone designated by the California Geological Survey as having a Moderate potential to experience radon levels over 4.0 pCi/L, resulting in a potentially significant impact.

1. Mitigation Measures

The City finds that Mitigation Measure MM-HAZ-1, which is incorporated into the project and incorporated into these Findings as fully set forth herein, reduces the potentially significant impact related to radon to less than significant and is, therefore, required. This mitigation measure was taken into account in the analysis of potential impacts.

2. Findings

Changes or alterations and mitigation measures have been required in, or incorporated into, the project that avoid or substantially lessen potential significant environmental effects on hazards associated with radon exposure to less than significant levels with the implementation of mitigation measure MM-HAZ-1. No further mitigation is required.

4. Rationale for Findings

The project site is located within a zone designated by the California Geological Survey (CGS) as having a Moderate potential to experience radon levels over 4.0 pCi/L. According to the CGS, location within a Moderate radon potential zone indicates a less than 10% likelihood of encountering radon levels over 4.0 pCi/L. Nonetheless, the potential to encounter such radon levels at the project site is potentially significant. Measurement of radon gas levels prior to construction, and inclusion of modifications in the design of the project, if warranted, reduce the impact of radon levels over 4.0 pCi/L to less than significant, if levels over 4.0 pCi/L are encountered. Potential mitigation measures for radon levels over 4.0 pCi/L include installation of soil suction systems that prevent radon gas present in the surrounding soil from entering buildings, sealing of underground paths into project buildings, and installation of gas-impermeable barriers in project buildings. With implementation of MM-HAZ-1, requiring a mitigation program to be designed by a certified radon mitigator if radon levels over 4.0 pCi/L are encountered within, or immediately adjacent to, the project site, impacts related to radon hazards are less than significant.

5. Reference

For a complete discussion of impacts associated with Hazards and Hazardous Materials, please see Section IV.H of the Draft EIR.

C. Noise

Construction of the West Block, including demolition, grading and construction, is expected to require approximately 30 months, while construction of the East Block, including demolition, excavation and construction, would require approximately 32 months. These construction activities will result in potentially significant noise.

1. Mitigation Measures

The City finds that Mitigation Measures MM-NOI-1, MM-NOI-2, MM-NOI-3 and MM-NOI-4, which are incorporated into the project and incorporated into these Findings as fully set forth herein, reduce the potentially significant impacts related to construction noise to less than significant levels. In addition, MM-NOI-2 was amended to require the use of solar powered generators to offset the noise generated by reducing energy consumption. These mitigation measures were taken into account in the analysis of potential impacts.

2. Findings

The City finds that changes or alterations and mitigation measures have been required in, or incorporated into, the project that avoid or substantially lessen potential significant construction noise impacts to less than significant levels with the implementation Mitigation Measures MM-NOI-1, MM-NOI-2, MM-NOI-3, and MM-NOI-4. No further mitigation is required.

3. Rationale for Findings

Each stage of project construction involves the use of various types of construction equipment that have their own distinct noise characteristics. The Federal Highway Administration has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. These data are presented in Table IV.K-8 of the Draft EIR for the types of equipment that are expected to be used at the project site. To more accurately characterize construction-period noise levels, the average (Hourly Leq) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. Table IV.K-9 and Table IV.K-10 of the Draft EIR provide the estimated construction noise levels for various construction stages at the off-site noise sensitive receptors for the construction of the West Block and East Block, respectively. As indicated in Table IV.K-9, the estimated construction related noise impacts from the West Block construction is less than significant at all off-site sensitive receptors. Even though the estimated construction noise levels at receptor R1 exceeds the existing ambient noise levels by more than 5 dBA, receptor R1 is not considered noise sensitive receptor. The estimated noise levels from the East Block construction, as indicated in IV.K-10, result in less-than-significant impacts at all off-site noise sensitive receptors, with the exception of receptor R2 – the residential building at the northwest corner of Washington Boulevard and Main Street. At receptor R2, the construction activities during demolition exceed the significance threshold by 1 dBA. Implementation of Mitigation Measure MM-NOI-1 reduce the construction-related noise levels Receptor R2 by a minimum of 5 dBA, making the noise impact less than significant. In addition, compliance with regulatory measures, the noise regulations under Section 41.40 of the LAMC and implementation of Mitigation Measures MM-NOI-2 through MM-NOI-4 reduce construction noise impacts to the maximum extent feasible, in accordance with the City of Los Angeles Noise Ordinance.

Therefore, the project's short-term construction-related noise impact are less significant with implementation of these mitigation measures.

4. Reference

For a complete discussion of impacts associated with Noise, please see Section IV.K of the Draft EIR.

IX. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

The project results in the following impacts, which are found to be significant and unavoidable.

A. Aesthetics

Construction: Although temporary in nature, construction activities associated with the project are likely give the project site a visually unappealing quality for the duration of these activities.

Operation (Vertical Zone 3 Signage Only): Potential impacts of the project SUD signage depend on several factors, including the size, height, and location, the level of lighting and animation permitted, along with the concentration of signage (i.e., the location of multiple signs within the same area), and the locations of sensitive receptors relative to signs. High levels of animation are permitted in the Vertical Zone 3 signage on the Reef building and proposed hotel building, including Controlled Refresh I (changes every 8 seconds), and Limited Animation I (changes every two minutes). The Vertical Zone 3 signage on the Reef building is visible at some distance from the site, and be prominent because the signage can extend up to 194 feet and because of the high levels of animation permitted on this signage. The Vertical Zone 3 signage on the proposed hotel building extends up to 240 feet, and be prominent because of the permitted animation. Therefore, Vertical Zone 3 signage impacts are significant during the daytime and evening operating hours.

Light and Glare: Even though the animation of the signage within Vertical Zones 1 and 2 would be less than permitted in Vertical Zone 3, impacts of permitted east-facing signage within Vertical Zones 1 and 2 on the Reef building are significant because of the prominence of the signage concentrated at this location. Accordingly, the substantial increase in lighting from this concentration of signage substantially and adversely affects the surrounding area.

Shade/Shadow: The project shadows during the Spring and Fall Equinox cover all or part of the Rutland Apartments, a shadow sensitive residential use, for more than three hours between the hours of 8:00 AM and 4:00 PM, resulting in a significant and unavoidable impact.

1. Project Design Features

The City finds that Project Design Features PDF-AES-1, PDF-AES-2, PDF-AES-3, PDF-AES-4 and PDF-AES-5, which are incorporated into the project and incorporated into these Findings as fully set forth herein, further reduce light and glare impacts and reflect good planning and design practices currently promoted by the City. These Project Design Features were taken into account in the analysis of potential impacts.

2. Mitigation Measure

Light and Glare: The City finds that Mitigation Measure MM-AES-2, which is incorporated into the project and incorporated into these Findings as fully set forth herein, further reduces the light and glare impacts and reflects good planning and design practices currently promoted by the City and, therefore, is required. This mitigation measure was taken into account in the analysis of project impacts. However, this mitigation measure does not reduce the significant impact to a less-than-significant impact.

Shade/Shadow: There are no feasible mitigation measures the project could implement to avoid significant shadow impacts to the Rutland Apartments during the spring and fall equinox, which is caused by the angle of the sun in combination with the rotation and orbit of the earth around the sun.

3. Findings

Changes and alterations and mitigation measures, where available, have been required for or incorporated into the project to reduce unavoidable aesthetic impacts to the greatest extent possible. There are no additional measures which the City can impose to reduce aesthetic impacts to less-than-significant levels.

Construction: Even with compliance with existing regulatory measures, the temporary impacts related to construction of the project are significant and unavoidable.

Operation (Vertical Zone 3 Signage): Even with implementation of Project Design Features PDF-AES-1, 2, 3, 4, and 5, and Mitigation Measure MM-AES-2, impacts to visual character of the project site are significant and unavoidable with respect to Vertical Zone 3 animated signage during the daytime operating hours of the signage.

Light and Glare: Due to the concentration of signage on the Reef building in Vertical Zones 1, 2, and 3, including the number and size of signs permitted in these locations, impacts related to the concentration of signage on the Reef building, specifically Vertical Zone 3 signage, are significant and unavoidable.

Shade/Shadow: Shadow impacts of the project on the Rutland Apartments during the spring and fall equinox would be significant and unavoidable.

4. Rationale for Findings

Construction: Although temporary in nature, construction activities give the project site a visually unappealing quality for the duration of 60 months. Temporary fencing could partially shield views of construction activities and equipment. However, construction activities typically include both a disturbance in existing natural and man-made features and the development of structures, which, at least temporarily, are devoid of external treatments designed to improve visual character. Temporary construction-related towers and cranes could also interfere with existing view lines. Therefore, construction activities result in temporary changes as viewed from nearby viewsheds. Even with compliance with regulatory measures, the temporary impacts related to construction of the project are significant and unavoidable.

Operation (Vertical Zone 3 Signage Only): Project signage permitted under the Reef project SUD includes four large sign areas – the Reef (23,050 square feet in Vertical Zone 3, and 9,700 square feet in Vertical Zone 2); North Tower (14,858 square feet in Vertical Zone 2); and South Tower (15,480 square feet in Vertical Zone 2). Signage is visible in the surrounding area, including the Superior Court building, LATTC, Hill Street, Washington Boulevard, and other streets to the west. High levels of animation are permitted in the Vertical Zone 3 signage on the Reef building and proposed hotel building, including Controlled Refresh I (changes every 8 seconds), and Limited Animation I (changes every two minutes). The Vertical Zone 3 signage on the Reef building is visible at some distance, and is prominent because of high levels of animation and the elevation to which this signage can extend (up to 194 feet). The Vertical Zone 3 signage on the hotel building could extend to a greater height (up to 240 feet), and

therefore be prominent because of the permitted animation. In addition, this signage does not contribute to the aesthetic image of an urban center. Therefore, impacts of permitted north-, east-, south-, and west-facing Vertical Zone 3 signage are significant. No feasible mitigation measures, other than reduction or limitation of animation of signage related to Sign Zone 3, are available to completely address the impact. Implementation of Mitigation Measure MM-AES-2, which limits the operating hours of Sign Level 3 signage to address the lighting impact associated with this signage, reduces the visual impact of this signage during nighttime hours to less than significant. However, the impact remains during the daytime and evening hours when the signage is in operation. Reduction of signage and limitation of animation as a means of mitigating this impact are discussed in Section VI, Alternatives, of the Draft EIR. However, the City finds these alternatives to be infeasible as more fully explained in the Sections X and XII of these Findings. Therefore, impacts to visual character of the project site are significant and unavoidable with respect to Vertical Zone 3 animated signage during the daytime and evening operating hours of the signage.

Shade/Shadow: Shadow figures for buildout of the project are shown in Figure IV.B-16 (Project Summer Solstice Shadows); Figure IV.B-17 (Project Winter Solstice Shadows); and Figure IV.B-18. While Summer and Winter shadows are less than significant, Equinox shadows are significant. As shown in Figure IV.B-18 of the Draft EIR, the project casts far-reaching shadows to the west through the east during the Spring and Fall Equinox. These shadows shade commercial uses directly north of the project site, a corner of the four-story mixed-use Da Capo building, which includes the Rutland Apartments, to the north, and portions of South Hill Street and West Washington Boulevard. At 4:00 PM spring and fall shadows from the project are cast in a northeasterly direction. These shadows shade commercial uses directly north of the project site, the Rutland Apartments, a portion of South Hill Street, portions of West Washington Boulevard, and extend to the Santa Monica Freeway. These shadow impacts exceed the LA CEQA Thresholds Guide shade/shadow thresholds and, therefore, impacts are significant and unavoidable.

5. Reference

For a complete discussion of impacts associated with Aesthetics, please see Section IV.B of the Draft EIR.

B. Air Quality

1. Violation of Air Quality Standards or Substantial Contribution to Air Quality Violations

Mass Daily Construction Emissions (VOC Only): Based on conservative assumptions, the mass daily construction-related emissions generated during the project construction phase exceeds the thresholds of significance recommended by the SCAQMD for VOC only.

Mass Daily Operational Emissions (VOC and NO_x Only): The nearest sensitive receptors to the project site are the residents of the Rutland Apartments building located across Washington Boulevard from the East Block, approximately 100 feet north of the project site. The closest schools to the project site are the Santee Education Complex and Frida Kahlo Continuation High School located approximately one block east. VOC and NO_x operational emissions are significant and unavoidable at these sites.

Mass Daily Construction and Operational Emissions Cumulative Impacts – VOC (Construction and Operation) and NO_x (Operation Only): The mass daily construction-

related and operational emissions generated by the project exceed thresholds of significance recommended by the SCAQMD for VOC (construction and operations) and NO_x (operations). In accordance with SCAQMD guidance, these emissions are cumulatively considerable.

2. Freeway Adjacent Health Risk

The project is located in close proximity to the 10 Freeway and therefore a Health Risk Assessment was prepared to evaluate potential cancer risks associated with the project. The assessment found the cancer risk for the residential scenarios of the project ranges from 17.7 to 29.2 per one million, which exceeds the SCAQMD stationary source threshold of 10 in one million.

3. Project Design Features

The City finds that Project Design Features PDF-AQ-1, PDF-AQ-2, PDF-AQ-3, PDF-AQ-4, PDF-AQ-5 and PDF-AQ-6, which are incorporated into the project and incorporated into these Findings as fully set forth herein, reduce the potential air quality impacts of the project. These Project Design Features were taken into account in the analysis of potential impacts.

4. Mitigation Measures

Mass Daily Construction Emissions – VOC Only; Mass Daily Operational Emissions – VOC and NO_x Only; and Mass Daily Construction and Operational Emissions Cumulative Impacts – VOC (Construction and Operation) and NO_x (Operation) Only: Since the project results in potentially significant air quality impacts related to VOC and NO_x, and Mass Daily Construction and Operational Emissions Cumulative Impacts for VOC (Construction and Operation) and NO_x (Operation) only, the City finds that Mitigation Measure MM-TR-13, which is incorporated into the project and incorporated into these Findings as fully set forth herein, further reduces the air quality impacts and reflects good planning and design practices currently promoted by the City and, therefore, is required. This mitigation measure was taken into account in the analysis of project impacts.

Freeway Adjacent Health Risk: Since the project results in potentially significant air quality impacts related to Freeway Adjacent Health Risk, the City finds that Mitigation Measures MM-AQ-1, MM-AQ-2, MM-AQ-3, MM-AQ-4 and MM-AQ-5, which are incorporated into the project and incorporated into these Findings as fully set forth herein, further reduce the air quality impacts and reflect good planning and design practices currently promoted by the City and, therefore, are required. These mitigation measures were taken into account in the analysis of project impacts.

5. Findings

The City finds that changes and alterations and mitigation measures were made to the project to reduce the significant air quality impacts of the project. No additional measures are available to reduce these impacts to less-than-significant levels. Specifically:

Mass Daily Construction Emissions (VOC Only): Mass daily construction emissions for VOC generated during project construction are significant and unavoidable.

Mass Daily Operational Emissions (VOC and NO_x Only): Mass daily operational emissions for VOC and NO_x are significant and unavoidable.

Mass Daily Construction and Operational Emissions Cumulative Impacts - VOC (Construction and Operation) and NO_x (Operation) Only: Cumulative impacts with respect to VOC during construction and operation and NO_x during operation only are significant and unavoidable.

Freeway Adjacent Health Risk: Freeway adjacent health risks are conservatively assessed to be significant and unavoidable, although these risks are associated with the existing environment, and are not a direct or indirect environmental effect of the project.

5. Rationale for Findings

Mass Daily Construction Emissions (VOC Only): The analysis of mass daily construction emissions was prepared utilizing CalEEMod recommended by the SCAQMD with the assumption that the project comply with the fugitive dust control requirements of SCAQMD Rule 403. The mass daily construction-related emissions are shown in Table IV.C-7 of the Draft EIR. As shown in Table IV.C-7, mass daily construction emissions for VOC generated during project construction exceed the thresholds of significance recommended by the SCAQMD. The SCAQMD threshold of significance for VOC is 75 pounds per day, and the estimated mass daily construction emissions of the project is 129 pounds per day. Therefore, construction emissions with respect to VOC only would be significant and unavoidable.

Mass Daily Operational Emissions (VOC and NO_x Only): According to the analysis shown in Table IV.C.-8 (Estimated Mass Daily Operational Emissions) of the Draft EIR, the SCAQMD threshold of significance for VOC is 55 pounds per day, and the estimated project net increase in mass daily operational emissions is 76 pounds per day. Similarly, the SCAQMD threshold of significance for NO_x is 55 pounds per day, and the estimated project net increase in mass daily operational emissions is 60 pounds per day. Therefore, VOC and NO_x operational emissions are significant and unavoidable.

Mass Daily Construction and Operational Emissions Cumulative Impacts – VOC (Construction and Operation) and NO_x (Operation) Only: Mass daily construction emissions for VOC generated during project construction exceed the thresholds of significance recommended by the SCAQMD. Therefore, the mass daily construction-related and operational emissions generated by the project exceed thresholds of significance recommended by the SCAQMD for VOC (construction and operations) and NO_x (operations).

Freeway Adjacent Health Risk: As shown in Table 6 in Appendix IV.C-2 to the Draft EIR, the summation of carcinogenic risk from all primary Mobile Source Air Toxics (MSATs – diesel particulate matter (DPM), formaldehyde, 1,3 butadiene, benzene, acrolein, acetaldehyde, and naphthalene) for the worst-case ground level location at the project site totaled a carcinogenic risk of 17.7 per one million for the 9-year residential scenario, 24.8 per one million for the 30-year residential scenario, 29.2 per one million for the 70-year residential scenario, and 1.6 per one million for the 25-year worker scenario. The cancer risk of 1.6 per one million for the 25-year worker scenario is below the SCAQMD stationary source threshold of 10 in one million. However, the cancer risk for the residential scenarios ranges from 17.7 to 29.2 per one million, which exceeds the SCAQMD stationary source threshold of 10 in one million. Therefore, the EIR conservatively concludes that the cancer risk from freeway sources on project residents is significant because of the exceedance of the SCAQMD stationary source cancer risk threshold.

6. Reference

For a complete discussion of impacts associated with Air Quality, please see Section IV.C of the Draft EIR.

C. Noise

Cumulative Construction Impacts and Operation Impacts – 17th Street west of Hill Street: Development of the project in conjunction with the other Related Projects results in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City. If it was constructed concurrently with the project, construction of Related Project No. 53, a residential development located at 220 E. Washington Boulevard, approximately 600 feet east of the project site, could cause cumulative construction noise impacts. Additionally, the cumulative operational traffic noise impact on 17th Street west of Hill Street, where there are residential land uses, is significant and unavoidable.

1. Mitigation Measures

The City finds that all feasible mitigation measures to reduce cumulative construction noise and cumulative traffic noise impacts have been imposed and that there are no further feasible mitigation measures the project could implement to avoid significant cumulative traffic noise impacts at 17th Street west of Hill Street or the potential significant cumulative construction noise impacts if construction for Related Project 53 were to overlap with the construction schedule for the project.

2. Findings

Cumulative Construction Noise Impacts: The cumulative construction causes significant and unavoidable impacts if Related Project 53 is constructed concurrently with the project.

Cumulative Operation Noise Impacts: The cumulative operational traffic noise impact on the residential uses on 17th Street west of Hill Street is significant and avoidable.

3. Rationale for Findings

Cumulative Construction: The following Related Projects are within 1,000 feet of the project site and could cause cumulative construction noise impacts: (i) Related Project No. 6, the LA Trade Technical College – 5-Year Master Plan is located at 400 W. Washington Boulevard, approximately 350 feet west; (ii) Related Project No. 42, a Mixed-Use Building development located at 233 W. Washington Boulevard, approximately 400 northwest; and (iii) Related Project No. 53, the Washington Boulevard Opportunity MU (Mercy Housing), a residential development located at 220 E. Washington Boulevard, approximately 600 feet east. The existing residential building at the northwest corner of Washington Boulevard and Main Street (represented by Receptor R2) has direct line-of-sight to both the project and the Related Project No. 53. Therefore, if construction of Related Project No. 53 were to occur concurrently with the project, cumulative noise impacts at Receptor R2 could occur.

The mitigation measures as specified for the Related Project No. 53 and the project would reduce the construction noise at the residential building at the northwest corner of Washington Boulevard and Main Street. Nonetheless, even with mitigation measures, if nearby Related Project No. 53 were to be constructed concurrently with the project, it is

conservatively concluded that significant and unavoidable cumulative construction noise impacts could result.

Cumulative Operation: The noise levels associated with existing traffic volumes and future year 2035 traffic volumes with the project are provided in Table IV.K-17 of the Draft EIR. The traffic generated by the project and cumulative development increase the existing traffic noise levels by 3.3 dBA Leq along 17th Street (west of Hill Street), and by 3.1 dBA at the other two locations. With respect to the 3.1 dBA increase on the Pico Boulevard (east of Main Street), and Grand Avenue (between Venice Boulevard and Washington Boulevard) segments, this increase does not constitute a significant impact because these segments contain commercial land uses. Per the L.A. CEQA Thresholds Guide, the 3 dBA threshold applies when the projected noise is within the "normally unacceptable" or "clearly unacceptable" category. The land uses along the 17th Street (west of Hill Street) segment includes residential uses. The projected noise environment on this segment would be within the "normally unacceptable" category for residential land use and the 3dBA threshold would apply. Accordingly, cumulative noise impacts on this roadway segment are significant and unavoidable.

4. Reference

For a complete discussion of impacts associated with Noise, please see Section IV.K of the Draft EIR.

D. Transportation/Circulation

Operation: Even with Mitigation Measures MM-TR-1 through MM-TR-14, there is one remaining significant impact in the AM peak hour (with this impacted intersection operating at LOS D), eight remaining significant impacts in the PM peak hour (with one of the impacted intersections operating at LOS D, six operating at LOS E, and one operating at LOS F), seven remaining significant impacts in the Friday Evening peak hour (with two of the impacted intersections operating at LOS D or better, one operating at LOS E, and four operating at LOS F), and one remaining significant impact in the Saturday Midday peak hour (the impacted intersections operating at LOS C). Mitigation Measure MM-TR-14 reduces the significant impact at the project's Main Street driveway to less than significant. However, this mitigation measure requires modifications to the Sports Museum driveways, which are located on private property outside the control of the project applicant, and would therefore require the concurrence of the Sports Museum property owner. In the event the Sports Museum property owner does not agree to the modifications, Mitigation Measure MM-TR-14 are infeasible and impacts at this location are significant and unavoidable.

1. Project Design Features

The City finds that Project Design Feature PDF-TR-2, which is incorporated into the project and incorporated into the Findings as fully set forth herein, reduce the potential operational traffic impacts of the project. This Project Design Feature was taken into account in the analysis of potential impacts.

2. Mitigation Measures

The City finds that Mitigation Measures MM-TR1, MM-TR-2, MM-TR-3, MM-TR-4, MM-TR-5, MM-TR-6, MM-TR-7, MM-TR-8, MM-TR-9, MM-TR-10, MM-TR-11, MM-TR-12, MM-TR-13 and MM-TR-14, which are incorporated into the project and incorporated into these Findings as fully set forth herein, are included to further reduce the operational

traffic impacts and reflect good planning and design practices currently promoted by the City. These mitigation measures were taken into account in the analysis of project impacts.

3. Findings

Changes and alterations and mitigation measures, where available, have been required for or incorporated into the project to reduce unavoidable operational traffic impacts to the greatest extent possible. There are no additional measures which the City can impose to reduce the unavoidable operational traffic impacts to less-than-significant levels. Specifically:

Operation – Intersections: Even with implementation of the mitigation measures, there is one remaining significant impact in the AM peak hour, eight remaining significant impacts in the PM peak hour, seven remaining significant impacts in the Friday Evening peak hour, and one remaining significant impact in the Saturday Midday peak hour.

Operation – Driveway: With implementation of Mitigation Measure MM-TR-14, impacts from the project's Main Street driveway are less than significant. However, since this Mitigation Measure requires the approval of modifications to private property not within the control of the City, the City finds that without the cooperation of the Sports Museum Property Owner, this Mitigation Measure is infeasible and impacts at this location are significant and unavoidable.

4. Rationale for Findings

Operation: Tables 7.2 through 7.5 in the Traffic Study (Appendix N to the Draft EIR) show the change in V/C at the significantly impacted intersections after implementation of the mitigation measures, and compare these changes to LADOT significance criteria to determine whether the impacts at the intersections are significant after mitigation. Intersections identified in these tables as "Partially Mitigated" would not have their impacts reduced below the threshold of significance, and these impacts are significant and unavoidable. There are no additional feasible mitigation measures which can be imposed to reduce the operational traffic impacts to these intersections to a less-than-significant level.

Driveway: The project Main Street driveway adversely impacts the Sports Museum driveways, which are located across Main Street from the project site. Implementation of Mitigation Measure MM-TR-14 reduces the impact at this location to less than significant. In the event the Sports Museum property owner does not agree to the modifications associated with Mitigation Measure MM-TR-14 on the Sports Museum property, Mitigation Measure MM-TR-14 is considered infeasible and impacts at this location are significant and unavoidable.

5. Reference

For a complete discussion of impacts associated with Transportation/Circulation, please see Section IV.N of the Draft EIR.

X. ALTERNATIVES TO THE PROJECT

In addition to the project, the Draft EIR evaluated a reasonable range of five alternatives to the project. These alternatives are: (1) No Project Alternative; (2) Alternative Use (Office Campus); (3) Reduced Height/Reduced Signage; (4) Reduced Density; and (5)

Existing Zoning (Industrial). In accordance with CEQA requirements, the alternatives to the project include a "No Project" alternative and alternatives capable of eliminating the significant adverse impacts of the project. These alternatives and their impacts, which are summarized below, are more fully described in section VI of the Draft EIR.

A. Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines section 15096(g)(2), that none of the alternatives or feasible mitigation measures within its powers would substantially lessen or avoid any significant effect the project would have on the environment.

B. Project Objectives

An important consideration in the analysis of alternatives to the project is the degree to which such alternatives would achieve the objectives of the project. As more thoroughly described in the Draft EIR Section II, Project Description, both the City and applicant have established specific objectives concerning the project, which are incorporated by reference herein and discussed further below.

C. Project Alternatives Analyzed

1. Alternative 1 – No Project Alternative

Under the No Project Alternative, the project would not be constructed, and the project site would remain in its current condition with the existing 861,162 square foot, 12-story plus basement Reef building, surface parking lots with approximately 1,100 parking spaces, and an approximately 11,150 square foot warehouse building. The analysis of the No Project Alternative assumes the continuation of existing conditions, as well as development of the Related Projects described in Draft EIR Section III. Environmental Setting.

Impact Summary: The project results in significant and unavoidable impacts related to visual quality, light and glare, shade/shadow, air quality, traffic noise, and transportation, which would be avoided under the No Project Alternative. The No Project Alternative would avoid most of the project's less-than-significant impacts as well. The No Project Alternative does not have potentially beneficial impacts resulting from the project with respect to water quality, and would not implement any regional or local planning policies.

Findings: The No Project Alternative reduces adverse environmental impacts compared to the project. Therefore, the No Project Alternative is environmentally superior to the project. However, the No Project Alternative does not satisfy any of the Project Objectives, discussed below. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the No Project Alternative described in the Draft EIR.

Rationale for Findings: The No Project Alternative maintains the project site in its current condition with the existing 861,162 square foot, 12-story plus basement Reef building, surface parking lots with approximately 1,100 parking spaces, and an approximately 11,150 square foot warehouse building. However, there would be no renovation, construction, use and maintenance of a mixed-use project. As a result, the No Project Alternative does not create 1,444 housing units, nor generate approximately 3,808 employees. In addition, the No Project Alternative does not create community

serving amenities such as: (i) 67,702 square feet of retail/restaurant uses; (ii) a 29,355 square-foot grocery store; (iii) a 17,507 square-foot gallery; (iv) a 7,879 square foot fitness/yoga studio. There also would not be approximately 1,906 bicycle parking spaces providing connectivity to the nearby bus and light rail lines. Therefore, the No Project Alternative would not meet any of the Project Objectives.

Reference: For a complete discussion of impacts associated with Alternative 1, please see Section VI of the Draft EIR.

2. Alternative 2 – Alternate Use (Office Campus)

Under the Alternate Use Alternative, the project site is developed with a mix of office and retail commercial uses at the same density as the project. The Reef building would remain in its current location and would be modified, similar to the project, to reconfigure up to 180,000 square feet of the space currently used for wholesale/showroom operations into creative office space to support design, collaboration and development of new products. In addition, up to 30,000 square feet of existing floor area on the ground floor may be converted to 20,000 square feet of retail space and 10,000 square feet of restaurant space. The addition of the 8,000 square foot rooftop restaurant in the Reef building would not be included under this alternative. Under the Alternate Use Alternative, 1,625,538 square feet of new office uses would be provided within five new buildings, including two six-story buildings, a 12-story building, and two high-rise buildings, 19 and 31 stories, respectively. Up to 54,364 square feet of new retail uses would be provided on the ground floors of the office buildings, located throughout the campus. Coupled with the square footage within the Reef building, the Alternate Land Use Alternative includes 2,017,932 square feet of office, 369,063 square feet of wholesale/showroom use, 69,705 square feet of event space, and 84,364 square feet of retail and restaurant uses. The development density of this alternative would be 6.0:1. Parking would be in a seven-story above-ground garage on the West Block, and in subterranean parking garages on the East Block, similar to the project. The Alternate Use Alternative includes the same Reef Project SUD signage program as would be provided under the project, with the same signs as identified in the Reef project SUD to be located on corresponding buildings under this Alternative (e.g., the two high rise office towers would be analogous to the North Tower and South Tower under the project, and the 12-story office building would be analogous to the project hotel building).

Impact Summary: The Alternate Use Alternative has higher significant and unavoidable impacts than the project with respect to air quality, freeway health risk, cumulative traffic noise and transportation. The Alternate Use Alternative has similar significant and unavoidable impacts as the project with respect to visual quality, light and glare, and shade/shadow. The Alternate Use Alternative has higher less-than-significant impacts than the project with respect to utilities (solid waste, electricity), and lower less-than-significant impacts than the project with respect to biological resources (trees), public services (recreation and parks, libraries), and utilities (wastewater, water, natural gas).

Findings: The Alternate Use Alternative has higher significant and unavoidable impacts than the project with respect to air quality, freeway health risk, cumulative traffic noise and transportation. The Alternate Use Alternative has similar significant and unavoidable impacts as the project with respect to visual quality, light and glare, and shade/shadow. Also, the Alternate Use Alternative has higher less-than-significant impacts than the project with respect to utilities (solid waste, electricity), and lower less-than-significant impacts than the project with respect to biological resources (trees), public services (recreation and parks, libraries), and utilities (wastewater, water, natural gas). The Alternative Use Alternative implements some of the Project Objectives, but not to the

same degree as the project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the Alternate Use Alternative described in the Draft EIR.

Rationale for Findings: The Alternate Use Alternative would mean the absence of the development of, among other elements of the project, (i) 549 residential apartment units, including 21 live/work units, in eleven low- and mid-rise buildings; (ii) 895 residential condominium units in two high-rise buildings; and (iii) a 208-key hotel. In its place would be the development of a mix of office and retail commercial uses, at the same density as the project. In addition, daily trips associated with this alternative, upon which the calculations of greenhouse gas emissions are based, would be 17,649, compared with 12,737 under the project, an increase of approximately 39%. Project-related GHG emissions per service population would be only slightly below the SCAQMD significance threshold. Since traffic-related emissions are a large proportion of total GHG emissions, and traffic would increase approximately 39% under the Alternate Use Alternative, GHG emissions associated with the Alternate Use Alternative exceed the significance threshold. Accordingly, impacts of this Alternative with respect to GHG emissions are higher than the project, and are therefore significant and unavoidable. Also, under the Alternative Use Alternative, new project-related vehicle trips are generated that exceed the traffic generation associated with the project, as shown in Draft EIR Table VI-4 (Trip Generation by Land Use – Alternate Use Alternative). Accordingly, impacts of this alternative would be higher than the project's significant and unavoidable impacts related to traffic.

The Alternate Use Alternative implements the following Project Objectives to a lesser degree than the project: (i) To provide the amenities necessary for the Magic Box to attract top-notch events to the City of Los Angeles (i.e., Hotel not included); (ii) To create an urban center that is compatible with and complementary to currently ongoing growth in the resident population of Downtown Los Angeles (i.e., reduced mix of uses); (iii) To generate additional annual tax revenues to the City of Los Angeles, including property taxes, sales taxes, transient occupancy taxes, and gross receipts taxes; and, (iv) To provide an integrated mixed-use project that is economically viable and serves the needs of the community and the region.

The Alternate Use Alternative does not implement the following Project Objectives because this alternative does not include housing nor create a dynamic 24-hour activity center and not have a hotel nor the restaurants, entertainment, or resident- and community-serving retail components of the project: (i) To provide for the development of an underutilized site near public transportation through the replacement of surface parking lots with new housing, retail uses, restaurants, and a hotel to meet anticipated market demands; and, (ii) To construct a complementary, integrated set of land uses and signage that promotes the creation of a vibrant and dynamic 24-hour activity center that provides the opportunity for people to live, work, and entertain.

Reference: For a complete discussion of impacts associated with Alternative 2, please see Section VI of the Draft EIR.

3. Alternative 3 – Reduced Height/Reduced Signage

Under the Reduced Height/Reduced Signage Alternative, the same uses as the project are included (residential, hotel, retail, grocery), at a slightly lower density than the project. The Reduced Height/Reduced Signage Alternative limits building heights to 12

stories/143 feet, which is generally equivalent to the prevailing heights of the tallest buildings located in the vicinity, specifically the commercial building located immediately across Washington Boulevard to the north, and the Superior Court building located immediately across Hill Street to the west. Under the Reduced Height/Reduced Signage Alternative, the Reef building remains and is modified, similar to the project, to reconfigure up to 180,000 square feet of the space currently used for wholesale/showroom operations into creative office space. In addition, up to 30,000 square feet of existing floor area on the ground floor may be converted to 20,000 square feet of retail space and 10,000 square feet of restaurant space. The addition of the 8,000 square-foot rooftop restaurant in the Reef building is included under this alternative. Under the Reduced Height/Reduced Signage Alternative, the same number of residential units (1,444) is provided as under the project. However, because of the different configurations of the residential buildings that occur under this alternative, the mix of apartments and condominiums is different. Under the Reduced Height/Reduced Signage Alternative, a total of 1,010 apartments and live /work units, and 434 condominiums are provided. Up to 101,941 square feet of new retail uses, including a 34,705 square-foot grocery store, and a 127-room hotel are included in this alternative. Coupled with the square footage within the Reef building, the development density of this alternative is approximately 5.15:1. The development under this alternative is accommodated in nine new buildings up to 12 stories in height. Parking is provided in a seven-story above-ground garage on the West Block, and in subterranean parking garages on the East Block.

Under the Reduced Height/Reduced Signage Alternative, signage follows the same framework as the project. However, because of the reduced height of buildings included in this alternative, signage within Vertical Sign Zone 3 is substantially reduced in visibility. Under the Reduced Height/Reduced Signage Alternative, signage on the Reef building is reduced in size by 50% compared to the project, and highly animated signage is not be permitted in Vertical Sign Zone 3 on the Reef building.

Impact Summary: The Reduced Height/Reduced Signage Alternative avoids the significant and unavoidable impacts of the project with respect to visual quality, light and glare, and cumulative traffic noise. The Reduced Height/Reduced Signage Alternative has the same significant and unavoidable temporary construction visual quality impacts as the project. The Reduced Height/Reduced Signage Alternative has lower, but still significant and unavoidable impacts compared to the project with respect to shade/shadow, air quality, freeway health risk, and transportation. The Reduced Height/Reduced Signage Alternative has lower less-than-significant impacts than the project with respect to public services and utilities.

Findings: The Reduced Height/Reduced Signage Alternative avoids the significant and unavoidable impacts of the project with respect to visual quality, light and glare, and cumulative traffic noise. The Reduced Height/Reduced Signage Alternative has the same significant and unavoidable temporary construction visual quality impacts as the project. The Reduced Height/Reduced Signage Alternative has lower, but still significant and unavoidable impacts compared to the project with respect to shade/shadow, air quality, freeway health risk, and transportation. The Reduced Height/Reduced Signage Alternative has lower less-than-significant impacts than the project with respect to public services and utilities. The Reduced Height/Reduced Signage Alternative implements some of the Project Objectives, but not to the same degree as the project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations),

make infeasible the Reduced Height/Reduced Signage Alternative described in the Draft EIR.

Rationale for Findings: The Reduced Height/Reduced Signage Alternative reduces building heights to 12 stories/143 feet. Under the Reduced Height/Reduced Signage Alternative, a total of 1,010 apartments and live /work units, and 434 condominiums are provided. Up to 101,941 square feet of new retail uses, including a 34,705 square-foot grocery store, and a 127-room hotel, rather than a 208-room hotel, are included in Reduced Height/Reduced Signage Alternative. Coupled with the square footage within the Reef building, the development density of this alternative is approximately 5.15:1. The development under this Alternative is accommodated in nine new buildings up to 12 stories in height. Parking is provided in a seven-story above-ground garage on the West Block, and in subterranean parking garages on the East Block. Under the Reduced Height/Reduced Signage Alternative, signage on the Reef building is reduced in size by 50% compared to the project, and highly animated signage is not be permitted in Vertical Sign Zone 3 on the Reef building.

As shown in Draft EIR Table VI-11 (Reduced Height/Reduced Signage Alternative Net Employee Generation), the Reduced Height/Reduced Signage Alternative generates approximately 3,689 employees, which results in a net increase of approximately 1,042 employees on the project site from existing conditions. The project results in a net increase of approximately 1,161 employees; therefore, this alternative results in a lower level of employment generation than the project. The Reduced Height/Reduced Signage Alternative implements the following Project Objectives to a lesser degree than the project because this alternative does not include a dynamic 208-room hotel: (i) To provide the amenities necessary for the Magic Box to attract top-notch events to the City of Los Angeles (i.e., smaller Hotel); and, (ii) To generate additional annual tax revenues to the City of Los Angeles, including property taxes, sales taxes, transient occupancy taxes, and gross receipts taxes (i.e., smaller project).

Reference: For a complete discussion of impacts associated with Alternative 3, please see Section VI of the Draft EIR.

4. Alternative 4 – Reduced Density

Under the Reduced Density Alternative, the same uses are included as in the project (residential, hotel, retail, grocery), at a lower density than the project. Under this Alternative, the Reef building remains and is modified, similar to the project, to reconfigure up to 180,000 square feet of the space currently used for wholesale/showroom operations into creative office space. In addition, up to 30,000 square feet of existing floor area on the ground floor may be converted to 20,000 square feet of retail space and 10,000 square feet of restaurant space. The addition of the 8,000 square-foot rooftop restaurant in the Reef building is included under this alternative. Under the Reduced Density Alternative, the uses are reduced by approximately 25% compared to the project. For instance, restaurant uses are reduced from 45,657 square feet under the project to 17,959 square feet under this alternative and retail uses are reduced from 60,045 square feet under the project to 45,701 under this alternative. This alternative does not have the 17,507 square-foot Gallery or fitness/gym/yoga studio. A total of 1,069 residential units, 93 hotel rooms, and 80,406 square feet of retail uses, including a 34,705 square-foot grocery store, are included under this alternative. Because of the different configurations of the residential buildings that occur under this alternative, the mix of apartments and condominiums is different. Under the Reduced Density Alternative, a total of 535 apartments and live /work units, and 534 condominiums (rather than 895 under the project) are provided. Coupled with the square

footage within the Reef building, the development density of this alternative is approximately 4.37:1. The development under this alternative is accommodated in eight new buildings up to 10 stories/121 feet in height, and a single residential tower up to 420 feet in height. Parking is provided in a seven-story above-ground garage on the West Block, and in subterranean parking garages on the East Block.

Under the Reduced Density Alternative, signage follow the same framework as the project. However, because of the reduced height of buildings included in this alternative, signage within Vertical Sign Zone 3 is substantially reduced in visibility, except for the high-rise residential tower, which includes the same signage as permitted for the South Tower under the project.

Impact Summary: The Reduced Density Alternative avoids the significant and unavoidable impacts of the project with respect to shade/shadow, and cumulative traffic noise. The Reduced Density Alternative has lower, but still significant and unavoidable impacts compared to the project with respect to air quality, freeway health risk, and transportation. The Reduced Density Alternative has similar significant and unavoidable impacts as the project with respect to visual quality, and light and glare. The Reduced Density Alternative would have lower less-than-significant impacts than the project with respect to public services and utilities, and construction impacts.

Findings: The Reduced Density Alternative avoids the significant and unavoidable impacts of the project with respect to shade/shadow, and cumulative traffic noise. The Reduced Density Alternative has lower, but still significant and unavoidable impacts compared to the project with respect to air quality, freeway health risk, and transportation. The Reduced Density Alternative has similar significant and unavoidable impacts as the project with respect to visual quality, and light and glare. The Reduced Density Alternative has lower less-than-significant impacts than the project with respect to public services and utilities, and construction impacts.

In addition, the Reduced Density Alternative implements some of the Project Objectives, but not to the same degree as the project. It is found pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the Reduced Density Alternative described in the Draft EIR.

Rationale for Findings: The Reduced Density Alternative provides the same uses as the project (residential, hotel, retail, grocery), at a lower density than the project. The Reef building remains in its current location and is modified, similar to the project. Also under the Reduced Density Alternative, the uses are reduced by approximately 25% compared to the project. For instance, restaurant uses are reduced from 45,657 square feet under the project to 17,959 square feet under this alternative and retail uses are reduced from 60,045 square feet under the project to 45,701 under this alternative. Similarly, there is no 17,507 square-foot Gallery nor a fitness/gym/yoga studio. A total of 1,069 residential units, 93 hotel rooms (rather than 208 rooms under the project), and 80,406 square feet of retail uses, including a 34,705 square-foot grocery store, are included under this alternative. Under the Reduced Density Alternative, a total of 535 apartments and live /work units, and 534 condominiums are provided. Coupled with the square footage within the Reef building, the development density of this alternative is approximately 4.37:1. The development under this Alternative is accommodated in eight new buildings up to 10 stories/121 feet in height, and a single residential tower up to 420 feet in height. Parking is provided in a seven-story above-ground garage on the West Block, and in subterranean parking garages on the East Block. Also, project signage follows the same

conceptual framework as the project. However, because of the reduced height of buildings included in this alternative, signage within Vertical Sign Zone 3 is substantially reduced in visibility, except for the high-rise residential tower, which includes the same signage as permitted for the South Tower under the project.

This alternative implements the following Project Objectives to a lesser degree than the project because there is a smaller hotel, fewer housing units, fewer community- and resident-serving entertainment uses, and less commercial square footage, which generates less annual tax revenue for the City as compared to the project: (i) To provide the amenities necessary for the Magic Box to attract top-notch events to the City of Los Angeles (i.e., smaller Hotel); (ii) To create an urban center that is compatible with and complementary to currently ongoing growth in the resident population of Downtown Los Angeles; (iii) To provide for the development of an underutilized site near public transportation through the replacement of surface parking lots with new housing, retail uses, restaurants, and a hotel to meet anticipated market demands; (iv) To provide an integrated mixed-use project that is economically viable and serves the needs of the community and the region; (v) To support regional mobility goals and local and regional growth policies by encouraging development in and around activity centers, reducing vehicle trips and public infrastructure costs; and, (vi) To generate additional annual tax revenues to the City of Los Angeles, including property taxes, sales taxes, transient occupancy taxes, and gross receipts taxes (i.e., smaller project).

Reference: For a complete discussion of impacts associated with Alternative 4, please see Section VI of the Draft EIR.

5. Alternative 5 – Existing Zoning (Industrial)

Under the Existing Zoning Alternative, the project site is developed with an industrial building at the density permitted by the existing M1-2 zoning. Under this alternative, the Reef building remains in its current location, and is modified similar to the Project. In addition, up to 30,000 square feet of existing floor area on the ground floor may be converted to 20,000 square feet of retail space and 10,000 square feet of restaurant space. Under the Existing Zoning Alternative, 1,679,357 square feet of industrial development is provided in a single building located on the East Block. Parking for all uses contained within this Alternative is provided in a single above-ground parking structure located on the West Block. This alternative does not provide, as compared to the project: (i) a 29,355 square-foot grocery store; (ii) a 17,507 square-foot gallery; (iii) a 7,849 fitness/gym/yoga studio; (iv) a 208-room hotel; (v) 895 condominiums; (vi) 528 apartments; and (vii) 21 live/work units.

Impact Summary: The Existing Zoning Alternative avoids the significant and unavoidable impacts of the project with respect to visual quality, light and glare, freeway health risk, cumulative traffic noise, and the project driveway. The Existing Zoning Alternative has the same temporary significant and unavoidable impact as the project with respect to visual quality during construction. The Existing Zoning Alternative has lower significant and unavoidable impacts compared to the project with respect to shade/shadow, air quality and transportation. The Existing Zoning Alternative has lower less-than-significant impacts than the project with respect to public services and utilities (water, wastewater, natural gas), and construction impacts, and higher less-than-significant impacts with respect to utilities (solid waste, electricity).

Findings: The Existing Zoning Alternative avoids the significant and unavoidable impacts of the project with respect to visual quality, light and glare, freeway health risk, cumulative traffic noise, and the project driveway. The Existing Zoning Alternative has

the same temporary significant and unavoidable impact as the project with respect to visual quality during construction. The Existing Zoning Alternative has lower significant and unavoidable impacts compared to the project with respect to shade/shadow, air quality and transportation. The Existing Zoning Alternative has lower less-than-significant impacts than the project with respect to public services and utilities (water, wastewater, natural gas), and construction impacts, and higher less-than-significant impacts with respect to utilities (solid waste, electricity).

In addition, the Existing Zoning Alternative does not implement some of the Project Objectives to the same degree as the project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations, including considerations identified in Section XII of these Findings (Statement of Overriding Considerations), make infeasible the Existing Zoning Alternative described in the Draft EIR.

Rationale for Findings: The Existing Zoning Alternative develop the project site with 1,679,357 square feet of industrial development in a single building located on the East Block. The industrial building is developed at the density permitted by the existing M1-2 zoning. The Reef building remains in its current location, and is modified similar to the project. In addition, up to 30,000 square feet of existing floor area on the ground floor may be converted to 20,000 square feet of retail space and 10,000 square feet of restaurant space. Parking for all uses contained within this alternative is provided in a single above-ground parking structure located on the West Block. This alternative would not provide, as compared to the project: (i) a 29,355 square-foot grocery store; (ii) a 17,507 square-foot gallery; (iii) a 7,849 square-foot fitness/gym/yoga studio; (iv) a 208-room hotel; (v) 895 condominiums; (vi) 528 apartments; and (vii) 21 live/work units.

Operation of the Existing Zoning Alternative also results in ongoing generation of solid waste. Over the long-term, the Existing Zoning Alternative generates approximately 8,743 net ppd of solid waste over existing conditions (see Draft EIR Table VI-34 [Estimated Solid Waste Generation for Existing Zoning Alternative]). As such, this alternative generates approximately 623 ppd more solid waste than the project, resulting in a net generation of 8,120 ppd over existing conditions.

This alternative implements the following Project Objectives to a lesser degree than the project due to the absence of the grocery store, gallery, fitness studio, hotel and housing units: (i) To preserve and promote the Reef as a creative environment that supports the design, rapid prototyping, production, sales, innovation, and exhibition of new products; (ii) To provide a design that emphasizes pedestrian and public transit opportunities, and that integrates linkages between pedestrians, public transit facilities, and the public roadways; (iii) To support regional mobility goals and local and regional growth policies by encouraging development in and around activity centers, reducing vehicle trips and public infrastructure costs; and, (iv) To generate additional annual tax revenues to the City of Los Angeles, including property taxes, sales taxes, transient occupancy taxes, and gross receipts taxes (i.e., smaller project). This Alternative would not implement the following Project Objectives due to the absence of the grocery store, gallery, fitness studio, hotel and housing units: (i) To construct a complementary, integrated set of land uses and signage that promotes the creation of a vibrant and dynamic 24-hour activity center that would provide the opportunity for people to live, work, and entertain; (ii) To provide the amenities necessary for the Magic Box to attract top-notch events to the City of Los Angeles; (iii) To create an urban center that is compatible with and complementary to currently ongoing growth in the resident population of Downtown Los Angeles; (iv) To provide for the development of an underutilized site near public transportation through the replacement of surface parking lots with new housing, retail

uses, restaurants, and a hotel to meet anticipated market demands; and, (v) To provide an integrated mixed-use project that is economically viable and serves the needs of the community and the region.

Reference: For a complete discussion of impacts associated with Alternative 5, please see Section VI of the Draft EIR.

D. Alternatives Rejected as Being Infeasible

In addition to the five alternatives listed above, another alternative was considered and rejected. Specifically, this alternative would consider an alternate site. This alternative was rejected as being infeasible because no other site could accommodate the project (e.g. with an existing commercial building suitable for adaptive reuse, adjoining surface parking lots, and in the vicinity of a transit station) that is owned or under control of the applicant in the City. Accordingly, this alternative was considered but rejected as infeasible.

E. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. In addition, Section 15126.6(e)(2) of the CEQA Guidelines states that: "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

The selection of an environmentally superior alternative is based on an evaluation of the extent to which the alternatives reduce or eliminate the significant impacts associated with the project, and on a comparison of the remaining environmental impacts of each alternative.

Of the alternatives evaluated, the No Project Alternative is considered the overall environmentally superior alternative as it would avoid nearly all of the impacts that would occur under the project. However, although most impacts are avoided under the No Project Alternative, the beneficial aspects of the project, such as the new 1,444 housing units, the new jobs created by the project, the improvement of the project site with distinctive design, architecture and landscaping, and the fulfillment of numerous regional and City plan and policy goals for the area would not occur. Without development of the project at the project site, the No Project Alternative would not meet any of the Project Objectives.

Among the other alternatives, the Reduced Height/Reduced Signage Alternative is environmentally superior to the project. The Reduced Height/Reduced Signage Alternative reduces building heights to 12 stories/143 feet. Under the Reduced Height/Reduced Signage Alternative, a total of 1,010 apartments and live /work units, and 434 condominiums are provided instead of the 1,444 units in the project. Up to 101,941 square feet of new retail uses, including a 34,705 square-foot grocery store, and a 127-room hotel, rather than a 208-room hotel, are included in Reduced Height/Reduced Signage Alternative. Coupled with the square footage within the Reef building, the development density of this alternative is approximately 5.15:1. The development under this alternative is accommodated in nine new buildings up to 12 stories in height. Parking is provided in a seven-story above-ground garage on the West Block, and in subterranean parking garages on the East Block. Under the Reduced Height/Reduced Signage Alternative, signage on the Reef building is reduced in size by

50% compared to the project, and highly animated signage is not permitted in Vertical Sign Zone 3 on the Reef building.

Because the Reduced Height/Reduced Signage reduces the building heights, signage program and development density, as compared to the project, the Reduced Height/Reduced Signage Alternative avoids the significant and unavoidable impacts of the project with respect to visual quality, light and glare, and cumulative traffic noise. The Reduced Height/Reduced Signage Alternative has the same significant and unavoidable temporary construction visual quality impacts as the project. The Reduced Height/Reduced Signage Alternative has lower, but still significant and unavoidable impacts compared to the project with respect to shade/shadow, air quality, freeway health risk, and transportation. The Reduced Height/Reduced Signage Alternative has lower less-than-significant impacts than the project with respect to public services and utilities.

The Reduced Height/Reduced Signage Alternative implements all but the two following Project Objectives: (i) To provide the amenities necessary for the Magic Box to attract top-notch events to the City of Los Angeles (i.e., smaller Hotel); and (ii) To generate additional annual tax revenues to the City of Los Angeles, including property taxes, sales taxes, transient occupancy taxes, and gross receipts taxes (i.e., smaller project).

XI. OTHER CEQA CONSIDERATIONS

A. Growth Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

The project generates approximately 3,808 employees, which results in a net increase of approximately 1,161 employees on the project site over existing conditions. This increased employee population could patronize local businesses and services in the area, and foster economic growth. The potential concentration of employment in this area of the City under the project is consistent with the regional growth management policies discussed in detail in Section IV.J (Land Use & Planning) of the Draft EIR. These policies promote development activity in existing developed areas, especially ones near existing transit and transportation infrastructure, such as the project site. The project fosters economic growth and revitalizes an underutilized area by adding businesses to the project site. The employees associated with the project could, in turn, patronize existing local businesses and services in the area. Additionally, short-term and long-term employment opportunities are expected to be provided during construction and operation of the project.

The City's Southeast Community Plan policies also encourage new growth and development in areas with diverse economic and physical needs that do not require extension of other major infrastructure systems. Specifically, the Community Plan encourages the development of projects with mixed-use commercial and residential development. The goal is to provide housing close to jobs, to reduce vehicular trips, to reduce congestion and air pollution, to assure adequate sites for housing, and to stimulate Pedestrian Oriented Districts to enhance the quality of life in the Plan area. Therefore, this projected employment growth is not expected to cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels, and that results in an adverse physical change in

the environment; or introduces unplanned infrastructure that was not previously evaluated in the adopted Community Plan. Therefore, projected employment growth associated with the project is less than significant.

The project results in a net increase of 1,161 employees over existing conditions, which could result in induced housing growth on and in the vicinity. The project could include some high-skilled jobs, and those employees may choose to relocate or the project site or nearby in Downtown Los Angeles to be closer to their jobs. The types of jobs, which include office, commercial, and hotel, at the project site could enable employees to have wide range of housing options. However, some of the new employees are likely to be drawn from the local labor force readily available in the Southeast Community Plan Area and surrounding communities. In addition, it is likely that many of the employees associated with uses to be located or relocating to the project site are long-term residents of other nearby communities and are unlikely to relocate. According to the Draft/Proposed Southeast Los Angeles Community Plan, the population in the Southeast Los Angeles Community Plan area is expected to increase by 28,422 persons between 2008 and 2035. The construction of 1,444 additional residential dwelling units on the project site is expected to accommodate between 2,224 and 6,309 new permanent residents in the City. The addition of these new residents is within the Community Plan growth projection, representing between approximately 8 percent and approximately 22 percent of the Community Plan total growth for the period of 2008 to 2035. Since the population growth associated with the project is within the projected growth for the Southeast Los Angeles Community Plan area, impacts related to population growth are projected to be less than significant.

B. Significant Irreversible Environmental Changes

Section 15126.2(c) of the CEQA Guidelines provide an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. The types and level of development associated with the project would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of the project and would continue throughout its operational lifetime. The development of the project would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources and (3) the transportation of goods and people to and from the project site.

Construction of the project requires consumption of resources that are not replenishable or that may renew slowly as to be considered non-renewable. These resources include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics), and water. Fossil fuels, such as gasoline and oil, are be consumed in the use of construction vehicles and equipment. The consumption of these resources are out through the construction period. The commitment of resources required for the type and level of development would limit the availability of these resources for future generations for other uses during the operation of the project. However, this resource consumption would be consistent with growth and anticipated growth in the Los Angeles area.

Concurrently, the project contributes to a land use pattern that reduces reliance on private vehicles and the consumption of non-renewable resources in a larger context. The project is within walking distance of the Blue Line and includes 1,906 bicycle parking spaces, thereby fostering the use of alternate modes of transit. Further, the project includes design features and be subject to building regulations that reduce demands for

energy resources needed to support project operations. For instance, Project Design Features PDF-UT-1, PDF-UT-2, PDF-UT-3, PDF-UT-7 provide measures by which the project conserves water and energy and be built in accordance with LEED standards. In addition, with compliance with existing regulatory measures, the project is required to confirm that the capacity of the local and trunk lines are sufficient to accommodate the project and implement any upgrades to the sewer system serving the project. The project is also expected to comply with the 2013 Title 24 part 6 building code and the City's Green Building Code, and existing measures related to recycling construction and operational waste and the conservation of natural gas.

Continued use of non-renewable resources is expected to be on a relatively small scale and consistent with regional and local growth forecasts in the area, as well as state and local goals for reductions in the consumption of such resources. The project would not affect access to existing resources, nor interfere with the production or delivery of such resources. The project site contains no energy resources that would be precluded from future use through project implementation. In addition, consumption of resources are justified because the project provides much needed housing, job opportunities to area residents, and open space, retail and restaurant amenities to the community. The project's irreversible changes to the environment related to the consumption of nonrenewable resources would not be significant.

C. CEQA Considerations

1. The City, acting through the Department of City Planning is the "Lead Agency" for the project evaluated the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.

2. The EIR evaluated the following potential project and cumulative environmental impacts: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Population, Housing, and Employment; Public Services; Transportation; and Utilities. Additionally, the EIR considered Growth Inducing Impacts and Significant Irreversible Environmental Changes. The significant environmental impacts of the project and the alternatives were identified in the EIR.

3. The City finds that the EIR provides objective information to assist the decisions makers and the public at large in their consideration of the environmental consequences of the project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period.

4. Textual refinements and errata were compiled and presented to the decision makers for review and consideration. The City staff has made every effort to notify the decision makers and the interested public/agencies of each textual change in the various documents associated with project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated in order to describe refinements suggested as part of the public participation process.

5. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned response to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

6. The Final EIR documents changes to the Draft EIR. The Final EIR provides additional information that was not included in the Draft EIR. Having reviewed the information contained in the Draft EIR and the Final EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impacts, substantial increase in the severity of a previously disclosed impact, significant information in the record of proceedings or other criteria under CEQA that would require recirculation of the Draft EIR, or preparation of a supplemental or subsequent EIR.

Specifically, the City finds that:

a. The Responses To Comments contained in the Final EIR fully considered and responded to comments claiming that the project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.

b. The City has thoroughly reviewed the public comments received regarding the project and the Final EIR as it relates to the project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.

c. None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

7. The mitigation measures identified for the project were included in the Draft and Final EIRs. As revised, the final mitigation measures for the project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the project. The City finds that the impacts of the project have been mitigated to the extent feasible by the mitigation measures identified in the MMP.

8. CEQA requires the Lead Agency approving a project to adopt a MMP or the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City as adopted by the City

serves that function. The MMP includes all of the mitigation measures and project design features adopted by the City in connection with the approval of the project and has been designed to ensure compliance with such measures during implementation of the project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the MMP.

9. In accordance with the requirements of Public Resources Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the project.

10. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the City Department of City Planning.

11. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

12. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the project.

13. The EIR is a Project EIR for purposes of environmental analysis of the project. A Project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the project by the City and other regulatory jurisdictions.

14. The City finds that the Design Guidelines and Equivalency Program which is part of the project were fully disclosed and analyzed in the EIR and that this program for potential future changes to the project will occur, if requested, only after subsequent environmental review pursuant to CEQA through the Site Plan Review process.

15. The City finds that none of the public comments to the Draft EIR or subsequent public comments or other evidence in the record, including the changes in the project in response to input from the community and the Council Office, include or constitute substantial evidence that would require recirculation of the Final EIR prior to its certification and that there is no substantial evidence elsewhere in the record of proceedings that would require substantial revision of the Final EIR prior to its certification, and that the Final EIR need not be recirculated prior to its certification.

XII. STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR identified the following unavoidable significant impacts: 1) Aesthetics – Sign Vertical Zone 3 animated signage; lighting associated with the total level of signage on the Reef building; visual impacts during construction; shade/shadow impacts on the Rutland Apartments; 2) Air Quality – construction VOC emissions; construction and operations VOC emissions; operation NO_x emissions, and freeway adjacent health risks; 3) Noise –cumulative traffic noise on 17th Street west of Hill Street; and 4) Transportation/Circulation – cumulative construction traffic and operational traffic at two intersections in the AM peak hour, nine intersections at PM peak hour, 10 intersections at the Friday PM peak hour, and one intersection at the Saturday Midday peak hour. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decisions of the public agency allows the

occurrence of significant impacts identified in the Final EIR that are not substantially lessened or avoided, the lead agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. Article I of the City's CEQA Guidelines incorporates all of the State CEQA Guidelines contained in Title 15, California Code of Regulations, Sections 15000 et seq. and thereby requires, pursuant to Section 15093 (b) of the CEQA Guidelines, that the decision maker adopt a Statement of Overriding Considerations at the time of approval of a Project if it finds that significant adverse environmental effects identified in the Final EIR cannot be substantially lessened or avoided. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the Final EIR, the source references in the Final EIR, and other documents and material that constitute the record of proceedings.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts will result from implementation of the project. Having (i) adopted all feasible mitigation measures, (ii) rejected as infeasible alternatives to the project, (iii) recognized all significant, unavoidable impacts, and (iv) balanced the benefits of the project against the project's significant and unavoidable impacts, the City hereby finds that the each of the project's benefits, as listed below, outweighs and overrides the significant unavoidable impacts of the project.

Summarized below are the benefits, goals and objectives of the project. These provide the rationale for approval of the proposed project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the significant unavoidable impacts of the project and justify the approval, adoption or issuance of all of the required permits, approvals and other entitlements for the project and the certification of the completed Final EIR. Despite the unavoidable aesthetics, air quality, noise, and transportation/circulation impacts caused by the construction and operation of the project, the City approves the project based on the following contributions of the project to the community:

- Construct a mixed-use center with an integrated set of land uses, the first of its kind in the Southeast Los Angeles Community Plan area, with a 208-key hotel to serve the project and area attractions.
- Provide publicly accessible mid-block paseos on the project's West Block (the Exchange) and East Block (the Strand), with a terrace, café, outdoor seating, a performance space and landscaping.
- Add a new cultural amenity to the area in the form of a 17,507 square-foot public gallery designed to host local, national, and international exhibitions and expositions.
- Provide benefits to underserved neighborhoods in Los Angeles through school and cultural programs.
- Contribute to the expansion of the City's economic base through the development of currently underutilized property, generating a one-time sum of $2.07 million in construction revenues to the City and approximately $5.58 million in recurring City General Fund revenues.
- Provide significant job creation by generating a net increase of 1,161 employees on the project site, including, but not limited to, 174 hotel employees, 80 grocery store employees and 163 employees for the retail uses.
- Add opportunities for local entrepreneurs to set up shop at the project site by proving micro-retail shop spaces at the outer edge of the West Lot parking structure.
- Create employment-generating land uses close to existing and proposed residential uses that provide opportunities for residents of the surrounding area to shorten regular commutes and, thus, reduce vehicle miles traveled and air emissions.

- Reinforce the City's commitment to facilitate a reduction in traffic impacts by locating the project in an area well served by public transportation, including, but no limited to, the Metro Blue Line and Expo Line, LADOT DASH bus and Metro Local buses.
- Promote multimodal transit by providing 1,906 bicycle parking spaces that will be serviced by a bicycle hub with bicycle lockers, bicycle repair shop and showers.
- Incorporate various Green Building/Sustainability Measures and features to enhance air quality and support Los Angeles' sustainability goals and polices. The project is designed to meet the Leadership in Energy and Environmental Design (LEED) Green Building Rating System Silver standard to reduce energy consumption.
- Provide 1,444 new housing units to help meet the market demand for housing in Los Angeles.
- Promote affordable housing by contributing a significant financial contribution to develop new affordable housing and maintain existing affordable units.
- Activate the streets along the project by creating a pedestrian-friendly environment through sidewalk widening and infrastructural improvements. The project creates pedestrian access from Washington Boulevard into and through the new development.
- Provide needed retail shopping and dining opportunities in the form of 67,702 square feet of retail/restaurant uses and a 29,355 square-foot grocery store for the local community.
- Preserve and promote the Reef as a creative environment that supports the design, rapid prototyping, production, sales, innovation, and exhibition of new products by potentially converting 180,000 square feet into creative office space, thereby fostering existing economic endeavors in the community.
- Partner with local non-profits to promote local hiring and/or manage a local hiring program, including facilitating hiring and the dissemination of employment information.
- Provide the City with needed improvements and upgrades to transportation infrastructure where feasible, including, but not limited to, funding the upgrade of the signal controllers at intersections (MM-TR-9), making street improvements (MM-TR-1 through MM-TR-8), and funding the installation of CCTV cameras at intersections (MM-TR-10).

Finding: For all the foregoing reasons, the City finds that the benefits of the project, as approved, outweigh and override the significant and unavoidable impacts identified above.

RESOLUTION

WHEREAS, the subject property is located within the area covered by the Southeast Los Community Plan ("Community Plan"), which was adopted by the City Council on March 22, 2000 (CF 99-0496); and

WHEREAS, the applicant is proposing to develop a mixed-use project consisting of 1,444 dwelling units, a 208-key hotel, 67,702 square feet of retail/restaurant space, a 29,355 square-foot grocery store, a 17,507 square-foot gallery and retention of the existing Reef building in the Southeast Los Angeles community; and

WHEREAS, to carry out the above-referenced project, the applicant has requested a General Plan Amendment to (a) change the land use designation for the subject property from Limited Manufacturing to Community Commercial within the Southeast Los Angeles Community Plan; (b) amend the General Plan Generalized Land Use Map for the Community Plan area to reflect the Community Commercial land use designation; and, (c) modify Footnote No. 1 of the General Plan Generalized Land Use Map for the Community Plan area to reflect that the subject property is not subject to the height restriction of Height District 1, and

WHEREAS, the General Plan Amendment is consistent with Charter Sections 555, 556, and 558, representing an Amendment in Part of the Southeast Los Angeles Community Plan; and

WHEREAS, the City Planning Commission at its meeting of August 11, 2016, approved the foregoing General Plan Amendment; and

WHEREAS, the General Plan Amendment is necessary to achieve and maintain consistency between zoning and the adopted Community Plan as required by California State law; and

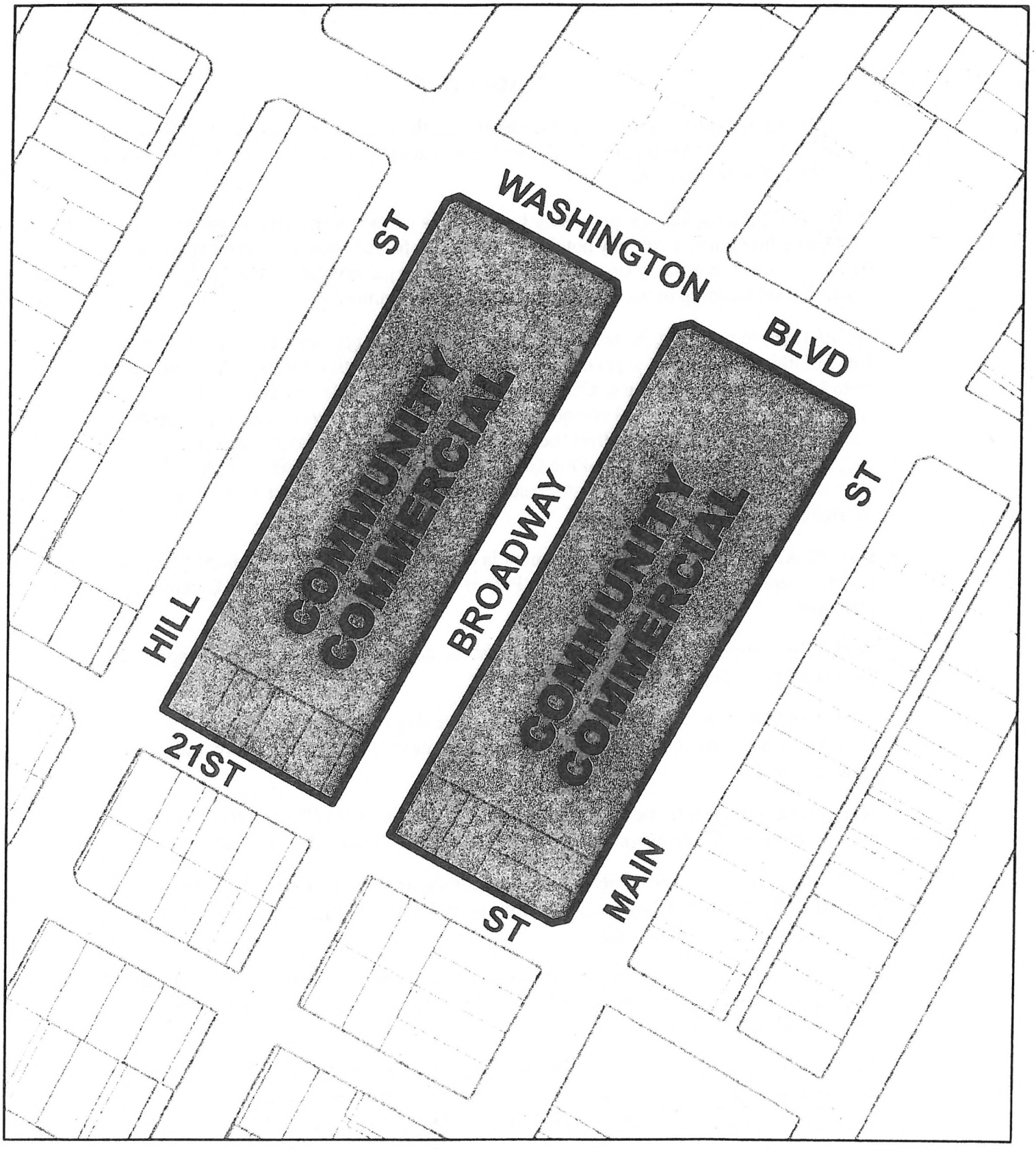
WHEREAS, pursuant to the provisions of the Los Angeles City Charter, the Mayor and the City Planning Commission have transmitted their recommendations; and

WHEREAS, the requested General Plan Amendment is consistent with the intent and purpose of the Southeast Los Angeles Community Plan to designate land uses in an orderly and unified manner; and

WHEREAS, the subject request would provide for a more logical and uniform pattern of planned land use development that is compatible with surrounding land use designations of the General Plan; and

WHEREAS, the project has been analyzed in an Environmental Impact Report, SCH No. 2014071054, in accordance with the City's Guidelines for implementation of the California Environmental Quality Act ("CEQA") by the Department of City Planning.

NOW, THEREFORE, BE IT RESOLVED that the Community Plan shall be amended as shown on the attached General Plan Amendment Map.



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City of Los Angeles

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Data Sources: Department of City Planning, Bureau of Engineering

SOUTHEAST LA

ORDINANCE NO. [ ]

THE REEF TRANSIT-ORIENTED SIGN DISTRICT

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Table 8-1 **Maximum Individual Sign Area**

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Table 8-3 **Permitted Hours Of Operation For Digital Displays And Integral Digital Displays**

An ordinance establishing The Reef Transit-Oriented Sign District pursuant to the provisions of Section 13.11 of the Los Angeles Municipal Code (LAMC), except as may differ herein.

WHEREAS, The applicant, PHR LA MART LLC, proposes to renovate, construct, use, and maintain a mixed-use project at 1900 South Broadway, in the City of Los Angeles. The property includes the following Assessor Parcel Numbers: 5126-030-005, 5126-030-006, 5126-030-009, 5126-030-011, 5126-031-009, and 5126-031-010. The approximately 9.7-acre property consists of two City blocks, bounded by Washington Boulevard to the north, 21st Street to the south, Hill Street to the west, and Main Street to the east, and is separated by Broadway;

WHEREAS, the approximately 4.9-acre western block is currently developed with the approximately 861,162 square-foot, 12-story Reef building (formerly, the L.A. Mart) and 400 surface parking spaces (West Block). The approximately 4.7-acre eastern block is currently developed with an approximately 11,150 square-foot warehouse/distribution building and 700 surface parking spaces (East Block). The West Block and the East Block are separated by Broadway;

WHEREAS, the property will be developed with a mixed-use project. New construction totals approximately 1,680,306 square feet of floor area and includes: (i) 549 residential apartment units, including 21 live/work units; (ii) 895 residential condominium units; (iii) 69,400 square feet of retail uses, including a 29,355 square-foot grocery store; (iv) 35,657 square feet of restaurant/bar square footage; (v) a 208-key hotel; (vi) a 17,507 square-foot gallery; (vii) a 1,622 square-foot community room, and (ix) two fitness/yoga studios totaling 7,879 square feet. The project also includes 2,512 parking spaces and 1,906 bicycle parking spaces. The project, including the Reef building, will contain 2,541,468 square feet of floor area upon full build out;

WHEREAS, the project will retain the existing uses within the Reef building and includes renovation of the ground floor into 20,000 square feet of retail space and 10,000 square feet of restaurant space. In addition, the project will add approximately 8,000 square feet to incorporate a new restaurant and additional outdoor space to accommodate events on the rooftop of the existing Reef building;

WHEREAS, the project includes a comprehensive signage program unique to the project, consistent with the transit-oriented mixed-use nature of the project, necessary to attract visitors, facilitate activity at the pedestrian scale and support current and future investment in the area along the Blue Line;

WHEREAS, this Sign District Ordinance (Ordinance) incorporates the existing and approved signage for The Reef, as well as new signage for the project to activate this part of Southeast Los Angeles as a major transit-oriented residential, commercial, and entertainment destination in the City;

WHEREAS, development of the project will enhance the social, cultural and economic goals of the City; will expand the economic base of the City by providing additional employment opportunities and additional revenues to the region; and will specifically enhance the Southeast Los Angeles community by providing new residential

units, business opportunities, public gathering open space and a pedestrian friendly environment in a transit-oriented area; and

WHEREAS, the project, including this Sign District Ordinance, presents a major economic opportunity to create good jobs and investment in the City and in the Southeast Los Angeles community, and to serve as a catalyst for renewed investment in Southeast Los Angeles as a key business, entertainment and cultural destination.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF THE REEF SIGN DISTRICT.

A. Authority and Scope. As of the Effective Date of this Ordinance, the City Council hereby establishes The Reef Transit-Oriented Sign District (District), which shall be applicable to that area of the City shown on Map 1 for the area bounded by Washington Boulevard to the north, 21st Street to the south, Hill Street to the west, and Main Street to the east, and is separated by Broadway. Notwithstanding LAMC Section 13.11 B, the District is hereby established in the C2 zone encompassing the project area.

B. Sign Zones. This District is subdivided into five Sign Zones as shown on Map 1. The purpose of the Sign Zones is to address the relationship between sign intensity and the uses surrounding each Sign Zone. The five Sign Zones are divided into three Vertical Sign Zone Levels as described in Table 1-1 below. The purpose of the Vertical Sign Zone Levels is to address different sign viewing distances, including pedestrian views from street level, pedestrian views from a distance, and from vehicles.

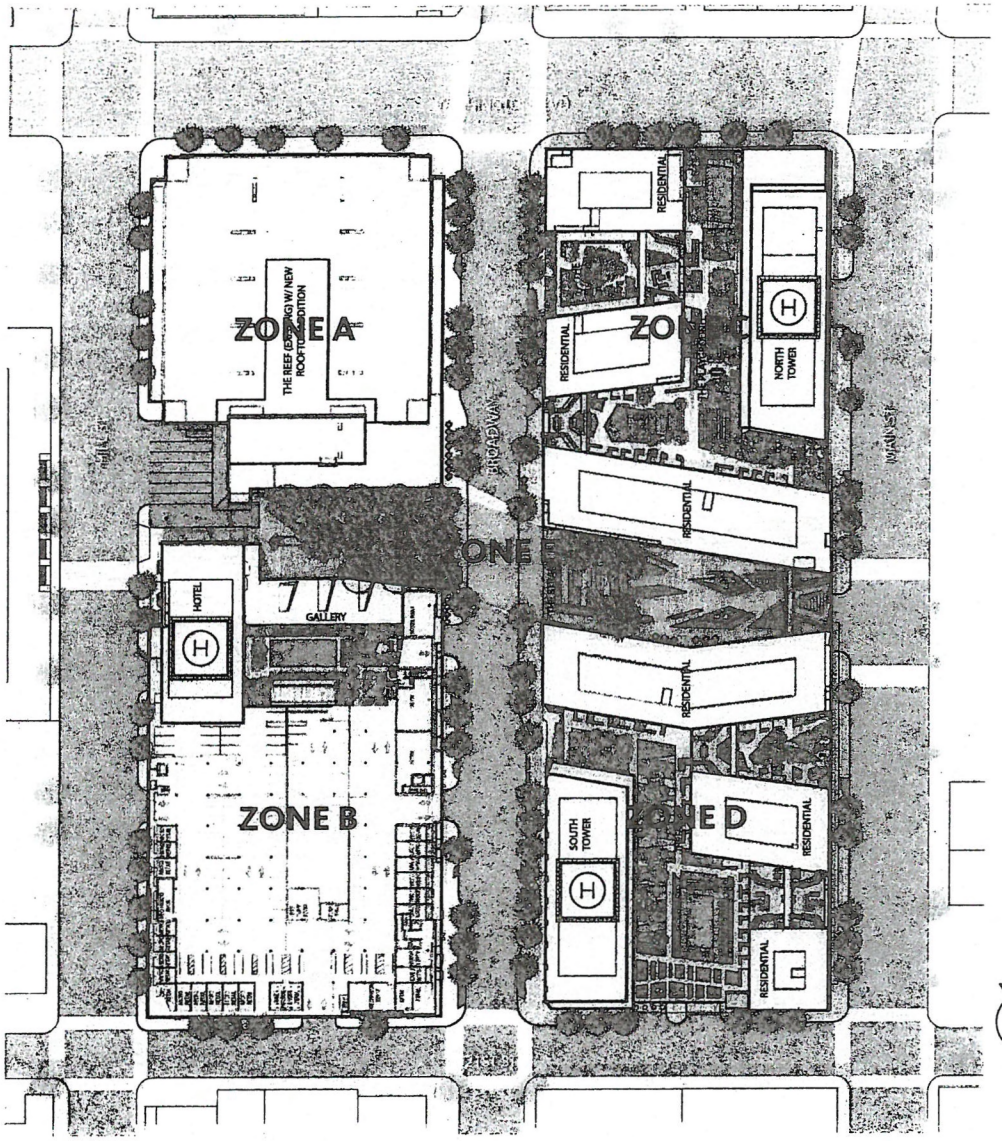
Table 1-1 — Vertical Sign Zones

Sign Zone	Height Above Grade
Sign Zone A	
Vertical Sign Zone Level 1	0 — 25 feet
Vertical Sign Zone Level 2	25 — 75 feet
Vertical Sign Zone Level 3	153 feet*
Sign Zone B	
Vertical Sign Zone Level 1	0 — 25 feet
Vertical Sign Zone Level 2	25 — 75 feet
Vertical Sign Zone Level 3	242 feet*
Sign Zone C	
Vertical Sign Zone Level 1	0 — 25 feet
Vertical Sign Zone Level 2	Signage prohibited
Vertical Sign Zone Level 3	150 feet*
Sign Zone D	
Vertical Sign Zone Level 1	0 — 25 feet
Vertical Sign Zone Level 2	Signage prohibited
Vertical Sign Zone Level 3	Signage prohibited
Sign Zone E	
Vertical Sign Zone Level 1	0 — 25 feet
Vertical Sign Zone Level 2	Signage prohibited
Vertical Sign Zone Level 3	Signage prohibited
* To top of sign	

Map 1

Sign Zones Map

[Map 1 follows this page.]



MAP 1: SIGN ZONE MAP

THE REEF

1980 S Broadway Los Angeles, CA 90007

Gensler + P-A-T-T-E-R-N-S

500 S. Figueroa Street
Los Angeles, CA 90071
TEL: 213.327.3600
FAX: 213.327.3601

3249 Casitas Av. Suite 214
Los Angeles, CA 90039
TEL: 323.284.8816

Issue	Date	Issue Description
	MAY 19, 2014	ENTITLEMENT
	AUGUST 7, 2015	ENTITLEMENT UPDATE
	JULY 6, 2016	ENTITLEMENT UPDATE
	JULY 18, 2016	ENTITLEMENT UPDATE
	AUGUST 22, 2016	ENTITLEMENT UPDATE

Seal/Signature

Project Name
THE REEF

Project Number
05.8747.800

Description
MAP 1: SIGN ZONE MAP

Scale
0 4 8 16 32

3.50

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PROJECT NORTH TRUE NORTH

Section 2. PURPOSES AND OBJECTIVES.

A. Generally. This District provides the regulatory framework for the Signs proposed for The Reef and surrounding areas in connection with the development and uses allowed by the project.

B. Purposes and Objectives.

1. Enable the regulation of Signs within the project area;

2. Support and enhance the land uses and urban design objectives in the Southeast Los Angeles Community Plan;

3. Encourage vibrant, clear, attractive signage that enhances the District while complementing and protecting the character of the surrounding areas by limiting visual clutter;

4. Ensure that new Signs are responsive to and integrated with the aesthetic character of the areas on which they are located, and are positioned in a manner that is compatible both architecturally and relative to other Signs within the District;

5. Encourage creative, well-designed Signs that are part of an integrated transit-oriented development that contribute positively to the District's visual environment, in a manner that accentuates the architectural characteristics of the project and reinforces the District's sense of place as a major urban destination, cultural and visitor destination, and a pedestrian-friendly experience to help maintain an image of quality and excellence for the Southeast Los Angeles Community Plan; and

6. Coordinate the location and display of Signs so as to minimize potential traffic hazards and protect public safety.

Section 3. APPLICATION.

A. Relationship to the Los Angeles Municipal Code. This Ordinance regulates Signs within the District. The regulations of this Ordinance are in addition to those set forth in the planning and zoning provisions of the LAMC. Wherever this Ordinance contains provisions that are different from, more restrictive than or more permissive than permitted by the LAMC, this Ordinance shall prevail and supersede the other applicable provisions, including, but not limited to, the requirements of Section 13.11, et seq., Section 14.4.1, et seq., and Section 91.6201, et seq., of the LAMC. Unless otherwise specified in this Ordinance to the contrary, all Signs shall comply with the following provisions of the LAMC: Section 14.4.4; Chapter II, Article 8, Section 28.00 et seq. (Advertising); Chapter VI, Article 7, Section 67.00, et seq. (Outdoor Advertising Structures, Accessory Signs, Post Signs and Advertising Statuary); and Chapter IX, Article 1, Division 62 (Signs).

B. On-Site and Off-Site Signs. All Signs listed in this Ordinance, and all Signs listed in Section 14.4.2 of the LAMC, which are not otherwise prohibited by this Ordinance, shall be allowed. Notwithstanding any other provision of the LAMC or this Ordinance, any Sign within the District may be either an On-Site Sign or Off-Site Sign as such terms are defined in this Ordinance. This Ordinance governs all aspects of Signs that are Off-Site Signs within the District.

Section 4. DEFINITIONS.

Whenever the following terms are used in this Ordinance, they shall be construed as defined in this Section. Notwithstanding Section 13.11 of the LAMC, words and phrases not defined herein shall be construed as defined in Sections 12.03 and Article 4.4 of the LAMC. The definitions set forth in this Section are intended to encompass future technologies and materials which may be utilized in the construction and implementation of the permitted Signs.

Applicant. Any entity or person, as defined in Section 11.01 of the LAMC, submitting an application for a Sign or Sign Support Structure including for Project Permit Compliance or modification thereto, for Project Permit Adjustment, or for an exception, or amendment to, or interpretation of this Ordinance.

Approved Signs. The Signs listed in Approved Signs attached as Appendix A to this Ordinance and Sign Support Structures associated with such Signs, which shall be in the approximate locations shown on the Conceptual Sign Locations and Conceptual Sign Drawings attached as Appendices B and C to this Ordinance approved by the City Council pursuant to this Ordinance as the same may be modified or amended from time to time in accordance with Section 6.D of this Ordinance.

Awning Signs. A Sign displayed on a canopy that projects over a deck, door or window of a building.

Building Frontage. The projection of the building walls upon the street used for street frontage.

Conceptual Sign Drawings. The conceptual Sign locations, plans, elevations, and renderings depicting the approved locations and types of permanent primary Signs within the District attached to this Ordinance as Appendices B and C, as the same may be modified or amended from time to time in accordance with Section 6.D of this Ordinance.

Director. The Director of City Planning or his or her designee.

District. The Reef Transit-Oriented Sign District regulated by this Ordinance.

Effective Date. The date upon which this Ordinance is adopted.

Existing Signs. The existing Signs on The Reef as identified in Appendices A, B, and C of this Ordinance.

Face of Building. The general outer surface, not including cornices, bay windows or architectural projections, of any exterior wall of a building.

Identification Sign. A Wall Sign that generally includes a company logo, generic type of business, or the name of a business or building.

Illuminated Architectural Canopy Sign. An enclosed illuminated structure that is attached to the wall of a building with the face of the Sign approximately parallel to the wall and with the message integrated into its surface.

Information Sign. A Sign that generally includes a message giving directions, instructions, menus, selections, or address numerals.

LABC. The Los Angeles Building Code.

LADBS. The City of Los Angeles Department of Building and Safety.

LAFD. The Los Angeles Fire Department.

LAMC. The Los Angeles Municipal Code.

Maximum Individual Sign Area. The maximum Sign Area of each individual Sign, which shall be set forth in Table 8-1.

Monument Sign. A freestanding Sign that is erected directly upon the existing or artificially created grade, or that is raised no more than 12 inches from the existing or artificially created grade to the bottom of the sign, and that has a horizontal dimension equal to or greater than its vertical dimension.

Non-Digital Display. Any Sign that is not a Digital Display.

Off-Site Sign. A Sign that displays any message directing attention to a business, product, service, profession, commodity, activity, event, person, institution or any other commercial message, which is conducted, sold, manufactured, produced, offered or occurs elsewhere than within the boundaries of the District.

On-Site Sign. A Sign that is other than an Off-Site Sign.

Owner. The owner of the fee interest in the land within any Sign Zone within the District, provided that during the term of any ground lease of land within the Sign Zone pursuant to a lease with an initial term greater than 25 years, the ground lessee under such ground lease shall also be considered to be an owner for purposes of this definition.

Pole Sign. A freestanding Sign that is erected or affixed to one or more poles or posts and that does not meet the requirements of a Monument Sign.

Projecting Sign. A Sign, other than a Wall Sign, that is attached to a building and projects outward from the building with one or more Sign Faces approximately perpendicular to the Face of Building.

Projection. The distance by which a Sign extends beyond the building line.

Project Permit Adjustment. A decision by the Director granting a minor adjustment from certain regulations of this Ordinance, subject to the limitations specified by Section 11.5.7 of the LAMC and this Ordinance.

Project Permit Compliance. A determination by the Director pursuant to Section 6.C of this Ordinance of a Sign or Sign Support Structure's compliance with this Ordinance either as submitted or with conditions imposed to achieve compliance.

Sign. Any whole or part of a display board, wall, screen or object, used to announce, declare, demonstrate, display or otherwise present a message and attract the attention of the public.

Sign Area. An area circumscribed by the smallest geometric shape created with a maximum of eight straight lines, which will enclose all words, letters, figures, symbols, designs and pictures, together with all framing, background material, colored or illuminated areas and attention-attracting devices, forming an integral part of an individual message except that:

1. Wall Signs having no discernible boundary shall have the areas between letters, words intended to be read together and any device intended to draw attention to the sign message included in any computation of surface area.

2. For spherical, cylindrical or other three-dimensional Signs, the area of the Sign shall be computed from the smallest two-dimensional geometrical shape or shapes, which will best approximate the greatest actual surface area visible from any one direction.

Sign Face. The surface upon which the Sign message is placed.

Sign Support Structure. A structure of any kind or character, erected, used or maintained for a Sign upon which any poster, bill, printing, painting, or other message may be placed.

Sign Zone Area. The right granted by this Ordinance to construct up to a specified square footage of Sign Area within each Sign Zone in accordance with the requirements of this Ordinance, excluding the Sign Area of certain Signs as set forth in this Ordinance.

Sign Zones. The five zones established by this Ordinance to regulate Signs as shown on Map 1 of this Ordinance.

Static. Restriction for any type of Sign to flash, change, move, blink, or otherwise refresh in whole or in part. All such signage shall remain static.

Street Frontage. The length of a line separating a lot from one street.

Temporary Construction Wall. A wooden fence or wooden barrier that provides protection for pedestrians and is erected and maintained on the perimeter of a construction or demolition site pursuant to Section 3303 and 3306 of the California Building Code.

Temporary Sign. Any Sign that is to be maintained for a limited duration, including paper Signs and other Signs that are not permanently affixed to the ground or building.

Total Sign Area. The right granted by this Ordinance to construct up to 51,655 square feet of Signs in accordance with the requirements of this Ordinance, excluding the Sign Area of certain Signs as set forth in this Ordinance.

Vertical Sign Zone Levels. The vertical levels established by this Ordinance to regulate Signs by vertical height as measured from adjacent grade as established in Table 1-1 of this Ordinance.

Wall Sign. A Sign on the wall of a building or structure, with the exposed face of the sign in a plane approximately parallel to the plane of the wall, that has been attached to, painted on, or erected against the wall; projected onto the wall; or printed on any material approved in Chapter 62 of the Los Angeles Municipal Code, which is supported and attached to the wall by an adhesive or other materials or methods.

Wayfinding Sign. Any pedestrian or auto oriented Sign that indicates the route to, direction of or location of a given goal, or that provides regulatory or service information of a non-advertising character.

Window Sign. A Sign that is attached to, affixed to, leaning against, or otherwise placed within six feet of a window or door in a manner so that the Sign is visible from outside the building. The term window sign shall not include the display of merchandise in a store window.

Section 5. PRIOR SIGNS; RIGHTS OF OWNER TO SIGNS.

The Existing Signs are hereby declared a legal and conforming use and may continue to exist and be constructed, operated, maintained, repaired, replaced or structurally altered by the Owner in accordance with the requirements of Section 91.6216 of the LAMC. The Owner shall have the right to continue to use the Existing Signs.

Section 6. PROCEDURAL REQUIREMENTS.

A. Requirements. LADBS shall not issue a permit for a Sign, a Sign Support Structure, Sign illumination, or alteration of an Existing Sign within the District beyond that authorized by Section 5 of this Ordinance unless the Sign complies with:

1. The requirements of this Ordinance as determined by the Director; and
2. Applicable requirements of the LAMC that are not otherwise superseded by this Ordinance.

B. Application. An Applicant requesting review of one or multiple Signs for conformity with this Ordinance or, if required or permitted hereby, a Project Permit Compliance or modification thereto, a Project Permit Adjustment, or an exception to, or interpretation of this Ordinance, shall submit the following to the Director in addition to those items specified in Section 11.5.7-B.2(a) of the LAMC:

1. Three copies of the Sign plan drawn to scale, indicating the type, height, placement, lettering styles, materials, colors and lighting methods and specifying the Sign Zone and Vertical Sign Zone Level for the proposed Sign(s) and indicating conformity with the requirements specified for that Sign and location as set forth in Section 8 and, if applicable, Section 9 of this Ordinance;
2. A graphic depiction of the location of the Sign(s) on the Conceptual Sign Drawings;
3. Architectural renderings of the proposed Sign(s); and
4. A scaled plot plan showing the location and size of all existing and proposed Signs.

C. Project Permit Compliance

1. **Required.** LADBS shall not issue a permit for any Signs, including the following sign types, unless the Director has issued a Project Permit Compliance approval pursuant to the procedures set forth in Section 11.5.7 of the LAMC:
   a. Projecting Signs;
   b. Wall Signs; and
   c. Any other type of allowable sign listed in this Ordinance, excluding Existing Signs.
2. **Exception.** No Project Permit Compliance or modification thereto or any Project Permit Adjustment or any exception, amendment or interpretation of this Ordinance shall be required for:

a. Construction, operation, maintenance, repair, replacement or structural alteration of any Approved Sign, Identification Sign or Temporary Sign and each Sign Support Structure associated with such Signs;

b. A change in Sign advertising or Sign text, images or copy;

c. Any construction for which a permit is required in order to comply with an order issued by LADBS to repair or replace an unsafe or substandard condition;

d. A modification to any Sign, Approved Sign, any Sign Support Structure or to the Conceptual Sign Drawings that results in:

(i) A change of a Sign from a Digital Display to a Non-Digital Display, or

(ii) Relocation of any such Sign if it is consistent with the location requirements in Section 8.C.1 or Section 9.W of this Ordinance and complies with the Sign Zone Area limitations in Section 8.E and Total Sign Area limitations in Section 8.F of this Ordinance.

3. **Definitions.** For purposes of any review required by this Ordinance pursuant to Section 11.5.7 of the LAMC, the term "specific plan," wherever used in Section 11.5.7 of the LAMC, shall be deemed to refer to this Ordinance and the term "Project" shall be deemed to refer, as the case may be, to a "Sign" or "Sign Support Structure" or to the "Conceptual Sign Plan."

4. **Process; Decision-Making Authority.** Requests for Project Permit Compliance, or modification thereto, for Project Permit Adjustment or for an exception, amendment or interpretation of this Ordinance shall be made in accordance with the procedures set forth in Section 11.5.7 of the LAMC; provided, however, that notwithstanding the provisions of Sections 11.5.7.6 through F and H of the LAMC, in each case where the Area Planning Commission has the authority for initial review, hearing and/or approval of a request for Project Permit Compliance, Project Permit Adjustment, modification to a Project Permit Compliance, or an exception, or interpretation of this Ordinance, the Director shall have initial decision-making authority for granting each of the foregoing.

5. **Findings.**

a. Project Permit Compliance. In granting a Project Permit Compliance approval for one or more Signs and/or Sign Support Structures, the Director shall make the following findings, provided that with respect to clauses (iii) and (iv) below, which relate to the architectural design or layout of the Signs and Sign Support Structures and not to content, such findings shall be used solely to condition an approval and shall not be used to deny a request for a Project Permit Compliance approval otherwise meeting the requirements of this Ordinance:

(i) The proposed Sign(s) and/or Sign Support Structure(s) comply with the applicable regulations of this Ordinance and any previously or concurrently granted exception, amendment or interpretation applicable thereto;

(ii) The proposed Sign(s) and/or Sign Support Structure(s) incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate any potentially significant environmental effect of the Sign(s) and/or Sign Support Structure(s), to the extent physically feasible;

(iii) The proposed Sign(s) and/or Sign Support Structure(s) are appropriately scaled to the architectural character of all buildings and the existing Signs, and structures within the applicable Sign Zone(s) and Vertical Sign Zone Level(s); and

(iv) All existing and proposed Sign(s) and Sign Support Structure(s) result in a complementary enhancement to the architecture and open spaces of the applicable Sign Zone(s) and Vertical Sign Zone Level(s).

Issuance of a Project Permit Compliance may be conditioned consistent with the applicable regulations of this Ordinance. In addition, in connection with any request for Director approval of a Project Permit Compliance pursuant to Section 6.C of this Ordinance, the Director may permit the use of any technology or material which did not exist as of the Effective Date, if the Director finds that such technology or material has been subject to review under the California Environmental Quality Act, if applicable, or that no such California Environmental Quality Act review is required.

b. Adjustments and Exceptions. An application to exceed the development regulations in this Ordinance with respect to any Sign or Sign Support Structure shall be processed in accordance with the procedures for Project Permit Adjustments or for exceptions of this Ordinance, as set forth in this Ordinance and LAMC Sections 11.5.7-E and F. In granting an adjustment or exception to this Ordinance, the Director shall make all of the following findings:

(i) Strict compliance would result in practical difficulty or unnecessary hardship inconsistent with the purposes of the zoning restrictions, due to unique physical or topographic circumstances or conditions of design;

(ii) Strict compliance would deprive the Applicant of privileges enjoyed by owners of similarly zoned property; and

(iii) An adjustment or exception, as applicable, would not constitute a grant of special privilege.

6. **Appeals.** The appeal rights set forth in Section 11.5.7 of the LAMC shall apply to applications made under this Ordinance, except as otherwise modified by this Ordinance.

D. Conceptual Sign Drawings. The Director shall refer to the Conceptual Sign Drawings in Appendices B and C and the regulations set forth in Sections 8 and 9 of this Ordinance to provide guidance in approving Signs and/or Sign Support Structures within the District. The Conceptual Sign Drawings may be modified or updated in accordance with this Ordinance by a Director's determination upon a finding by the Director that the Total Sign Area and applicable Zone Sign Area(s) are not exceeded and the Signs depicted by such modifications comply with the regulations set forth in Sections 8 and 9 of this Ordinance, as applicable and are determined by the Director to be within the envelope of the project and environmental impacts analyzed by the Final Environmental Impact Report (SCH No. 2014071054), or any subsequent environmental document prepared or reviewed and approved by the City.

E. Conditions. All Signs pursuant to this Ordinance shall comply with the following conditions:

1. The proposed lighting displays (at all levels) shall have a wattage draw not to exceed 12 watts/sq. ft to meet Title 24 2013 requirements.

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.

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.

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						
	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						
	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						
	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						
	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

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.

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.

6. 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.

Section 7. APPROVED SIGNS.

This Ordinance approves and authorizes the construction, operation, and use of Approved Signs without further discretionary action, except subject to Section 6 of this Ordinance.

Section 8. GENERAL REQUIREMENTS.

A. General Requirements of the LAMC. The intent of this Ordinance is to create a Transit-Oriented Sign District with dynamic and creative signage, including Signs that are not otherwise permitted by the LAMC. Except as otherwise provided herein, LAMC Sections 28.10, 28.11, 28.15, 67.02(a) and 67.29 shall be superseded by this Ordinance. Unless otherwise specified in this Ordinance to the contrary, the general Sign requirements set forth in the LAMC shall apply to this Ordinance for permits, plans, design and construction, materials, and maintenance. For Signs in this District, the provisions of this Ordinance shall preempt the regulations in LAMC Sections 14.4.1, et seq., and 91.6201, et seq., relating to height, sign area or location. A building permit shall be obtained from LADBS in accordance with the applicable provisions of LAMC, for any signs, sign structures, and/or sign alterations, other than changes to or replacement of copy.

B. Permitted and Prohibited Signs.

1. **Permitted Signs.** Unless specifically prohibited by this Ordinance and notwithstanding the applicable regulations of the LAMC, Signs defined in Section 4 of this Ordinance, all Existing Signs, and Signs otherwise permitted by the LAMC shall be permitted within the District.

2. **Prohibited Signs.** Except as otherwise provided, Signs shall be prohibited if they:

   a. Are digital and/or animated;

b. Are supergraphic;

c. Contain obscene matters, as defined in Section 311 of the Penal Code of the State of California;

d. Contain or consist of posters, pennants, banners, ribbons, streamers or spinners, except as permitted by the LAMC;

e. Contain flashing, mechanical and strobe lights in conflict with the provisions of LAMC Sections 80.08.4 and 93.0107;

f. Are revolving and where all or any portion rotate at greater than six revolutions per minute;

g. Are tacked, pasted or otherwise temporarily affixed on the walls of buildings, barns, sheds, trees, poles, posts or fences, except as permitted by the LAMC;

h. Are affixed to any vehicle or trailer on private property if the vehicle or trailer is not intended to be otherwise used in the business and the sole purpose of attaching the sign to the vehicle or trailer is to attract people to a place of business;

i. Emit audible sounds, odor or visible matter;

j. Use human beings, live animals, animated figures, motion pictures or continuous motion in connection with any Sign;

k. Are inflatable devices; and

l. Obstruct the free operation of exterior doors, vents, rescue windows or other openings that serve occupants of buildings.

C. General Sign Location Requirements. The following general Sign location provisions shall be in addition to the provisions set forth in Section 9 of this Ordinance.

1. **Location.** A Sign affixed to a structure shall be deemed to be in compliance with the requirements of this Ordinance with respect to location if the Sign's location is as depicted on the Conceptual Sign Drawings in Appendices B and C, or within 10 percent of the height or width of the façade (in feet) of that location. A freestanding Sign shall be deemed to be in compliance with the requirements of this Ordinance with respect to location if that Sign's location is as depicted on the Conceptual Sign Drawings in Appendices B and C, or within 15 feet horizontally from that location.

2. **Hazard Review.** Signs that adhere to the regulations outlined in this Ordinance shall be exempted from the Hazard Determination review procedures in the LAMC.

3. **Freeway Exposure.** Signs that adhere to the regulations outlined in this Ordinance shall be exempted from the Freeway Exposure regulations in the LAMC.

D. Sign Zones.

1. **Sign Zone A.**

a. Vertical Sign Zone Level 1

(i) Allowed Signs. All Signs which are allowed by this Ordinance limited to:

i. Awning Signs;

ii. Identification Signs;

iii. Illuminated Architectural Canopy Signs;

iv. Information Signs;

v. Monument Signs;

vi. Pole Signs;

vii. Projecting Signs;

viii. Temporary Signs;

ix. Temporary Signs on Temporary Construction Walls;

x. Wall Signs;

xi. Wayfinding Signs;

xii. Window Signs; and

xiii. Any other Sign and/or Sign Support Structure exceptions described in Section 6.C.2 of this Ordinance.

~~(ii)~~ Allowed Sign Area. The Sign Zone A, Vertical Sign Zone Level 1 shall not exceed 756 square feet.

b. Vertical Sign Zone Level 2

(i) Allowed Signs. All Signs which are allowed by this Ordinance not limited to:

i. Digital Displays;

ii. Identification Signs;

iii. Information Signs;

iv. Integral Digital Displays;

v. Wall Signs;

vi. Wayfinding Signs;

vii. Window Signs; and

viii. Any other Sign and/or Sign Support Structure exceptions described in Section 6.C.2 of this Ordinance.

(ii) Allowed Sign Area. The Sign Zone A, Vertical Sign Zone Level 2 shall not exceed 3,747 square feet.

c. Vertical Sign Zone Level 3

(i) Allowed Signs. All Signs which are allowed by this Ordinance: limited to:

i. Wall Signs.

(ii) Allowed Sign Area. The Sign Zone A, Vertical Sign Zone Level 3 shall not exceed 17,940 square feet for one sign on the north façade and 8,190 square feet for one sign on the east façade for a total of 26,130 square feet for two allowable signs.

2. Sign Zone B.

a. Vertical Sign Zone Level 1

(i) Allowed Signs. All Signs which are allowed by this Ordinance limited to:

i. Awning Signs;

ii. Identification Signs;

iii. Illuminated Architectural Canopy Signs;

iv. Information Signs;

v. Monument Signs;

vi. Pole Signs;

vii. Projecting Signs;

viii. Temporary Signs;

ix. Temporary Signs on Temporary Construction Walls;

x. Wall Signs;

xi. Wayfinding Signs;

xii. Window Signs; and

xiii. Any other Sign and/or Sign Support Structure exceptions described in Section 6.C.2 of this Ordinance.

(ii) The Sign Zone B, Vertical Sign Zone Level 1 shall not exceed 1,371 square feet.

b. Vertical Sign Zone Level 2

(i) Allowed Signs. All Signs which are allowed by this Ordinance limited to:

i. Identification Signs;

ii. Information Signs;

iii. Wall Signs;

iv. Wayfinding Signs;

v. Window Signs; and

vi. Any other Sign and/or Sign Support Structure exceptions described in Section 6.C.2 of this Ordinance.

(ii) The Sign Zone B, Vertical Sign Zone Level 2 shall not exceed 4,222 square feet.

c. Vertical Sign Zone Level 3

(i) Allowed Signs. All Signs which are allowed by this Ordinance limited to:

i. Wall Signs.

(ii) The Sign Zone B, Vertical Sign Zone Level 3 shall not exceed 2,926 square feet each for two signs and 1,364 square feet each for two signs for a total of 8,580 square feet for four allowable signs.

3. **Sign Zone C.**

a. Vertical Sign Zone Level 1

(i) Allowed Signs. All Signs which are allowed by this Ordinance limited to:

i. Awning Signs;

ii. Identification Signs;

iii. Illuminated Architectural Canopy Signs;

iv. Information Signs;

v. Monument Signs;

vi. Pole Signs;

vii. Projecting Signs;

viii. Temporary Signs;

ix. Temporary Signs on Temporary Construction Walls

x. Wall Signs;

xi. Window Signs; and

xii. Any other Sign and/or Sign Support Structure exceptions described in Section 6.C.2 of this Ordinance.

(ii) Allowed Sign Area. The Sign Zone C, Vertical Sign Zone Level 1 shall not exceed 749 square feet.

b. Vertical Sign Zone Level 2 – Signs Prohibited

c. Vertical Sign Zone Level 3

(i) Allowed Signs. All Signs which are allowed by this Ordinance limited to:

i. Wall Signs.

(ii) Allowed Sign Area. The Sign Zone C, Vertical Sign Zone Level 3 shall not exceed 5,325 square feet for one allowable sign.

4. Sign Zone D.

a. Vertical Sign Zone Level 1

(i) Allowed Signs. All Signs which are allowed by this Ordinance limited to:

i. Awning Signs;

ii. Identification Signs;

iii. Illuminated Architectural Canopy Signs;

iv. Information Signs;

v. Monument Signs;

vi. Pole Signs;

vii. Projecting Signs;

viii. Temporary Signs;

ix. Temporary Signs on Temporary Construction Walls

x. Wall Signs;

xi. Window Signs; and

xii. Any other Sign and/or Sign Support Structure exceptions described in Section 6.C.2 of this Ordinance.

(ii) Allowed Sign Area. The Sign Zone D, Vertical Sign Zone Level 1 shall not exceed 694 square feet.

b. Vertical Sign Zone Level 2 – Signage Prohibited

c. Vertical Sign Zone Level 3 – Signage Prohibited

5. Sign Zone E.

a. Vertical Sign Zone Level 1

(i) Allowed Signs. All Signs which are allowed by this Ordinance limited to:

i. Awning Signs;

ii. Identification Signs;

iii. Illuminated Architectural Canopy Signs;

iv. Information Signs;

v. Monument Signs;

vi. Pole Signs;

vii. Projecting Signs;

viii. Temporary Signs;

ix. Temporary Signs on Temporary Construction Walls

x. Wall Signs;

xi. Window Signs; and

xii. Any other Sign and/or Sign Support Structure exceptions described in Section 6.C.2 of this Ordinance.

(ii) Allowed Sign Area. The Sign Zone E, Vertical Sign Zone Level 1 shall not exceed 81 square feet.

b. Vertical Sign Zone Level 2 – Signage Prohibited

c. Vertical Sign Zone Level 3 – Signage Prohibited

E. Sign Area.

1. **Total Sign Area and Temporary Sign Rights.**

a. Total Sign Area. The Total Sign Area available for Signs in the District shall be 51,655 square feet; provided, however, that the Sign Area of the following types of Signs shall be excluded in the calculation of Total Sign Area:

(i) Existing Signs; and

(ii) Temporary Signs.

b. Temporary Sign Area. The combined maximum Sign Area of Temporary Signs authorized by this Ordinance shall not exceed two square feet for each foot of street frontage and the combined Sign Area of Temporary Signs, when placed upon a window, and any other Window Signs shall not exceed a maximum of ten percent of the window area.

2. **Maximum Individual Sign Area.** The Maximum Individual Sign Area shall be as set forth in Table 8-1.

Table 8-1

MAXIMUM INDIVIDUAL SIGN AREA*

Sign Zone	Maximum Individual Sign Area
Sign Zone A	
Vertical Sign Zone Level 1	54 square feet
Vertical Sign Zone Level 2	200 square feet
Vertical Sign Zone Level 3	One sign at 17,940 square feet and one sign at 8,190 square feet
Sign Zone B	
Vertical Sign Zone Level 1	198 square feet
Vertical Sign Zone Level 2	54 square feet
Vertical Sign Zone Level 3	Two signs at 2,926 square feet each and two signs at 1,364 square feet each
Sign Zone C	
Vertical Sign Zone Level 1	160 square feet
Vertical Sign Zone Level 2	Signage Prohibited
Vertical Sign Zone Level 3	One sign at 5,325 square feet
Sign Zone D	
Vertical Sign Zone Level 1	100 square feet
Vertical Sign Zone Level 2	Signage Prohibited
Vertical Sign Zone Level 3	Signage Prohibited
Sign Zone E	
Vertical Sign Zone Level 1	54 square feet
Vertical Sign Zone Level 2	Signage Prohibited
Vertical Sign Zone Level 3	Signage Prohibited

* Does not apply to Existing Signs or Temporary Signs.

F. Signs Within More Than One Sign Zone or Vertical Sign Level. Signs may be located in more than one Sign Zone and more than one Vertical Sign Zone Level, provided that each portion of the Sign contained in each of the Sign Zone or Vertical Sign Zone Level meets the applicable requirements of this Ordinance for that Sign Zone or Vertical Sign Zone Level. In no event shall the Sign Area of an individual Sign exceed the Maximum Individual Sign Area for the Sign Zone or Vertical Sign Zone Level in which the majority of the Sign is located. Adjustments for Identification Signs primarily located within one Vertical Sign Zone Level, and protruding by less than 10

linear feet into a second, more restrictive Vertical Sign Zone Level, may be processed to comply with the less restrictive Vertical Sign Zone Level requirements pursuant to a Project Permit Adjustment under Sections 6.D.4 and 6.D.5 of this Ordinance. Where portions of a Sign are subject to differing hours of operation or other regulations, each portion of the Sign shall be subject to the applicable regulations for the Vertical Sign Zone Level in which that portion of the Sign is located.

G. Illumination.

1. **Generally.** Signs within the District may be illuminated by either internal or external means. Methods of Sign illumination may include electric lamps, such as neon tubes; fiber optics; incandescent lamps; LED; LCD; cathode ray tubes exposed directly to view; shielded spot lights; and wall wash fixtures.

2. **Regulations.** Signs shall meet the following criteria with respect to illumination:

   a. The intensity of each Sign display shall be controlled with a photocell with an adjustable set-point that measures available daylight. This set-point shall be used to control the intensity of the Sign output to either the daytime or nighttime brightness standards set forth below.

   b. The brightness of any Sign that includes neon, neon-like, or LED elements shall be fully dimmable and controlled by a timer, which shall be maintained in good working order.

   c. All illuminated Signs shall be designed, located, and/or screened so as to minimize light travel onto the exterior walls of residential units and the public right-of-way.

   d. All light emitting diodes used within any illuminated Sign shall have a maximum horizontal beam spread of 165 degrees. The maximum or peak light output of any Sign shall be at or below horizontal.

H. Materials. The materials, construction, application, location and installation of any Sign shall be in conformity with the Los Angeles Building Code and the Los Angeles Fire Code and shall be subject to the following requirements:

1. Signs shall not use highly reflective materials such as mirrored glass.

2. A Sign that is comprised of vinyl or other material may be attached to a wall with an adhesive approved by the Los Angeles Fire Department (LAFD) or by mechanical means approved by LADBS.

3. Signs comprised of mylar or other film-like transparent material, such as perforated vinyl, may be applied directly to Windows using materials approved by LAFD.

4. All new Signs and Sign Support Structures shall be made of noncombustible materials or plastics approved by both the LAFD and LADBS. In the case of new or untested materials, the Applicant shall submit a sample of a Sign's material to both the LAFD and LADBS for approval.

I. Visual Maintenance. All Signs shall be maintained to meet the following criteria at all times:

1. The building and ground area around all Signs shall be properly maintained. All unused mounting structures, hardware, and wall perforation from any abandoned Sign shall be removed and building surfaces shall be restored to their original condition.

2. All Sign copy shall be properly maintained and kept free from damage and other unsightly conditions, including graffiti.

3. All Sign Support Structures shall be kept in good repair and maintained in a safe and sound condition and in conformity with all applicable codes.

4. Razor wire, barbed wire, concertina wire, or other barriers preventing unauthorized access to any Sign, if any, shall be hidden from public view.

5. The Sign copy must be repaired or replaced immediately upon tearing, ripping, or peeling, or when marred or damaged by graffiti.

6. No access platform, ladder, or other service appurtenance, visible from the sidewalk, street, or public right-of-way, shall be installed or attached to any Sign Support Structure.

7. Signs that are no longer serving the current tenants, including Sign Support Structures, shall be removed and the building facades originally covered by the Signs shall be repaired and/or resurfaced with materials and colors that are compatible with the facades.

8. Any Sign that includes individual or corporate names as part of the building identification shall be designed so as to present internally consistent and internally proportionate Sign copy.

9. Signs that include individual or corporate names shall utilize lettering size and styles which are generally uniform, in order that all words or names within the Sign are not of a significantly different scale than the rest of the Sign copy.

Section 9. STANDARDS FOR SPECIFIC TYPES OF SIGNS.

A. Awning Signs.

1. General.

a. No Sign shall be placed on any portion of an awning except the valance.

b. The Sign lettering is limited to a maximum of 12 inches in height on the portion of the valance that is parallel to the Face of Building, only when the awning complies with all applicable provisions of LAMC Sections 91.3202 and 91.3202.3.1.

c. Signs are not permitted on awnings with a valance above a height of 14 feet as measured from the nearest sidewalk or edge of roadway grade to the top of the valance.

d. Have uniformly proportioned lettering that fits within 80% of the dimensions of the valance,

e. Have no internal illumination.

f. Be constructed of high-quality fabric, canvas, metal, or other similar materials.

B. Existing Signs.

1. **General.**

a. The Existing Signs, as shown on Appendices B and C of this Ordinance, shall not be limited by this Ordinance, unless the Existing Signs are substantially remodeled or replaced.

b. The Existing Signs may incorporate other types of Sign elements allowed by this Ordinance and shall be subject to Section 6 of this Ordinance.

C. Identification Signs.

1. **General.** An Identification Sign may take the form of any type of Sign permitted by this Ordinance.

2. **Sign Area.** The Sign Area of individual Signs may vary in size from the Sign Areas listed in Appendix A of this Ordinance.

3. **Location.**

a. Identification Signs may be located in all Sign Zones unless restricted by regulations in this Ordinance applicable to the particular type of Sign.

b. Identification Signs are permitted to break the plane of a roof. Any portion of an Identification Sign that reaches above the plane of a roof shall consist of freestanding letters or characters that are not applied or attached to any background structure, building, or material, except as necessary for support.

D. Illuminated Architectural Canopy Signs

1. **General.** An Illuminated Architectural Canopy Sign may take the form of any type of Sign permitted by this Ordinance, except that Illuminated Architectural Canopy Signs shall:

   a. Be constructed of ornate ironwork, other metals, or decorative, solid and durable materials that comply with the City of Los Angeles's Building Code.

   b. Have three sign faces, one parallel and two perpendicular to the associated street frontage

   c. Have sign faces designed in a complementary manner with the same design.

   d. Not be constructed of plastic, vinyl, fabric, or other nonstructural materials.

   e. Not have changeable letters and symbols, such as those found on a marquee.

   f. Be placed on a fully enclosed architectural canopy, with a decorative treatment on the bottom surface so as to shield from view any support mechanisms, wiring, and structures.

   g. Be placed on a structure that is above a primary building entrance, and shall be scaled to the horizontal width of that entrance.

2. **Area.**

   a. The area of Illuminated Architectural Canopy Signs shall not exceed two square feet for each foot of street frontage, plus one square foot for each foot of Building Frontage along the same street.

   b. In applying Sign Area limits, only the area occupied by the message of the Illuminated Architectural Canopy Signs will be used.

   c. The combined Sign Area of Illuminated Architectural Canopy Signs and Wall Signs facing the same direction shall not exceed two square feet for each foot of street frontage, plus one square foot for each foot of Building Frontage along the same street.

   d. The combined Sign Area of Illuminated Architectural Canopy Signs, Projecting Signs, Monument Signs, Wall Signs, Pole Signs and Window Signs shall not exceed four square feet for each foot of street frontage on which the signs are located.

3. **Height.** An Illuminated Architectural Canopy Sign shall not extend above the top of the wall of a building.

4. **Clearance.** Illuminated Architectural Canopy Signs shall have a minimum clearance of eight feet above the sidewalk grade or edge of roadway grade nearest the Sign and shall not be located closer than two feet from the curb of any roadway, as measured horizontally.

5. **Emergency Personnel Access.** Illuminated Architectural Canopy Signs shall not occupy a four-foot distance along the exterior wall at one corner of the building's street frontage and an additional four-foot distance along every 50 feet of the Building Frontage.

6. **Illumination.** The Sign shall be internally illuminated so as to illuminate the canopy and the exterior wall below. The Sign shall bear the electric sign label of an approved testing agency with a re-inspection service.

7. **Projections.** Illuminated Architectural Canopy Signs may project over a building line. However, in no event may an Illuminated Architectural Canopy Sign project more than three feet from the Face of the Building.

E. Information Signs

1. **General.** An Information Sign may take the form of any type of Sign permitted by this Ordinance.

2. **Area.** Information Signs shall not exceed 25 square feet in area.

3. **Location.** Identification Signs may be located in all Sign Zones unless restricted by regulations in this Ordinance applicable to the particular type of Sign.

4. **Height.** Information Signs shall be limited to a maximum overall height of 6 feet 6 inches above the sidewalk grade or edge of roadway grade nearest the Sign.

F. Monument Signs.

1. **General.** A Monument Sign may take the form of any type of Sign permitted by this Ordinance.

2. **Area.**

   a. The sign area of Monument Signs shall not exceed 1.5 square feet per foot of street frontage nor a maximum of 75 square feet for the Sign Face visible to the same direction of traffic.

   b. The combined sign area of Monument Signs, Projecting Signs, Wall Signs, Illuminated Architectural Canopy Signs, Pole Signs and Window Signs shall not exceed four square feet for each foot of street frontage on which the signs are located.

3. **Height.** Monument signs shall be limited to a maximum overall height of 8 feet above sidewalk grade or edge of roadway grade nearest the sign.

4. **Location.** Monument Signs shall be located at least 7.5 feet from interior lot lines and at least 15 feet from any other Monument Sign, Projecting Sign or Pole Sign. The location of Monument Signs shall not interfere or present a hazard to pedestrian or vehicular traffic.

5. **Shape.** Monument Signs shall have a horizontal dimension equal to or greater than their vertical dimension.

6. **Projection.** Monument Signs shall not project over the roof of a building or over the building line.

G. Pole Signs

1. **General.**

   a. A Pole Sign may take the form of any type of Sign permitted by this Ordinance.

   b. Pole Signs shall not be permitted on that portion of a lot having less than 50 feet of street frontage. Lots having a street frontage of at least 50 feet may have a Pole Sign for each 200 feet or fraction of that area of street frontage, if the street frontage does not contain an existing Pole Sign or Projecting Sign.

2. **Area.**

   a. Sign Area visible to the same direction of traffic shall not exceed two square feet for each foot of street frontage, plus one square foot for each foot of Building Frontage along the same street.

   b. The maximum area of any one Pole Sign shall not exceed 400 square feet.

   c. Any Pole Sign that is located at the street corner of a corner lot may use the greater street frontage for area limitations.

   d. The combined Sign Area of Pole Signs, Projecting Signs, Monument Signs, Illuminated Architectural Canopy Signs, Wall Signs and Window Signs shall not exceed four square feet for each foot of street frontage.

3. **Height.**

   a. Height shall be measured from the nearest sidewalk or edge of roadway grade to the top of the Sign. The overall height limitation shall be determined by street frontage as follows:

      (i) 25 feet for lots having 50 feet of street frontage;

(ii) 35 feet for lots having more than 50 feet and less than 100 feet of street frontage; and

(iii) 42 feet for lots having at least 100 feet of street frontage.

b. Any Pole Sign that is located at the street corner of a corner lot may use the greater street frontage for determining height limitation. In no event shall a Sign exceed the height specified for the height district in which the sign is located.

4. **Location.**

a. Pole Signs shall be located at least ten feet from interior lot lines; however, on corner lots and flag lots, Pole Signs may be located five feet from interior lot lines.

b. A Pole Sign shall be located at least 15 feet from any other Pole Sign, Projecting Sign or Monument Sign.

c. Pole Signs shall be located so as not to interfere or present a hazard to pedestrian or vehicular traffic.

d. Where the lower part of a Pole Sign is less than eight feet above sidewalk grade or the edge of roadway grade nearest the Sign, the Sign shall extend to grade or shall be installed in a planter that extends beyond the edges of the Sign and Sign Support Structure and that is a minimum of 18 inches in height.

5. **Projections.** A Pole Sign may project over a building line, but shall not extend beyond the limits shown in Appendix D. Sign projections shall fall within an area that is perpendicular to the building line and has a width of three feet as measured parallel to the building line.

6. **Other Requirements.** A maximum of two poles shall be permitted for any Pole Sign. The maximum cross-sectional dimension of a pole shall not exceed ten percent of the overall height of the Sign.

H. Projecting Signs.

1. **General.**

a. A Projecting Sign may take the form of any type of Sign permitted by this Ordinance.

b. Projecting Signs shall not be permitted on that portion of a lot having less than 50 feet of street frontage. Lots having a street frontage of at least 50 feet may have a Projecting Sign for each 200 feet or fraction of that area of street frontage, if the street frontage does not contain an existing Projecting Sign or a Pole Sign.

2. **Area.**

   a. The sign area of Projecting Signs visible to the same direction of traffic shall not exceed 25 square feet plus 1.5 square feet for each foot of street frontage up to a maximum sign area of 300 square feet. Any Projecting Sign located at the street corner of a corner lot may use the greater street frontage in computing area limitations.

   b. The combined sign area of Projecting Signs, Wall Signs, Monument Signs, Illuminated Architectural Canopy Signs, Pole Signs and Window Signs shall not exceed four square feet for each foot of street frontage.

3. **Height.**

   a. A Projecting Sign shall not be located lower than eight feet above sidewalk grade or edge of roadway grade nearest the sign and shall not extend above the top of the wall.

4. **Location.**

   a. A Projecting Sign shall be located at least 7.5 feet from any interior lot line.

   b. A Projecting Sign shall be located at least 15 feet from any other Projecting Sign, Monument Sign or Pole Sign.

   c. The plane of the Sign Face of a Projecting Sign shall be within 15 degrees of being perpendicular to the face of the building, except at the corner of the building.

5. **Projections.**

   a. A Projecting Sign may project over the building line, but shall not extend beyond the limits shown in Appendix D of this Ordinance. Sign projections shall fall within an area that is perpendicular to the building line and has a width of three feet as measured parallel with the building line. In no event, may a Projecting Sign project more than eight feet from the Face of Building.

   b. For Projecting Signs located above a 16-foot height and on a lot having a street frontage greater than 50 feet, projections over the building line may vary linearly from five feet at 50 feet to eight feet at 100 feet of street frontage.

I. **Temporary Signs.**

1. **General.** No Temporary Sign shall also be an off-site sign, except for temporary signs on temporary construction walls.

2. **Permit Required.** Notwithstanding any other provision of this Ordinance, a building permit shall be required for a temporary sign, pennant, banner,

ribbon, streamer or spinner. The permit application shall specify the dates being requested for authorized installation and the proposed location.

EXCEPTION: No building permit shall be required for a temporary sign, pennant, banner, ribbon streamer or spinner of less than 20 square feet of sign area that contains a political, ideological or other noncommercial message.

3. **Area.**

   a. Temporary Signs shall not be included in the calculation of Sign Zone Area or Total Sign Area.

   b. The combined sign area of Temporary Signs shall not exceed two square feet for each foot of street frontage.

   c. The combined sign area of Temporary Signs, when placed upon a window and any other Window Signs shall not exceed a maximum of ten percent of the window area.

4. **Time Limit.** Temporary Signs shall be removed within 30 days of installation and shall not be reinstalled for a period of 30 days from the date of removal of the previous sign. The installation of temporary signs shall not exceed a total of 90 days in any calendar year.

   EXCEPTION: Temporary signs that do not require a building permit may be installed for a period of greater than 30 days, provided that such signs shall not exceed a total of 90 days in any calendar year.

5. **Location.**

   a. Temporary Signs may be located in all Sign Zones.

   b. Temporary Signs may be tacked, pasted or otherwise temporarily affixed to windows, on the walls of buildings or fences.

6. **Construction.**

   a. Temporary Signs may contain or consist of posters, pennants, ribbons, streamers or spinners. Temporary Signs may be made of paper or any other material. If the Temporary Sign is made of cloth, it shall be flame retardant when the aggregate area exceeds 100 square feet. Every Temporary Sign shall be supported and attached with stranded cable of 1/16-inch minimum diameter or by other methods as approved by LADBS.

J. Temporary Signs On Temporary Construction Walls

1. **Permit Required.** A building permit shall be required for a Temporary Sign on a Temporary Construction Wall. Temporary Signs on Temporary Construction Walls shall comply with the construction requirements of the LAMC. For

purposes of this section, the term "applicant" shall mean the owner of the sign company or, if there is no sign company, the owner of the property.

2. **Area.** Signs placed on Temporary Construction Walls or solid wood fences surrounding vacant lots pursuant to the terms of this Ordinance shall not extend above the top of the wall or fence and shall comply with the following:

   a. The combined Sign Area of Temporary Signs shall not exceed eight square feet for each foot of street frontage.

   b. Individual signs shall not exceed a sign area of 250 square feet.

   c. Signs may be grouped to form a maximum sign area of 250 square feet.

   d. Signs or groups of signs having an area of 250 square feet shall be separated from any other sign on the temporary construction walls or solid wood fences surrounding vacant lots by at least ten feet measured horizontally.

3. **Time Limit.** Signs placed on Temporary Construction Walls or solid wood fences surrounding vacant lots pursuant to the terms of this Ordinance shall be allowed to remain for as long as the building permits associated with the construction site remain in effect or for a period of two years, whichever is less. Signs on solid wood fences surrounding vacant lots, which are not construction sites, shall remain for a time period not to exceed one year.

4. **Height.**

   a. Signs may only be placed to a maximum height of eight feet.

5. **Location.**

   a. Temporary Signs placed on the exterior surfaces of any Temporary Construction Walls or solid wood fences surrounding vacant lots are limited to lots located in the C, M or RAS zones.

K. Wall Signs.

1. **General.** Wall Signs may take the form of any type of Sign permitted by this Ordinance.

2. **Area.**

   a. 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, except that any Approved Sign that is deemed a Wall Sign may be limited to the Sign Area identified in Appendix A.

b. The combined Sign Area of Illuminated Architectural Canopy Signs and Wall Signs facing the same direction shall not exceed two square feet for each foot of street frontage, plus one square foot for each foot of building frontage along the same street.

c. The combined Sign Area of Wall Signs, Projecting Signs, Monument Signs, Illuminated Architectural Canopy Signs, Pole Signs and Window Signs shall not exceed four square feet for each foot of street frontage on which the signs are located.

3. **Height.** A Wall Sign may extend above the top of the wall of the building.

4. **Location.**

a. No wall sign shall be located on a wall that faces and is within five feet of an interior lot line.

b. No wall sign shall be placed over the exterior surface of any opening of a building, including its windows, doors, and vents.

5. **Projection.**

a. No Wall Sign shall have a projection over any public street, other public property or building line greater than that permitted in Appendix D of this Ordinance.

b. No Wall Sign shall project more than 24 inches from the Face of Building. If any message is placed on the edge of a Wall Sign, then that portion of the Wall Sign shall be regulated as a Projecting Sign.

L. Window Signs.

1. **General.** Window Signs may take the form of any type of Sign permitted by this Ordinance, except that Window Signs shall:

a. Utilize a transparent background when comprised of individual letters.

b. Not be internally illuminated.

2. **Area.**

a. The total area of all Window Signs shall not exceed ten percent of the area of the window.

b. The combined Sign Area of Wall Signs, Projecting Signs, Monument Signs, Illuminated Architectural Canopy Signs, Pole Signs and Window Signs shall not exceed four square feet for each foot of street frontage on which the signs are located.

Section 10. INTERPRETATION.

Whenever any ambiguity or uncertainty exists related to this Ordinance or the application of this Ordinance so that it is difficult to determine the precise application of these provisions, the Director shall, upon application by an Owner, operator or lessee, issue written interpretations on the requirements of this Ordinance consistent with the purpose and intent of this Ordinance. A request for an interpretation shall be filed pursuant to Section 11.5.7.H (Interpretations of Specific Plans).

Section 11. SEVERABILITY.

If any provision of this Ordinance or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other provisions, clauses or applications of said Ordinance, which can be implemented without the invalid provision, clause or application, and to this end, the provisions and clauses of this Ordinance are declared to be severable.

Section 12.

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.

DECLARATION OF POSTING ORDINANCE

I, [ ], state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No. [ ] — Establishing The Reef Transit-Oriented Sign District pursuant to the provisions of Section 13.11 of the Los Angeles Municipal Code — a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on [ ], 2016, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on [ ], 2016 I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on [ ], 2016 and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this [ ]th day of [ ] 2016 at Los Angeles, California.

_____

[ ], Deputy City Clerk

Ordinance Effective Date: [ ], 2016 Council File No. [ ]

APPENDIX A

APPROVED SIGNS

[Appendix A follows this page.]

SIGN	ELEVATION	SIGN DESCRIPTION (Primary)	MAXIMUM HEIGHT ABOVE GROUND	HEIGHT	WIDTH	AREA	SF	SUB-ZONE AREA	ZONE / LEVEL	Animated	Refresh Rate
PROJECT IDENTITY											
PI.01	NORTH	Project Signage	153'-0"	78'-0"	230'-0"	17,940	SF	A	3	No	
PI.02	EAST	Project Signage	153'-0"	78'-0"	105'-0"	8,190	SF	A	3	No	
PI.03	NORTH	Project Signage	150'-0"	75'-0"	71'-0"	5,325	SF	C	3	No	
HOTEL IDENTITY											
HI.01	NORTH	Hotel Identification	242'-0	22'-0"	62'-0"	1,364	SF	B	3	No	N/A
HI.02	EAST	Hotel Identification	242'-0	22'-0"	133'-0"	2,926	SF	B	3	No	N/A
HI.03	SOUTH	Hotel Identification	242'-0	22'-0"	62'-0"	1,364	SF	B	3	No	N/A
HI.04	WEST	Hotel Identification	242'-0	22'-0"	133'-0"	2,926	SF	B	3	No	N/A
RETAIL TENANT IDENTITY											
[illegible]	SOUTH	Retail Tenant Identity Sign	11'-0"	1'-4"	18'-0"	27	SF	E	1	No	N/A
[illegible]	EAST	Retail Tenant Identity Sign	11'-0"	1'-4"	18'-0"	27	SF	B	1	No	N/A
[illegible]	EAST	Retail Tenant Identity Sign	11'-0"	1'-4"	18'-0"	27	SF	B	1	No	N/A
[illegible]	EAST	Retail Tenant Identity Sign	11'-0"	1'-4"	18'-0"	27	SF	B	1	No	N/A
[illegible]	EAST	Retail Tenant Identity Sign	11'-0"	1'-4"	18'-0"	27	SF	B	1	No	N/A
[illegible]	SOUTH	Retail Tenant Identity Sign	11'-0"	1'-4"	18'-0"	27	SF	B	1	No	N/A
[illegible]	SOUTH	Retail Tenant Identity Sign	22'-0"	36"	18'-0"	54	SF	B	1	No	N/A
[illegible]	SOUTH	Retail Tenant Identity Sign	22'-0"	36"	18'-0"	54	SF	B	1	No	N/A
[illegible]	SOUTH	Retail Tenant Identity Sign	22'-0"	36"	18'-0"	54	SF	B	1	No	N/A
[illegible]	SOUTH	Retail Tenant Identity Sign	22'-0"	36"	18'-0"	54	SF	B	1	No	N/A
[illegible]	SOUTH	Retail Tenant Identity Sign	22'-0"	36"	18'-0"	54	SF	B	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	22'-0"	36"	18'-0"	54	SF	B	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	22'-0"	36"	18'-0"	54	SF	B	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	22'-0"	36"	18'-0"	54	SF	B	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	22'-0"	36"	18'-0"	54	SF	B	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	22'-0"	36"	18'-0"	54	SF	B	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	22'-0"	36"	18'-0"	54	SF	B	1	No	N/A
[illegible]	NORTH	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	C	1	No	N/A
[illegible]	NORTH	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	C	1	No	N/A
[illegible]	EAST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	C	1	No	N/A
[illegible]	EAST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	C	1	No	N/A
[illegible]	EAST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	D	1	No	N/A
[illegible]	EAST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	D	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	D	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	D	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	D	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	D	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	D	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	D	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	D	1	No	N/A
[illegible]	NORTH	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	E	2	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	C	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	C	1	No	N/A

EXISTING SIGNS - THE REEF

SIGN	SIGN DESCRIPTION	AREA	MAXIMUM HEIGHT ABOVE GROUND
EX.01	Street Frontage Walls Signs - corner of Washington + Hill (facing Hill)	20'x20'=400 SF	120' to 140'
EX.02	Street Frontage Walls Signs - corner of Washington + Hill (facing Washington)	20'x20'=400 SF	120' to 140'
EX.03	Street Frontage Walls Signs - corner of Washington + Broadway (facing Washington)	20'x20'=400 SF	120' to 140'
EX.04	Street Frontage Walls Signs - corner of Washington + Broadway (facing Broadway)	20'x20'=400 SF	120' to 140'
EX.05	Street Frontage Walls Signs - corner of Washington + Hill (Temporary Banner)	10'x50'=500 SF	140' to 90'
EX.06	Street Frontage Walls Signs - corner of Washington + Hill (Temporary Banner)	10'x50'=500 SF	140' to 90'
EX.07	Street Frontage Walls Signs - corner of Washington + Broadway (Temporary Banner)	10'x50'=500 SF	140' to 90'
EX.08	Street Frontage Walls Signs - corner of Washington + Broadway (Temporary Banner)	10'x50'=500 SF	140' to 90'
EX.09	Street Frontage Walls Signs - over Main Entrance from Parking Lot (on building facing Broadway)	5'x20'=100 SF	30' to 35'
EX.10	Street Frontage Walls Signs - over Main Entrance from Parking Lot (window sign facing broadway)	3'x20'=60 SF	17' to 20'
EX.11	Street Frontage Walls Signs - over Main Entrance from Parking Lot	5'x20'=100 SF	15' to 20'
EX.12	Street Frontage Walls Signs - on South Elevation from Parking Lot	35'x35'=1225 SF	125' to 140'

The Reef

SIGN	ELEVATION	SIGN DESCRIPTION (Primary)	MAXIMUM HEIGHT ABOVE GROUND	HEIGHT	WIDTH	AREA	SF	SUB-ZONE AREA	ZONE / LEVEL	Animated	Refresh Rate
[illegible]	WEST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	C	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	C	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	11'-0"	36"	18'-0"	54	SF	C	1	No	N/A
[illegible]	EAST	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	EAST	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	EAST	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	EAST	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	WEST	Bike Share	11'-0"	36"	18'-0"	54	SF	B	1	No	N/A
[illegible]	WEST	Bike Share	15'-0"	13'-0"	18'-0"	198	SF	B	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	2	No	N/A
[illegible]	WEST	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	NORTH	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	NORTH	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	NORTH	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	NORTH	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	NORTH	Retail Tenant Identity Sign	14'-0"	36"	18'-0"	54	SF	A	1	No	N/A
[illegible]	NORTH	Retail Tenant Identity Sign	25'-0"	8'-0"	20'-0"	160	SF	C	1	No	N/A
STATIC SIGN											
[illegible]	EAST	Static Sign - Logo	157'-0"	10'-0"	10'-0"	100	SF	B	1	No	N/A
[illegible]	EAST	Static Sign - Logo	25'-0"	8'-0"	8'-0"	64	SF	B	1	No	N/A
[illegible]	SOUTH	Static Sign - Logo	25'-0"	8'-0"	8'-0"	64	SF	B	1	No	N/A
[illegible]	WEST	Static Sign - Parking Entry	25'-0"	1'-6"	18'-0"	27	SF	B	1	No	N/A
[illegible]	WEST	Static Sign - Parking Entry	25'-0"	1'-6"	18'-0"	27	SF	B	1	No	N/A
[illegible]	WEST	Static Sign - Parking Entry	25'-0"	1'-6"	18'-0"	27	SF	C	1	No	N/A
[illegible]	EAST	Static Sign - Parking Entry	25'-0"	1'-6"	18'-0"	27	SF	C	1	No	N/A
[illegible]	EAST	Static Sign - Logo	25'-0"	10'-0"	10'-0"	100	SF	D	1	No	N/A
[illegible]	SOUTH	Static Sign - Parking Entry	25'-0"	1'-6"	18'-0"	27	SF	D	1	No	N/A
[illegible]	SOUTH	Static Sign - Logo	157'-0"	1'-6"	18'-0"	27	SF	D	1	No	N/A
[illegible]	NORTH	Bike Share	25'-0"	7'-0"	7'-0"	49	SF	C	1	No	N/A

MAXIMUM INDIVIDUAL SIGN AREA - Zone A

Sign Zone A	Maximum Individual Sign Area
Vertical Sign Zone Level 1	54 square feet
Vertical Sign Zone Level 2	200 square feet
Vertical Sign Zone Level 3	One sign - 17,940 square feet One sign - 8,190 square feet

MAXIMUM INDIVIDUAL SIGN AREA - Zone B

Sign Zone B	Maximum Individual Sign Area
Vertical Sign Zone Level 1	198 square feet
Vertical Sign Zone Level 2	54 square feet
Vertical Sign Zone Level 3	Two signs - 2,928 square feet ea. Two signs - 1,364 square feet ea.

MAXIMUM INDIVIDUAL SIGN AREA - Zone C

Sign Zone C	Maximum Individual Sign Area
Vertical Sign Zone Level 1	160 square feet
Vertical Sign Zone Level 2	Signage Prohibited
Vertical Sign Zone Level 3	One sign - 5,325 square feet

MAXIMUM INDIVIDUAL SIGN AREA - Zone D

Sign Zone D	Maximum Individual Sign Area
Vertical Sign Zone Level 1	100 square feet
Vertical Sign Zone Level 2	Signage Prohibited
Vertical Sign Zone Level 3	Signage Prohibited

MAXIMUM INDIVIDUAL SIGN AREA - Zone E

Sign Zone E	Maximum Individual Sign Area
Vertical Sign Zone Level 1	54 square feet
Vertical Sign Zone Level 2	Signage Prohibited
Vertical Sign Zone Level 3	Signage Prohibited

ALLOWED SIGN AREA BY VERTICAL SIZE ZONE LEVEL

Sign Zone	Total Sign Area
Sign Zone A	
Vertical Sign Zone Level 1	756 square feet
Vertical Sign Zone Level 2	3,747 square feet
Vertical Sign Zone Level 3	26,130 square feet
Sign Zone B	
Vertical Sign Zone Level 1	1,371 square feet
Vertical Sign Zone Level 2	4,222 square feet
Vertical Sign Zone Level 3	8,580 square feet
Sign Zone C	
Vertical Sign Zone Level 1	749 square feet
Vertical Sign Zone Level 2	Signage Prohibited
Vertical Sign Zone Level 3	5,325 square feet
Sign Zone D	
Vertical Sign Zone Level 1	694 square feet
Vertical Sign Zone Level 2	Signage Prohibited
Vertical Sign Zone Level 3	Signage Prohibited
Sign Zone E	
Vertical Sign Zone Level 1	81 square feet
Vertical Sign Zone Level 2	Signage Prohibited
Vertical Sign Zone Level 3	Signage Prohibited

APPENDIX A: APPROVED SIGNS

THE REEF

1900 S Broadway Los Angeles, CA 90007

Gensler + P-A-T-T-E-R-N-S

500 S. Figueroa Street, Los Angeles, CA 90071, TEL: 213.327.3600, FAX: 213.327.3601
3249 Casitas Av. Suite 214, Los Angeles, CA 90039, TEL: 323.284.8816

Issue	Date	Issue Description
	MAY 19, 2014	ENTITLEMENT
	AUGUST 7, 2015	ENTITLEMENT UPDATE
	JULY 7, 2015	ENTITLEMENT UPDATE
	JULY 19, 2016	ENTITLEMENT UPDATE
	AUGUST 22, 2016	ENTITLEMENT UPDATE

Seal/Signature

Project Name: THE REEF

Project Number: 05.8787.000

Description: Appendix A: Approved Signs

Scale: 0 4 8 16 32

3.51

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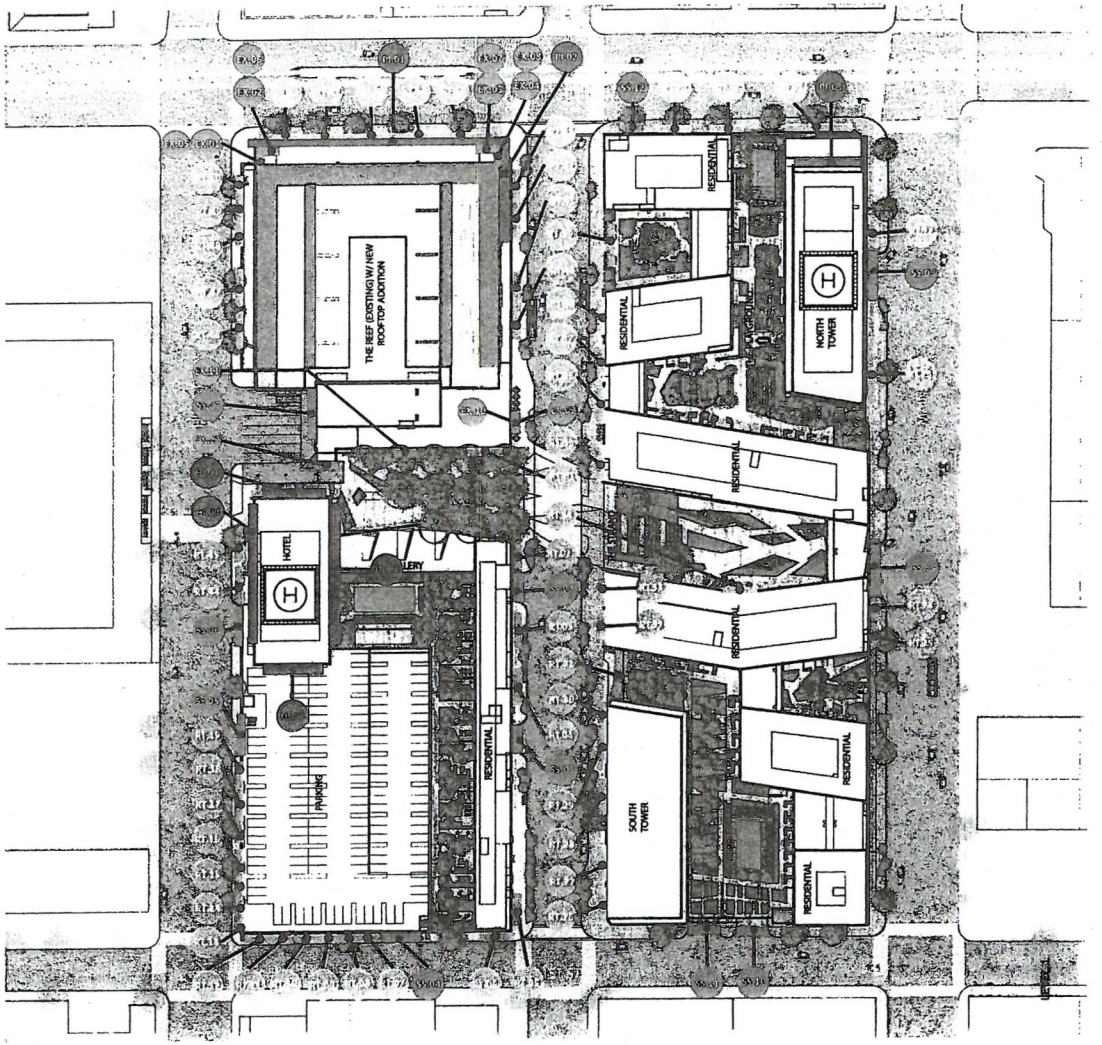
PROJECT NORTH TRUE NORTH

APPENDIX B

CONCEPTUAL SIGN LOCATIONS

[Appendix B follows this page.]



KEY

SIGN TYPES

- PI — PROJECT IDENTITY
  DIGITAL ON-SITE/OFF-SITE SIGNAGE
- HI — HOTEL IDENTITY
- RI — RETAIL / TENANT IDENTITY
- SS — STATIC SIGN
- EX — EXISTING "THE REEF" SIGNS

APPENDIX B: CONCEPTUAL SIGN LOCATIONS

THE REEF

1900 S Broadway Los Angeles, CA 90007

Gensler + P-A-T-T-E-R-N-S

300 S. Figueroa Street
Los Angeles, CA 90071
TEL: 213.327.3600
FAX: 213.327.3601

3349 Cahuenga Blvd. Suite 214
Los Angeles, CA 90039
TEL: 323.304.8816

Issue	Date	Issue Description
	MAY 19, 2014	ENTITLEMENT
	AUGUST 7, 2015	ENTITLEMENT UPDATE
	JULY 8, 2016	ENTITLEMENT UPDATE
	JULY 19, 2016	ENTITLEMENT UPDATE
	AUGUST 22, 2016	ENTITLEMENT UPDATE

Seal/Signature

Project Name
THE REEF

Project Number
05.0767.000

Description
Appendix B: Conceptual Sign Locations

Scale
0 4 8 16 32

3.52

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PROJECT NORTH TRUE NORTH

APPENDIX C

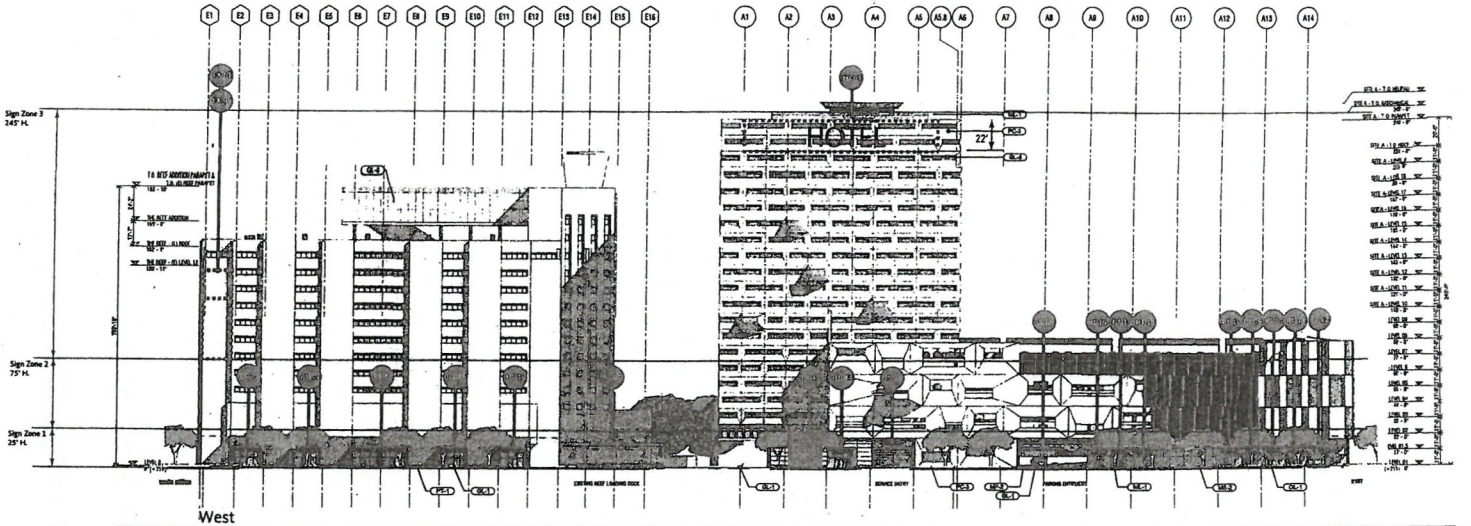
CONCEPTUAL SIGN DRAWINGS

[Appendix C follows this page.]

THE REEF
TOTAL FACADE AREA: 39,516 SF
EX.01 - EXISTING SIGN: 20'X 20' = 400 SF
EX.05 - TEMPORARY SIGN: 10'X 50' = 500 SF

HOTEL TOWER
TOTAL FACADE AREA: 40,080 SF
HOTEL IDENTIFICATION SIGN AT BUILDING TOP
133'-0" (MAX. WIDTH) X 22'-0 = 2,926 SF

Zone A Zone E Zone B



1 ELEVATION - WEST (HILL)
SCALE: 1/32" = 1'-0"

APPENDIX C: CONCEPTUAL SIGN DRAWINGS

THE REEF

1980 S Broadway Los Angeles, CA 90007

Gensler + P-A-T-T-E-R-N-S
500 S. Figueroa Street
Los Angeles, CA 90071
TEL: 213.327.3600
FAX: 213.327.3601
3249 Casitas Av. Suite 214
Los Angeles, CA 90039
TEL: 323.284.8816

Issue	Date	Issue Description
	MAY 19, 2014	ENTITLEMENT
	AUGUST 7, 2015	ENTITLEMENT UPDATE
	JULY 6, 2016	ENTITLEMENT UPDATE
	JULY 19, 2016	ENTITLEMENT UPDATE
	AUGUST 22, 2016	ENTITLEMENT UPDATE

Seal/Signature

Project Name
THE REEF

Project Number
05.8787.800

Description
Appendix C: Conceptual Sign Drawings

Scale
0 4 8 16 32

3.53

PROJECT NORTH TRUE NORTH

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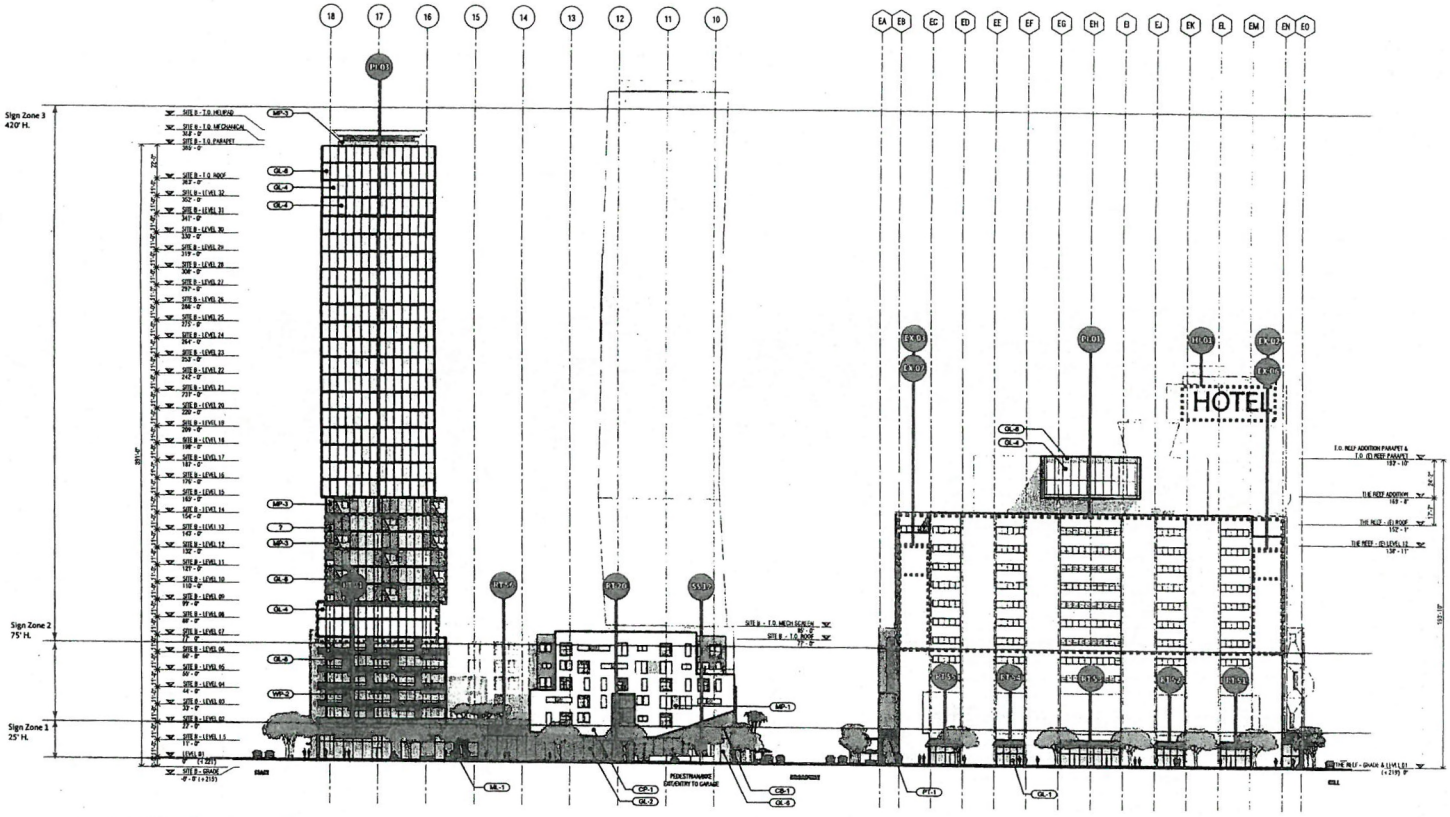
NORTH TOWER
TOTAL FACADE AREA: 27,335 SF
PI.03 - SIGN: 75'X 71' = 5325 SF

SOUTH TOWER
TOTAL FACADE AREA: 31,312 SF

THE REEF
TOTAL FACADE AREA: 37,848 SF
PI.01 - SIGN: 78' X 230' = 17,940 SF
EX.02/EX.03 - EXISTING SIGNS: 20'X 20' (X2) = 800 SF
EX.06/EX.07 - TEMPORARY SIGN: 10'X 50' (X2) = 1000 SF

HOTEL TOWER
HOTEL IDENTIFICATION SIGN AT BUILDING TOP -
62'-0" (MAX. WIDTH) X 22'-0 = 1,364 SF



1 ELEVATION - NORTH (WASHINGTON)
SCALE: 1/32" = 1'-0"

THE REEF

1900 S Broadway Los Angeles, CA 90007

Gensler + P-A-T-T-E-R-N-S
500 S. Figueroa Street
Los Angeles, CA 90071
TEL: 213.327.3600
FAX: 213.327.3601

3249 Casitas Av. Suite 214
Los Angeles, CA 90039
TEL: 323.294.8816

Issue	Date	Issue Description
	MAY 19, 2014	ENTITLEMENT
	AUGUST 7, 2015	ENTITLEMENT UPDATE
	JULY 8, 2016	ENTITLEMENT UPDATE
	JULY 19, 2016	ENTITLEMENT UPDATE
	AUGUST 22, 2016	ENTITLEMENT UPDATE

Signature

Project Name
THE REEF

Project Number
05.8787.000

Description
Appendix C: Conceptual Sign Drawings

Scale
0 4 8 16 32

PROJECT NORTH TRUE NORTH

APPENDIX C: CONCEPTUAL SIGN DRAWINGS

3.54

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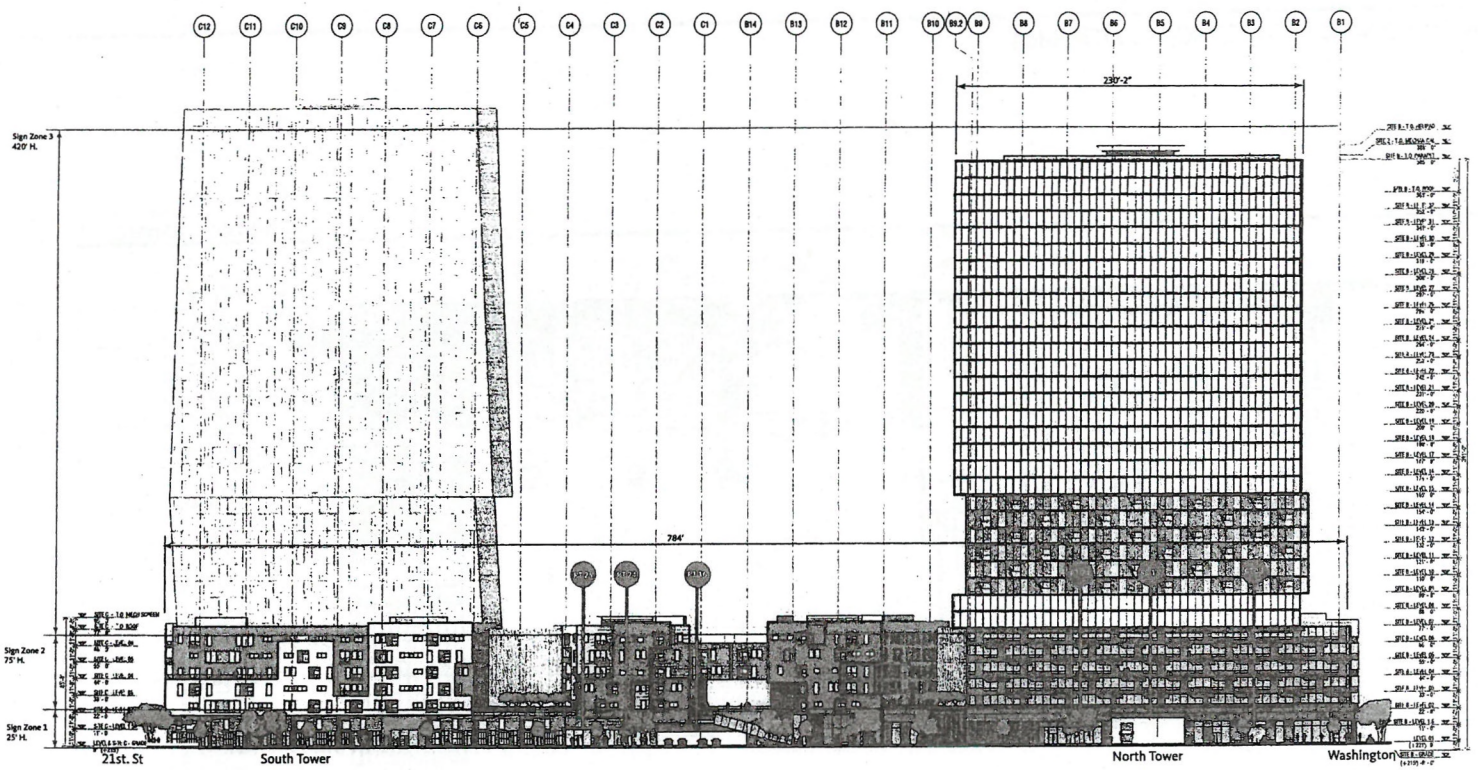
SOUTH TOWER

NORTH TOWER

Zone D

Zone E
Pedestrian Linkage/Paseo

Zone C



East Elevation @ Main St.
Scale: 1:750

APPENDIX C: CONCEPTUAL SIGN DRAWINGS

THE REEF

1900 S Broadway Los Angeles, CA 90007

Gensler + P-A-T-T-E-R-N-S

500 S. Figueroa Street
Los Angeles, CA 90071
TEL: 213.327.3600
FAX: 213.327.3601

3249 Casitas Av. Suite 214
Los Angeles, CA 90039
TEL: 323.284.8816

Issue	Date	Issue Description
	MAY 19, 2014	ENTITLEMENT
	AUGUST 7, 2015	ENTITLEMENT UPDATE
	JULY 6, 2016	ENTITLEMENT UPDATE
	JULY 19, 2016	ENTITLEMENT UPDATE
	AUGUST 22, 2016	ENTITLEMENT UPDATE

Seal/Signature

Project Name
THE REEF

Project Number
05.0707.000

Description
Appendix C: Conceptual Sign Drawings

Scale
0 4 8 16 32

3.55

PROJECT NORTH TRUE NORTH

© 2014 Gensler

HOTEL TOWER
HOTEL IDENTIFICATION SIGN AT BUILDING TOP -
62'-0" (MAX. WIDTH) X 22'-0 = 1,364 SF

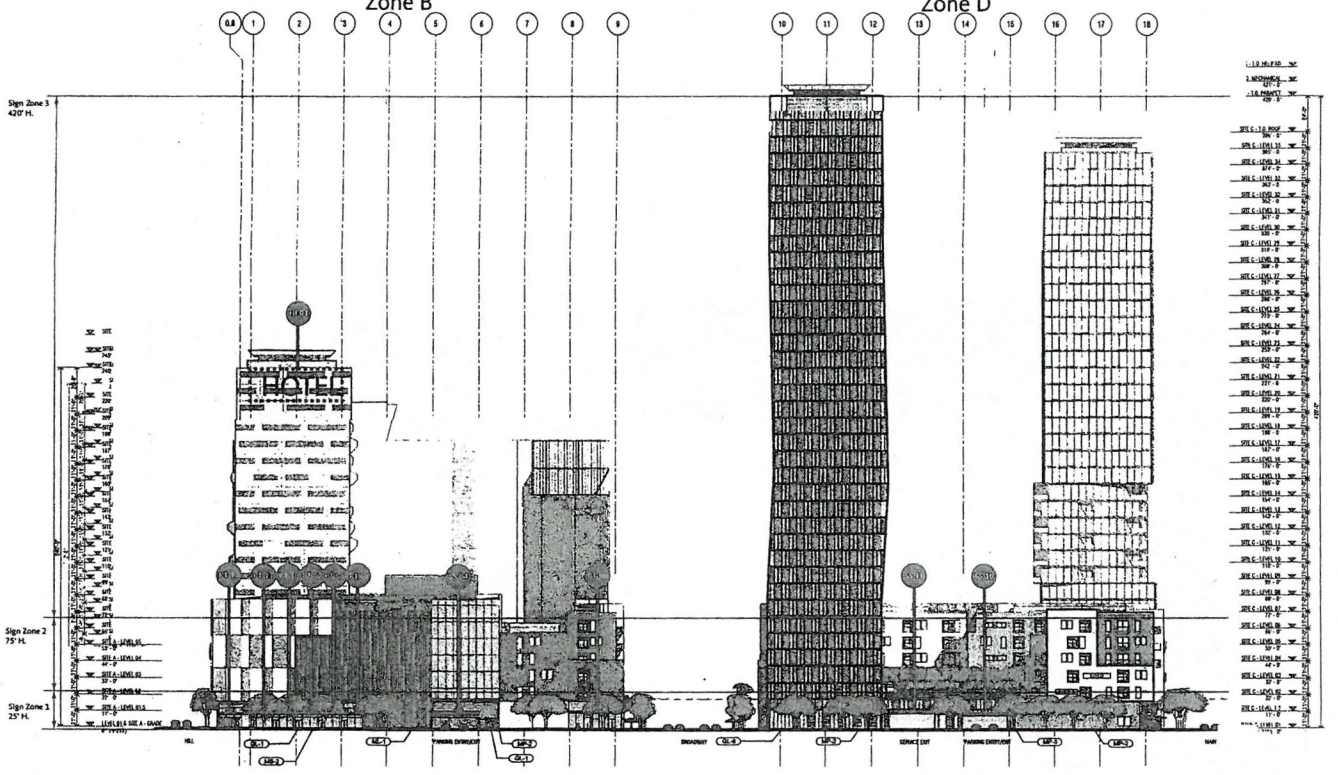
THE REEF
NOT VISIBLE ON THIS DRAWING
(SEE PLAN FOR LOCATIONS)
EX.11 - 5' X 20' = 100SF
EX.12 - 35' X 35' = 1225 SF

SOUTH TOWER

NORTH TOWER

Zone B

Zone D



1 ELEVATION - SOUTH (21st)
SCALE: 1/32" = 1'-0"

APPENDIX C: CONCEPTUAL SIGN DRAWINGS

THE REEF

1900 S Broadway Los Angeles, CA 90007

Gensler + P-A-T-T-E-R-N-S

500 S. Figueroa Street
Los Angeles, CA 90071
TEL: 213.327.3600
FAX: 213.327.3601

3249 Casitas Av. Suite 214
Los Angeles, CA 90039
TEL: 323.264.8816

Issue	Date	Issue Description
	MAY 19, 2014	ENTITLEMENT
	AUGUST 7, 2015	ENTITLEMENT UPDATE
	JULY 6, 2016	ENTITLEMENT UPDATE
	JULY 19, 2016	ENTITLEMENT UPDATE
	AUGUST 22, 2016	ENTITLEMENT UPDATE

Seal/Signature

Project Name
THE REEF

Project Number
05.8787.000

Description
Appendix C: Conceptual Sign Drawings

Scale
0 4 8 16 32

PROJECT NORTH TRUE NORTH

3.56

© 2014 Gensler

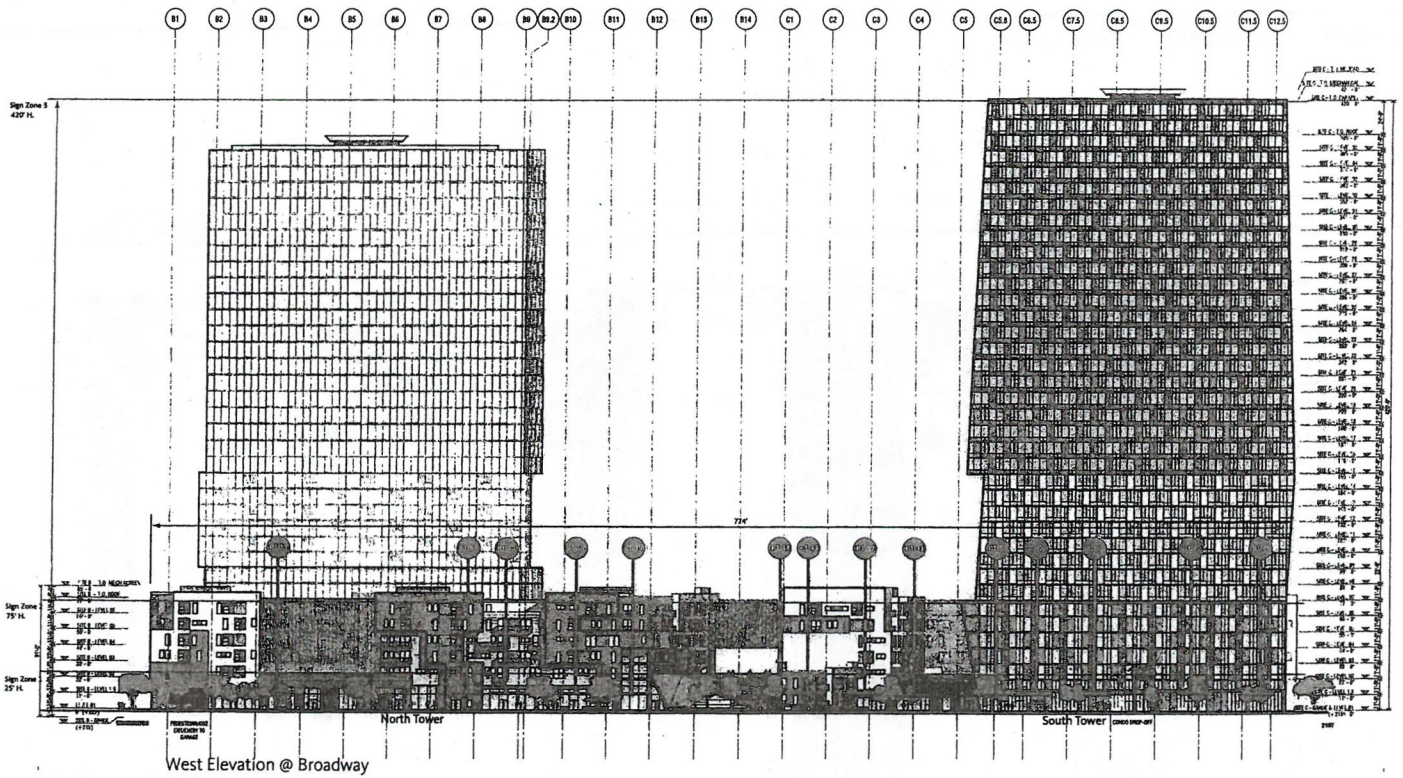
NORTH TOWER

SOUTH TOWER

Zone C

Zone E
Pedestrian Linkage/Paseo

Zone D



West Elevation @ Broadway
Scale: 1:750

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THE REEF

1900 S Broadway Los Angeles, CA 90007

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Issue	Date	Issue Description
	MAY 19, 2014	ENTITLEMENT
	AUGUST 7, 2015	ENTITLEMENT UPDATE
	JULY 6, 2016	ENTITLEMENT UPDATE
	JULY 15, 2016	ENTITLEMENT UPDATE
	AUGUST 22, 2016	ENTITLEMENT UPDATE

Seal/Signature

Project Name
THE REEF

Project Number
05.8787.000

Description
Appendix C: Conceptual Sign Drawings

Scale
0 4 8 16 32

3.57

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PROJECT NORTH TRUE NORTH

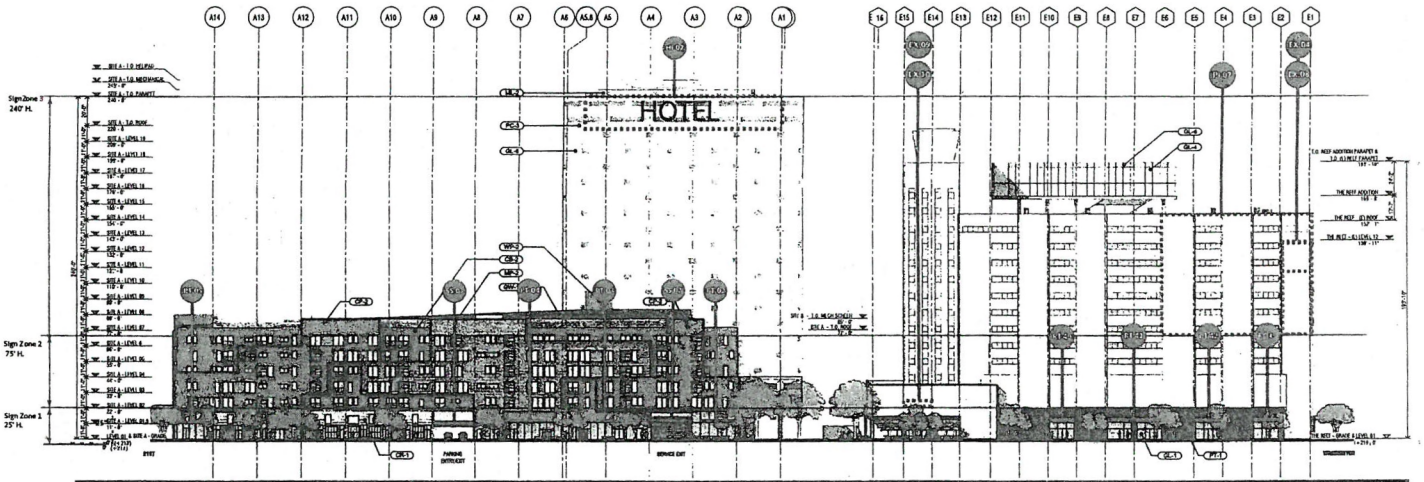
HOTEL TOWER
TOTAL FACADE AREA: 40,080 SF
HOTEL IDENTIFICATION SIGN AT BUILDING TOP
133'-0" (MAX. WIDTH) X 22'-0 = 2,926 SF

THE REEF
TOTAL FACADE AREA: 39,516 SF
PI.02 - SIGN: 78'X 105' = 8,190 SF
EX.04 - EXISTING SIGN: 20'X 20' = 400 SF
EX.08 - TEMPORARY SIGN: 10'X 50' = 500 SF
EX.09 - EXISTING SIGN: 5'X 20' = 100 SF
EX.10 - EXISTING SIGN: 3'X 20' = 60 SF

Zone B

Zone E
Pedestrian
Linkage/Paseo

Zone A



1 ELEVATION - EAST (BROADWAY)
SCALE: 1/32" = 1'-0"

APPENDIX C: CONCEPTUAL SIGN DRAWINGS

THE REEF

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Issue	Date	Issue Description
	MAY 19, 2014	ENTITLEMENT
	AUGUST 7, 2015	ENTITLEMENT UPDATE
	JULY 6, 2016	ENTITLEMENT UPDATE
	JULY 19, 2016	ENTITLEMENT UPDATE
	AUGUST 22, 2016	ENTITLEMENT UPDATE

Seal/Signature

Project Name
THE REEF

Project Number
05.8787.000

Description
Appendix C: Conceptual Sign Drawings

Scale
0 4 8 16 32

3.58

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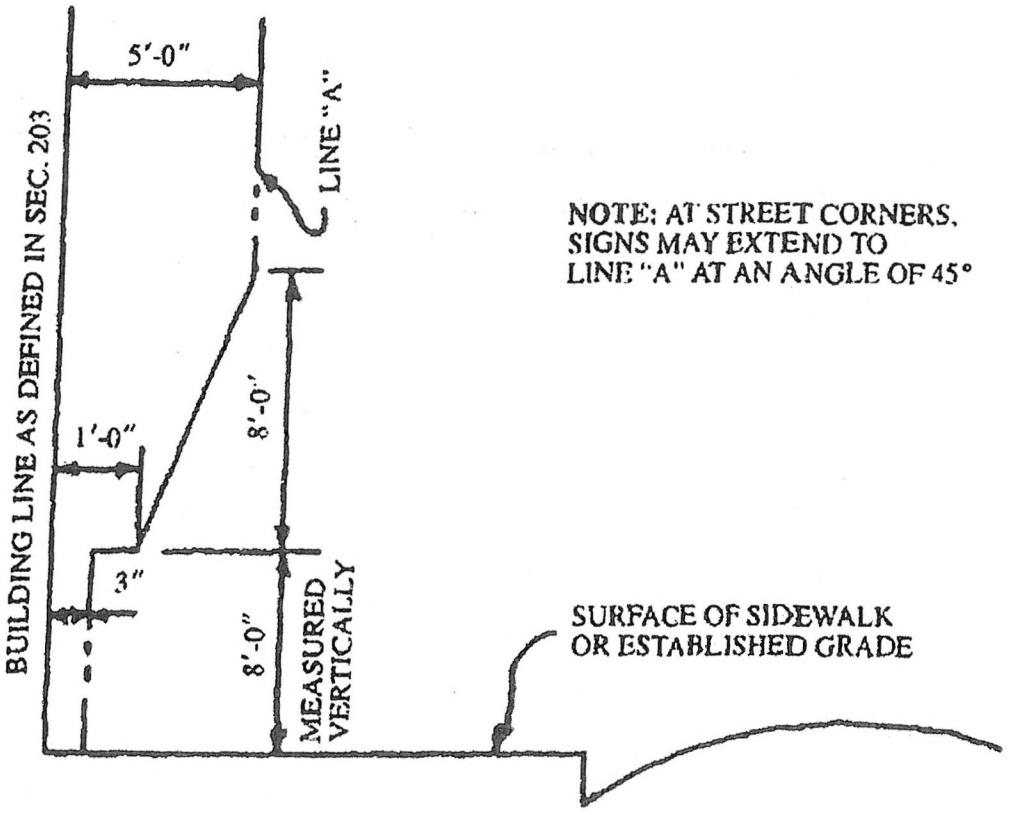
PROJECT NORTH TRUE NORTH

APPENDIX D

PROJECTIONS DIAGRAM

[Appendix D follows this page.]


5'-0"
LINE "A"
BUILDING LINE AS DEFINED IN SEC. 203
1'-0"
8'-0"
3"
8'-0"
MEASURED VERTICALLY
NOTE: AT STREET CORNERS, SIGNS MAY EXTEND TO LINE "A" AT AN ANGLE OF 45°
SURFACE OF SIDEWALK OR ESTABLISHED GRADE