



DEPARTMENT OF CITY PLANNING
SUPPLEMENTAL RECOMMENDATION REPORT

City Planning Commission

Date: June 13, 2019
Time: After 8:30 a.m.*
Place: Los Angeles City Hall
Council Chamber, Room 340
200 N. Spring Street
Los Angeles, CA 90012

Public Hearing Completed: December 19, 2018
Appeal Status: Transfer of Development Rights (TDR) and Supplemental Use District appealable to City Council by applicant if disapproved in whole or in part. All other entitlements appealable to City Council.

Expiration Date: June 13, 2019

Case No.: CPC-2016-4888-TDR-SN-MCUP-SPR
CEQA No.: ENV-2016-4889-EIR (State Clearinghouse No. 2017101008)
Related Cases: VTT-74868
Council No.: 14 – Huizar
Plan Area: Central City
Plan Overlay: None
Certified NC: Downtown Los Angeles
Land Use: Regional Center

Zone: C2-4D
Proposed Zone: C2-4D-SN

Applicant: Joseph Lin (A)
LA Gateway LLC
865 S. Figueroa Street, Suite 2760
Los Angeles, CA 90017

Representative: Francis Park (R)
Park & Velayos, LLP
801 S. Figueroa Street, Suite 450
Los Angeles, CA 90017

PROJECT LOCATION: 1001 West Olympic Boulevard, 911-955 South Georgia Street; 1,000-1016 West James M. Wood Boulevard; 936-950 South Bixel Street; 1013-1025 West Olympic Boulevard, Los Angeles, CA 90015

PROPOSED PROJECT: The Project proposes to develop a mixed-use project (Project) on a 141,987-square-foot site (3.26 acres) located within the Central City Community Plan area of the City of Los Angeles (City). The Project includes three (3) high-rise towers (65-story 'Tower A'; 43-story 'Tower B'; and 53-story 'Tower C'), including a four-story podium connecting all three towers. The Project would provide up to approximately 163,015 square feet of open space and recreational amenities. Overall, the new building would comprise up to 1,845,831 square feet of floor area. A Sign District is proposed for the Project Site. The tallest tower, Tower A, would have a maximum height of 853 feet above ground level. Tower A would include up to 1,000 hotel rooms and up to 19,952 square feet of restaurant/retail uses. Tower B would include up to 363 residential units and up to 11,769 square feet of restaurant/retail uses. Tower C would include up to 516 residential units and up to 8,279 square feet of

restaurant/retail uses. The proposed uses would be supported by up to 2,131 parking spaces and 1,173 bicycle parking spaces located in five subterranean levels and four above ground parking levels. To accommodate the Project, the existing 43,892 square-foot medical office and urgent care facility, and associated surface parking lot area would be removed.

COMMISSION ACTION:

On February 14, 2019 the City Planning Commission heard the case CPC-2016-4888-TDR-SN-MCUP-SPR. The Commission took the following actions:

ENV-2016-4889-EIR

1. Determined, that based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the previously certified Olympia Project Environmental Impact Report No. Report ENV-2016-4889-EIR (State Clearinghouse House No. 2017101008), certified on December 19, 2018; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration or addendum is required for approval of the project.
2. 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
3. Advised the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and/or Certificate of Fee Exemption may be required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination ("NOD") filing.

CPC-2016-4888-TDR-SN-MCUP-SPR

4. Recommended that the City Council Adopt the Supplemental Use District to establish the Olympia Sign District for the Project Site;
5. Approved a Master Conditional Use Permit to permit the sale and dispensing of a full line of alcoholic beverages for off-site consumption for one establishment, and on-site consumption for up to five (5) establishments;
6. Approved a Site Plan Review for a project resulting in an increase of 879 more dwelling units;
7. Adopted the attached Conditions of Approval;
8. Adopted the attached Findings;
9. Adopted Staff technical modifications;
10. Applied the following conditions
 - a. Sign Location Freeway facing signs B and C shall be removed;
 - b. Refresh Rate All signs shall have a Controlled Refresh Rate;
 - c. Freeway Facing Balconies. Balconies which are western facing along the Harbor Freeway shall be restricted from access with inoperable windows and inoperable doors, or removed.
11. Continued the Transfer of Floor Area Rights (TFAR) to a date uncertain.

REQUESTED ACTIONS:

ENV-2016-4889-EIR

1. Pursuant to CEQA Guidelines, Sections 15162 and 15164, in consideration of the whole of the administrative record, find that the project was assessed in the previously certified Olympia Project Environmental Impact Report ENV-2016-4889-EIR (State Clearinghouse House No. 2017101008); certified

on December 19, 2018 and no subsequent EIR, negative declaration or addendum is required for approval of the project;

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- 2. Pursuant to LAMC Section 14.5.6, approval of a **Transfer of Floor Area Rights (TFAR)** for the transfer of greater than 50,000 square feet of floor area from the City of Los Angeles-owned Convention Center (Donor Site) to the project site (Receiver Site). Approval of the TFAR would result in a FAR of 13:1 in lieu of 6:1 FAR, a transfer of up to 993,909 square feet, to permit a maximum of 1,845,831 square feet of total floor area.

RECOMMENDED ACTIONS:

ENV-2016-4889-EIR

- 1. **Determine**, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the previously certified Olympia Project Environmental Impact Report No. Report ENV-2016-4889-EIR (State Clearinghouse House No. 2017101008), certified on December 19, 2018; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration or addendum is required for approval of the project.

CPC-2016-4888-TDR-SN-MCUP-SPR

- 1. **Approve and Recommend** that the City Council approve the requested **TFAR Transfer Plan** and Public Benefits Payment.
- 2. **Request** that within six months of the receipt of the Public Benefit Payment by the Public Benefit Trust Fund, the Chief Legislative Analyst convene the Public Benefit Trust Fund Committee, pursuant to LAMC Section 14.5.12.

VINCENT P. BERTONI, AICP
Director of Planning

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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1295.

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Environmental Impact Report link:
https://planning.lacity.org/eir/1001_Olympic/Cover.html

PROJECT ANALYSIS

Project Summary

The Project proposes to develop a mixed-use project (Project) on a 141,987-square-foot site (3.26 acres) located within the Central City Community Plan. The Project includes three (3) high-rise towers ('Tower A', 'Tower B' and 'Tower C'), including a four-story podium connecting all three towers. Overall, the new building would comprise up to 1,845,831 square feet of floor area. A Sign District is proposed for the Project Site.

The applicant is proposing to 879 residential units, a 1,000 room hotel, and 40,000 square feet of commercial space. Tower A would include up to 1,000 hotel rooms and up to 19,952 square feet of restaurant/retail uses. Tower B, 53 stories, would include up to 363 residential units and up to 11,769 square feet of restaurant/retail uses. Tower C, 53 stories, would include up to 516 residential units and up to 8,279 square feet of restaurant/retail uses.

Tower A would be the tallest of the three, with a maximum height of 853 feet above grade. The proposed uses would be supported by up to 2,131 parking spaces located within nine levels, including five subterranean levels with a podium comprised of four above-grade parking levels and commercial uses. Overall, the new building would comprise up to 1,845,831 square feet of floor area, for a total FAR of 13:1. To accommodate the Project, the existing 43,892 square-foot medical office and urgent care facility, and associated surface parking lot area would be removed.

The project will include 70 junior one-bedroom units, 281 one-bedroom units, 441 two-bedroom units, 70 three bedroom units, and 17 penthouse units.

In addition, the project would include 1,173 bicycle parking spaces (202 short-term and 971 long-term bicycle parking spaces). Bicycle parking would be provided within portions of Levels B4 through 4.

Olympia Project Totals	
Use	Provided
Residential	
Dwelling Units	876 Units
Commercial	
Retail	20,000 Sq. Ft.
Restaurant	20,000 Sq. Ft.
Hotel	
Guest Rooms	1,000 Rooms
Assembly Space	15,000 Sq. Ft.

Entitlements

In order to develop the Project, the following land use entitlements are required:

- Approval of a **Transfer of Floor Area Rights (TFAR)** for the transfer of greater than 50,000 square feet of floor area from the City of Los Angeles-owned Convention Center (Donor Site) to the project site (Receiver Site). Approval of the TFAR would result in a FAR of 13:1 in lieu of 6:1 FAR, a transfer of up to 993,909 square feet, to permit a maximum of 1,845,831 square feet of total floor area.

- Approval of a **Supplemental Use Sign District** to permit three (3) digital off-site signs, , for a total area of 3,600 square feet.
- Approval of a **Master Conditional Use Permit** to permit the sale and dispensing of a full line of alcoholic beverages for off-site consumption for one (1) establishment, and on-site consumption for up to five (5) establishments
- A **Site Plan Review** for a project resulting in an increase of 50 or more dwelling units.

On December 19, 2018 the Advisory Agency approved Vesting **Tentative Tract Map** No. VTT-74868 for the merger and resubdivision of a 3.15 net acre site into 5 ground lots and 48 airspace lots, a Haul Route for export of 284,850 cubic yards of soil, and a deviation from Advisory Agency Parking Policy AA-2000-01, to utilize parking requirements pursuant to LAMC 12.21 A.4(p) Central City Parking Exemption in lieu of the Advisory Agency policy. An appeal was filed January 14, 2019, but subsequently withdrawn on January 15, 2019. During the subsequent appeal period pursuant to LAMC 11.5.10, concluding January 29, 2019, no appeal was filed.

On February 14, 2019 the City Planning Commission took action on the project; determining the environmental document prepared for the project, the Olympia Environmental Impact Report, was properly certified and was the appropriate document for the project, as well as recommended that the City Council adopt the Olympia Sign District, approved a Master Conditional Use Permit, and Site Plan Review. The Commission imposed conditions to the project which restricted the number of signs in the Sign District, reduced the refresh rate for signage in the District, placed a condition that the west facing balconies which required that they not be accessible or be removed, and finally, the Commission continued the Transfer of Floor Area Rights to a date uncertain.

A copy of the February 14, 2019 City Planning Commission Staff Recommendation Report and Exhibits can be accessed through the following link:

<http://planning.lacity.org/StaffRpt/InitialRpts/CPC-2016-4888.pdf>

On April 4, 2019 the Community Redevelopment Agency Board considered the proposed Transfer Plan and approved the transfer of not more than 993,909 square feet of City-owned portion of the Los Angeles Convention Center's available floor area pursuant to Sections 512.5 and 520 of the City Center Redevelopment Plan for the construction of 876 residential condominium units and 40,000 square feet of commercial space, and 1,000 hotel rooms.

Transfer of Floor Area (TFAR) Public Benefits Transfer Plan

As previously described, the Project Site is located within the Central City Community Plan area, designated as Regional Center Commercial with a corresponding zone of C2-4D, subject to the "D" Limitations contained within Ordinance No. 164,307, Subarea 1920. The "D" Limitation restricts the floor area of buildings to a maximum of six times the buildable area, or a 6:1 FAR. Projects may exceed the permitted FAR through rehabilitation of existing buildings, consistent with provisions of the redevelopment plan, or by receiving approval of a transfer of floor area through a process adopted by the City Council.

The Project proposed to demolish of an existing 43,892 square-foot medical office and urgent care facility, and associated surface parking lot for the construction of a new mixed-use development. The Applicant has requested a transfer of greater than 50,000 square feet of floor area from the City of Los Angeles-owned Convention Center (Donor Site) to the project site (Receiver Site). Approval of the Transfer would result in a FAR of 13:1 in lieu of 6:1 FAR, a transfer of up to 993,909 square feet, to permit a maximum of 1,845,831 square feet of total floor area. As part of the request, the Applicant has submitted a Transfer Plan indicating the

proposed distribution of the Public Benefit Payment required pursuant to LAMC Section 14.5.9. The Public Benefit Payment requires that at least 50 percent of the payment be provided as a cash payment by the Applicant to the Public Benefit Trust Fund, unless otherwise approved by City Council. The remaining 50 percent of the payment may be provided by the direct provision of Public Benefits by the Applicant.

Pursuant to LAMC Section 14.5.5, DCP staff engaged in TFAR Early Consultation Session meetings with representatives from the Mayor's Office, and the Office of the Chief Legislative Analyst to discuss any development issues regarding the Project, including parking and transportation requirements, transfers, and public benefits. The committee reviewed the public benefits initially proposed by the Applicant and identified three potential areas for the direct provision of public benefits: affordable housing, public open space and homeless services. Based on the issues discussed at the Early Consultation Session meetings, the Applicant has proposed the following Transfer Plan:

Olympia Public Benefit Payment Transfer Plan		
Total Public Benefit Payment		\$36,396,948
50% Public Benefit Cash Payment		\$18,198,474
50% Public Benefit Direct Provision		\$18,198,474
Allocation of Public Benefit Direct Provision		
Los Angeles Housing and Community Investment Department	22.5%	\$8,189,313.30
Skid Row Housing Trust	11.5%	\$4,185,649.02
LAMP Community	11.5%	\$4,185,649.02
Department of Recreation and Parks (Redevelopment of Pershing Square Park)	2.25%	\$818,931.33
LA Neighborhood Land Trust	2.25%	\$818,931.33
Total	100%	\$36,396,948

Conclusion

The project is a mixed-use project that provides 879 new multi-family residential units on a site that currently does not provide any housing units. The project will also provide up to 40,000 square feet of commercial retail and restaurant uses that will provide beneficial services to project residents and to the surrounding community. It also provides a 1000 room hotel directly adjacent to the Los Angeles Sports and Entertainment District, within walking distance to the Los Angeles Convention Center. The project will improve and enhance the pedestrian environment on the project site by replacing existing surface parking and office uses with a mixed-use project that provides ground floor retail and a publicly accessible plaza at the corner of Olympic Boulevard and Georgia Street, and a bike hub. The project will create a consistent street wall, scale, and pedestrian-oriented street front along Olympic Boulevard, Georgia Street, and James M Wood Boulevard. The project will also improve the streetscape around the project site consistent with the streetscape plan for the Los Angeles Sports and Entertainment District. It will develop a mixed-use development in close proximity to transit options, the Los Angeles Sports and Entertainment District, and the Downtown area, locating High density housing and commercial space as directed by City plans and polices, pursuant to the parcel zoning, and in line with State and City climate and sustainability plans. Additionally it would provide additional hotel rooms and employment

opportunities in the Los Angeles Sports and Entertainment District and Downtown Area. The proposed development is compatible with the site's Regional Center Commercial land use designation and the policies of the General Plan. The requested Transfer of Floor Area, Sign District, Master Conditional Use Permit, Site Plan Review, and Deputy Advisory Agency Deviation, will allow for greater housing options in the Central City Area, and a range of commercial options, including restaurants, and a hotel. The requested Transfer of Floor Area, Supplemental Use Sign District, Master Conditional Use Permit, and Site Plan Review are in conformance with the public necessity, convenience, general welfare, and good zoning practice. Staff recommends approval of the attached entitlements which support the policies of the Land Use Element of the General Plan.

The project results in a development that includes a beneficial and complementary mix of uses that create active and safe pedestrian environments, and offer a variety of amenities and open space features. The project's location, uses, height, and other features will be compatible with the surrounding neighborhood, and will not adversely affect public health, welfare, and safety. Furthermore, overriding considerations of economic, social, aesthetic, and environmental benefits for the project justify adoption of the project and utilization of the previously certified EIR. Based on the information submitted, the testimony received at the public hearing, the analysis in the EIR, and the whole of the record, the Department of City Planning is recommending that the City Planning Commission approve Planning Staff's recommended actions as stated above.

CONDITIONS OF APPROVAL

Pursuant to Section 14.5 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property, consistent with the Transfer of Floor Area Rights provisions:

1. **Site Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", stamp dated January 30, 2019, except as may be revised as a result of this action. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.
2. **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. **Project Description.** The mixed-use development will result in up to 879 residential condominiums, 1,000 key hotel, and up to 40,000 square feet of commercial space within three new towers. The tallest tower, Tower A, would have a maximum height of 853 feet above ground level. The project consists of approximately 1,845,831 square feet of floor area, for a Floor Area Ratio (FAR) of 13:1.
4. **Zoning.** In compliance with the LAMC, uses permitted in the C2-4D-SN Zone shall apply to the project site.
5. **Transfer of Floor Area Rights.**
 - a. **Floor Area.** The Development shall not exceed a maximum Floor Area Ratio (FAR) of 13:1 and a total floor area of 1,845,831 square feet. The Transfer Payment and Public Benefit Payment shall be pro-rated to the amount of TFAR being acquired in the event the maximum amount of TFAR is not required. The base lot area used to calculate the base floor area shall be 141,987 square feet with a 6:1 FAR. Changes to the Project that result in a 20 percent decrease in floor area, or more, shall require new entitlements.
 - b. **TFAR Transfer Payment.** The Project is subject to and shall pay a TFAR Transfer Payment in conformance with Section 14.5.6 through 14.5.12 of the Code. Such payment shall be based on the actual amount of floor area transferred to the Project site.
 - i. The total amount of floor area authorized to be transferred from the Los Angeles Convention Center by this action shall not exceed 993,909 square feet. The total floor area of the Project Site (Receiver Site) shall not exceed 1,845,831 square feet.

- ii. The Applicant shall provide a TFAR Transfer Payment consistent with LAMC Section 14.5.10 in the amount of \$5 per square foot, or \$4,969,545, for the transfer of 939,909 square feet from the Los Angeles Convention Center located at 1201 South Figueroa Street (Donor Site) to the Project Site (Receiver Site).
- c. **Public Benefit Payment.** The Project is subject to and shall pay a Public Benefit Payment in conformance with Section 14.5.6 through 14.5.12 of the Code.
- i. The Applicant shall provide a Public Benefit Payment consistent with LAMC Section 14.5.9 in the amount of \$36,396,948 provided that at least 50 percent (or \$18,198,474) of the Public Benefit Payment consist of cash payment by the Applicant to the Public Benefit Trust Fund. Direct provision payments shall be paid directly to the recipients and not to the City of Los Angeles. Proof shall be provided in the form of a cleared check or bank statement and a letter signed by the Executive Director of each organization. Consistent with the TFAR Ordinance, the Project shall provide 50 percent (or \$18,198,474) of the Public Benefit Payment by directly providing the following public benefits:
 - 1. A payment to the Los Angeles Housing and Community Investment Department in the amount of \$8,189,313.30 (22.5%). The funds shall be utilized for construction and operation of affordable housing developments.
 - 2. A payment to the Skid Row Housing Trust, in the amount of \$4,185,649.02 (11.5%). The funds shall be utilized for homeless services.
 - 3. A payment to the LAMP (formerly Los Angeles Men's Place) Community in the amount of \$4,185,649.02 (11.5%). The funds shall be utilized for homeless services.
 - 4. A payment to the Department of Recreation and Parks in the amount of \$818,931.33 (2.25%). The funds shall be utilized towards redevelopment and beautification of Pershing Square Public Park.
 - 5. A payment to Los Angeles Neighborhood Land Trust in the amount of \$818,931.33 (2.25%). The funds shall be utilized for development of neighborhood-serving open space in park-deficient areas in downtown.
 - ii. At the time of issuance of the Certificate of Occupancy for the Project, the Applicant shall provide an update to the file from each recipient of direct provisions detailing how the money has been spent thus far.
 - iii. The Applicant shall pay the required Public Benefit Payment, less the cost of the Direct Provision of Public Benefits, in cash to the Public Benefit Trust Fund, pursuant to the terms of Transfer of Floor Area Rights Ordinance No. 181,574, Article 4.5 of the LAMC. The Public Benefit Payment proof of cash payment and direct provision of public benefits is required upon the earliest occurrence of either:
 - 1. The issuance of the building permit for the Project; or
 - 2. Twenty-four months after the final approval of the Transfer and the expiration of any appeals or appeal period; should the Applicant not make

the required payments within the specified time, subject approval shall expire, unless extended by the Director in writing.

Administrative Conditions:

6. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.
7. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
8. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.
9. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
10. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
11. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.
12. **Indemnification and Reimbursement of Litigation Costs.** The Applicant shall do all of the following:
 - (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
 - (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does

- not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

ENTITLEMENT FINDINGS

1. Transfer of Development Rights Findings

- a. Pursuant to Section 14.5.6 B.2 of the Los Angeles Municipal Code, the increase in Floor Area generated by the proposed Transfer is appropriate with respect to the location and access to public transit and other modes of transportation, compatible with other existing and proposed development and the City's supporting infrastructure or otherwise determined to be appropriate for the long term development of the Central City.

The Proposed Project is a mixed-use development consisting of residential, commercial, and hotel uses, proposed at a Downtown location within walking distance of the Los Angeles Sports and Entertainment District (LASED), and part of the South Park Neighborhood. The location is adjacent to the city's premiere convention, entertainment, and sports district, locating additional residents, employees, and hotel guests within walking distance to these uses. The Project is in conformance with General Plan Policies, and Objectives, as well as state and regional plans concentrating residential units and commercial space in proximity to established transit and destinations. Furthermore, the location provides convenient access to the LASED and Downtown area, supporting businesses, institutions, restaurants, and other uses. The Project Site is in proximity to employment centers in Downtown Los Angeles, and is well served by public transit providing comprehensive mobility options for residents, guests, visitors, and employees. Additionally, the proposed Project would include a theater (which could be used for meetings), a business center, spa, library, and pool, further supplementing existing amenities in the area that support the Convention Center as well as events in the Los Angeles Sports and Entertainment District.

The Proposed Project is transit accessible and is in proximity to many bus transit lines, MTA rail lines (Metro Rail) and DASH service. The site is approximately 0.3 miles east of Pico Station with portals at Flower Street and Pico Boulevard, and is served by the Blue and Expo Lines, with connections to the Silver Line Bus route. The 7th Street/Metro Center Station is located approximately 0.4 miles northeast of the Project Site with station portals at the northeastern corner of 7th Street and Figueroa Street, at the northeastern corner of 7th Street and Flower Street, and at the northwestern corner of 7th Street and Hope Street. 7th/Metro Center Metro Rail station is served by Red, Purple, Blue, and Expo Lines, connecting passengers to Pasadena, East Los Angeles, Long Beach, Culver City, Santa Monica, Hollywood, Korea Town, and North Hollywood. Prior to project build out, Metro forecasts 2021 as completion of construction of the Regional Connector Project, which would expand service by connecting the Gold, Blue, and Expo Light Rail Lines expanding destinations at both stations. Additionally, MTA Bus lines serving the site include lines 66, 81, 442, and 460, the Metro Silver Line (910 and 950). LADOT Dash F, LADOT Commuter Express Bus Lines 419, 423, 438, and 448 also have stops along Figueroa, as well as additional municipal bus lines. The Project site is located two blocks from the now completed MyFig project, which spans Figueroa Street from 7th Street to Martin Luther King Jr. Boulevard, which includes bus boarding islands, traffic calming features, buffered and striped bike lanes, and enhanced wayfinding signage. The project is also in proximity to multiple Metro Bike Share stations, including Figueroa and 9th Street, Hope Street and Olympic Street, Hope Street and 11th Street.

The Proposed Project is compatible with both existing and recently completed development in the area, as well as proposed development. Additionally, the project is not seeking entitlements that would alter the zone or the General or Community Plan.

Recent high-rise multifamily mixed-use developments in the vicinity of the project include the four tower Metropolis development, with the highest tower reaching 56 stories located at Francisco Street and James M. Wood Boulevard, directly north of the site. Also nearby is the Circa development located at Flower Street and 12th Street consisting of two 35-story towers, Oceanwide Plaza located across the street from the Circa development at 53 stories, Hope and Flower towers 31 and 40 stories tall located at 1212 Flower Street, and multiple mid-rise residential developments throughout the South Park area. As well as the 54-story Ritz Carlton Hotel at the southeast corner of Georgia Street and Olympic Boulevard. The South Park neighborhood, as intended in the Community Plan, has seen a large number of additional residential units built in the past decade, the project as proposed would follow this trend, consistent with large scale high-rise mixed-use developments listed above, similarly located adjacent or in the LASED. Furthermore, proposed development located at the northwest corner of James M. Wood Boulevard and Georgia Street, Olympic Boulevard and Figueroa Street, as well as two parcels north, on the north side of the Hotel Figueroa, each have mixed-use, mid- or high-rise projects proposed, each with hotel components. Specifically, 926 James M. Wood Boulevard would include a 247-room hotel and amenities, 813 Olympic Boulevard would include a 58-story high-rise tower, with 373 hotel rooms and 374 residential units, and 913 South Figueroa Street would include 220-room hotel, and 200 residential units. The project as proposed is consistent with both existing and proposed development in the South Park neighborhood, as well as additional development planned for the Central City Community Plan Area.

The Central City Community Plan includes residential objectives, and commercial objectives and policies which encourage this type of development in the area. Furthermore, the General Plan Framework Element designates the area as Regional Center Commercial. The Framework Element characterizes Regional Commercial Center Land Use Designation as “intended to serve as the focal points of regional commerce, identity, and activity.” “They are typically high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. Generally, regional centers will range from FAR 1.5:1 to 6:1 and are characterized by six- to twenty-story (or higher) buildings as determined in the Community Plan.” The Framework Element includes goals and objectives consistent with this description, which indicate the proposed development and recent developments in the area are consistent with the intent of the Land Use Designation.

The Project’s location is well served by infrastructure, as the area is currently developed with a mix of uses, each connected to various existing utilities serving the area. The recent expansion of development has furthermore resulted in extensive study, and provision if deemed necessary, of utilities in the area. As discussed in the Draft EIR, prepared for the Project is estimated to generate a net total of approximately 361,894 gallons per day (or 0.36 million gallons per day) of wastewater. Wastewater generated by the Project would flow to the Hyperion Water Reclamation Plan (HWRP), which has an available treatment capacity of 88 million gallons per day and adequate capacity to treat the Project’s wastewater. As part of the Project’s permit process, the City would conduct further detailed gauging and evaluation to confirm specific sewer connection points and capacity. As discussed in the Draft EIR, a Water Supply Assessment was prepared for the Project by the Los Angeles Department of Water and Power (LADWP). LADWP estimates that the Project (under Option 2) would consume approximately 314,712 gallons of water per day. LADWP concluded that projected water supply available during normal, single dry, and multiple-dry water years as included in the 25-year projection of the 2015 Urban Water Management Plan (UWMP) is sufficient to meet the projected water demand associated with the Project, in addition to the existing and planned future demand on LADWP. In addition, with regards to the Water Supply Assessment, the Project has

voluntarily agreed to incorporate a variety of water conservation measures into the Project that are beyond those required by law. As discussed in the Draft EIR, the Project would consume approximately 15,895,170 kilowatt hours (kw-h) of electricity (or 15.895 MWh) per year and approximately 30,348,050 kBTU of natural gas per year. LADWP's current and planned electricity supplies have the capacity to support the Project's electricity consumption (see correspondence from LADWP contained in Appendix M-2 of the Draft EIR).

In summary, the site is centrally located near frequent transit services, would be compatible with densely developed surroundings, and would be in close proximity to jobs, housing, and a wide range of uses and public services. The intensity and mix of the proposed residential and commercial uses are compatible with the current density and mix of uses in the area, and will contribute to the establishment of a 24-hour community in downtown Los Angeles. Therefore, the Transfer is appropriate for the long-term development of the Central City because it will enable the project to include residential, hotel, and commercial uses in the South Park area, contributing to the revitalization and modernization of Downtown Los Angeles including job creation and increased City tax revenue generation, maintaining the strong image of downtown as the major center of the metropolitan region, and serving as a linkage and catalyst for other downtown development.

b. The Project is consistent with the purposes and objectives of the Redevelopment Plan.

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 is located in the City Center Redevelopment Plan Area. The City Center Redevelopment Plan's primary objective is eliminating and preventing blight in the area. The project supports and is consistent with the following objectives of the City Center Redevelopment Plan.

1. To eliminate and prevent the spread of blight and deterioration and to rehabilitate and redevelop the project area in accordance with this plan.
2. To further the development of Downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the General Plan Framework, Concept Plan, City-wide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan.
3. To create an environment that will prepare, and allow, the Central City to accept that share of regional growth and development which is appropriate, and which is economically and functionally attracted to it.

4. To promote the development and rehabilitation of economic enterprises including retail, commercial, service, sports and entertainment, manufacturing, industrial and hospitality uses that are intended to provide employment and improve the Project Area's tax base.
5. To guide growth and development, reinforce viable functions, and facilitate the redevelopment, revitalization or rehabilitation of deteriorated and underutilized areas.
6. To create a modern, efficient and balanced urban environment for people, including a full range of around-the-clock activities and uses, such as recreation, sports, entertainment and housing.
7. To create a symbol of pride and identity which give the Central City a strong image as the major center of the Los Angeles Region.
8. To facilitate the development of an integrated transportation system which will allow for the efficient movement of people and goods into, through, and out of the Central City.
9. To achieve excellence in design, based on how the Central City is to be used by people, giving emphasis to parks, green spaces, streetscapes, street tress, and places designed for walking and sitting, and to develop an open space infrastructure that will aid in the creation of a cohesive social fabric.
12. To provide a full range of employment opportunities for persons of all income levels.

The new residential units proposed as part of the Project will support Objective 3 by offering various options for new residents, as well as offering new commercial space located in a transit rich area, siting new commercial growth in a location aligned with City plans and policies. Furthermore, the location and additional residential and commercial uses support Objectives 2, 4, and 6 by contributing to a new skyline defining development, on a lot zoned and intended for high-density uses not currently occupied by such development. The Project will support the greater Downtown area and South Park as destinations, and provide additional space for uses that complement the nearby LASED, contributing to its economic vitality. The proposed development would include a hotel, in addition to 879 residential units and 40,000 square feet of retail and restaurant space, that provide a 24-hour community in downtown located one block from the LA Live, the Convention Center, and Staples Center.

The project will comply with Objective 5 as the site consist of a large surface parking lot and an existing hotel, that will be demolished and redeveloped with a mixed-use hotel, residential, and commercial project guiding growth and development in the area. The Project will achieve Objective 12 by generating new job opportunities associated with the 40,000 square feet of commercial space, and a 1,000 room hotel. Additionally, the construction of the Project would create temporary construction-related jobs. It is estimated that approximately 75 workers would be employed during the excavation and grading phases of construction and approximately 1500 workers would be employed during the actual construction of the proposed building. In addition, during operation, the Project would generate approximately 792 net employees after the removal of the existing uses. The project would result in a 3,755% increase in tax revenue for the site, with an

estimated annual tax revenue of \$10,000,000. Additionally, the Project would result in hotel tax revenue, as well as additional employment opportunities. The Project has a valuation of approximately \$1,000,000,000, and will incorporate union labor, resulting in additional investment in the surrounding community and region.

Therefore, the Project's new uses, employment opportunities, transit oriented location, and other community benefits make the Project consistent with the Redevelopment Plan.

c. The Transfer serves the public interest by complying with the requirements of section 14.5.9 of the LAMC.

The Project proposes 50 percent of its transfer payment to the Public Benefit Trust Fund, and the payment was calculated pursuant to Section 14.5.9 C. The Project therefore complies with the requirement of a 50 percent minimum payment to the Trust Fund. Additional allocations are being made to the Los Angeles Housing and Community Investment Department Affordable Housing Trust Fund, providing affordable housing in the area, both a goal of the City and identified need across the region. Additional allocations include Skid Row Housing Trust and LAMP (formerly Los Angeles Men's Place) Community (Los Angeles Men's Place), providing homeless services, supporting the myriad of programs and goals the city has established to alleviate homelessness. Finally, allocations to Renew Pershing Square and the LA Neighborhood Land Trust will improve urban open space and parks. Below is a summary of the plan.

Olympia Public Benefit Payment Transfer Plan		
Total Public Benefit Payment		\$36,396,948
50% Public Benefit Cash Payment		\$18,198,474
50% Public Benefit Direct Provision		\$18,198,474
Allocation of Public Benefit Direct Provision		
HCID	22.5%	\$8,189,313.30
Skid Row Housing Trust	11.5%	\$4,185,649.02
LAMP Community	11.5%	\$4,185,649.02
Department of Recreation and Parks (Redevelopment of Pershing Square Park)	2.25%	\$818,931.33
LA Neighborhood Land Trust	2.25%	\$818,931.33
Total	100%	\$36,396,948

d. The Transfer is in conformance with the Community Plan and any other relevant policy documents previously adopted by the Commission or the City Council.

The project site is located within the Central City Community Plan and has a Regional Center Commercial and High Density land use designations. The Central City Community Plan describes the Transfer of Floor Area Ratio (TFAR) as follows (page III-19):

"The transfer of floor area between and among sites is an important tool for Downtown to direct growth to areas that can best accommodate increased density and from sites that contain special uses worth preserving or encouraging."

The transfer is in conformance with the Central City Community Plan and other relevant policy documents in that the Community Plan provides for transfers of floor area up to 13:1 floor area ratio on parcels in Height District 4D and that the transfer allows for the project to advance a number of specific objectives and policies contained in the Community Plan, including:

Central City Community Plan

Residential

Objective No. 1-1: To promote development of residential units in South Park.

Objective No. 1-2: To increase the range of housing choices available to Downtown employees and residents.

Commercial

Objective 2-2: To retain the existing retail base in Central City

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

Policy 2-3.1: Support the development of a hotel and entertainment district surrounding the Convention Center/Staples Arena with linkages to other areas of Central City and the Figueroa corridor.

Objective 2-4: To encourage a mix of uses which create an active, 24-hour downtown environment for current residents and which would also foster increased tourism

Objective 2-4.1 Promote night life activity by encouraging restaurants, pubs, night clubs, small theaters, and other specialty uses to reinforce existing pockets of activity

The proposed mixed-use project supports Objective 1-1 and Objective 1-2 by providing up to 879 residential units within three high-rise towers arranged on the Project Site. Within each tower, a mix of one-, two-, and three-bedroom units would be provided. By providing a range of unit and bedroom sizes, and its location in the South Park neighborhood of the Community Plan, the project supports both Objective 1-1 and Objective 1-2.

The Project would also support Commercial Objectives 2-2 and 2-4 as the project provides 40,000 square feet of new commercial space, supporting the existing commercial base in Central City as well as offering opportunities for new uses. The amount of commercial space allows for flexibility in leasehold sizes, and thereby uses, supporting both new and current uses in the Central City area. The Project will provide flexibility in commercial spaces allowing for both retail and restaurant uses, helping to create an active, 24-hour Downtown. The addition of new uses, as well as up to 1,367 residential units in the South Park neighborhood supports the existing retail base by strengthening current and creating new residential demand for goods and services, as well as creating synergy between different commercial uses in the area, including LA Live, Staples Center, and the Convention Center.

The Project also complies with Objectives 2-3 and Policy 2-3.1 by creating a 1,000-room hotel and 40,000 square feet of commercial uses located one block from LA Live, Staples Center, and the Convention Center. The proximity to this entertainment district would locate both visitors and residents adjacent to Downtown and the Los Angeles Convention Center, which host various businesses, conventions, trade shows, and tourist destinations, both providing a linkage to the Figueroa corridor. The Project will incorporate sidewalk treatments, a publicly accessible plaza, and landscaping throughout the Project Site and perimeter that will encourage pedestrian street activity to help achieve Policy 2-3.1. The hotel and commercial uses will help create a vibrant 24-hour downtown environment that will serve the residents and employees of the South Park area, as well as tourism to achieve Objective 2-4 and Objective 2-4.1

The Proposed Project would locate additional residents, commercial uses, and a hotel in close proximity to both the Convention Center and Downtown; and additional residents in the area, providing commercial uses to meet new and current resident and visitor needs, supporting the Convention Center and the Los Angeles Sports and Entertainment District and contributing to a 24-hour Downtown environment.

Therefore, the Project is consistent with the Central City Community Plan.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (“CEQA”) FINDINGS

The City of Los Angeles, as lead agency, acting through the Department of City Planning, prepared an environmental impact report (EIR), consisting of a Draft EIR and Final EIR, under case number ENV-2016-4889-EIR (State Clearinghouse House No. 2017101008). Pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21,000-21189.57)(CEQA), the EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the project at 1001 Olympic Boulevard, consisting of a mixed-use building, containing one of two options: Option A: up to 1,367 residential condominiums, 40,000 square feet of commercial use, Option B: up to 879 residential condominiums, 1,000 key hotel, and up to 40,000 square feet of commercial space. three (3) high-rise towers (65-story ‘Tower A’; 43-story ‘Tower B’; and 53-story ‘Tower C’), including a four-story podium connecting all three towers up to 1,845,831 square feet of floor area. The project’s tallest tower would have a maximum height of 853 feet. A total of up to 2,131 parking spaces and 1,548 bicycle parking spaces located in five subterranean levels and four above ground parking levels. The proposed site is a 3.15-acre site located at 1001 Olympic Boulevard, 911-955 South Georgia Street; 1,000-1016 West James M. Wood Boulevard; 936-950 South Bixel Street; 1013-1025 West Olympic Boulevard in the Central City area of Los Angeles (Site or Project Site).

In a determination letter dated January 2, 2019, the City’s Deputy Advisory Agency (DAA) certified the EIR; adopted the environmental findings prepared for the Project as well as a statement of overriding considerations and a mitigation monitoring program (MMP); and approved the Project’s vesting tentative tract map (VTTM). An appeal was filed January 14, 2019, with respect to the DAA’s approval of the VTTM. The appeal was withdrawn January 15, 2019. A Notice of Determination was filed on January 30, 2019 with the Los Angeles County Clerk.

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

certified or a negative declaration has previously been adopted and one or more of the following circumstances exist:

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

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

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

SECTION 2. CEQA FINDINGS

FIND, based on the independent judgment of the decision-maker, after consideration of the whole of the administrative record, the project was assessed in the Olympia Project EIR No. ENV-2016-4889-EIR State Clearinghouse House No. 2017101008 certified on January 29, 2019; and pursuant to CEQA Guidelines, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project.

SECTION 3. MITIGATION MONITORING PROGRAM

All mitigation measures in the previously adopted Mitigation Monitoring Program attached as Exhibit "B", are imposed on the project through Condition of Approval Nos. 16 and 17, to mitigate or avoid significant effects of the proposed Project on the environment and to ensure compliance during Project implementation.

PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing was held at City Hall for the proposed project entitlements on December 19, 2018 and was attended by the applicant, their representatives, and approximately 40 members of the public. At the public hearing, the project applicant and their representatives provided testimony. A total of 16 speakers addressed the project, 15 members of the public spoke in favor of the project. A representative from the Los Angeles Department of convention and Tourism Development spoke in favor of the project. A representative from the council office was present but did not provide testimony on the project.

Summary of Public Hearing Testimony

At the hearing, the project applicant presented the project features and project design. The applicant described the design concept within the context of the surrounding area. The applicant stated that public outreach has been conducted, and that the neighborhood council has voted to support the Project.

Members of the public spoke in support of the Project. Numerous members of the public were members of labor unions, and voiced their support for local hire provisions of the Project, and the economic opportunities the Project would provide.

Members of the Chamber of Commerce and Downtown Business Improvement District also spoke in support of the Project.

A representative from the Los Angeles Department of convention and Tourism Development spoke in support of the Project.

Communications Received

The Los Angeles area Chamber of Commerce, the Los Angeles Department of convention and Tourism Development, the Central City Association, and the Downtown Neighborhood Council submitted letters of support for the project at the hearing. The Los Angeles Unified School District also submitted a letter regarding the project EIR.

Additional public comments regarding the Draft Environmental Impact Report (EIR) for the project are addressed in the Final EIR: https://planning.lacity.org/eir/1001_Olympic/FEIR/

City Planning Commission

On February 14, 2019 the City Planning Commission took action on the project; determining the environmental document prepared for the project, the Olympia Environmental Impact Report, was properly certified and was the appropriate document for the project, as well as recommended that the City Council adopt the Olympia Sign District, approved a Master Conditional Use Permit, and Site Plan Review. The Commission imposed conditions to the project which restricted the number of signs in the Sign District, reduced the refresh rate for signage in the District, placed a condition that the west facing balconies which required that they not be accessible or be removed, and finally, the Commission continued the Transfer of Floor Area Rights to a date uncertain.

A copy of the February 14, 2019 City Planning Commission Staff Recommendation Report and Exhibits can be accessed through the following link:
<http://planning.lacity.org/StaffRpt/InitialRpts/CPC-2016-4888.pdf>

Community Redevelopment Agency Board Action

On April 4, 2019 the Community Redevelopment Agency Board considered the proposed Transfer Plan and approved the transfer of not more than 993,909 square feet of City-owned portion of the Los Angeles Convention Center's available floor area pursuant to Sections 512.5 and 520 of the City Center Redevelopment Plan for the construction of 876 residential condominium units and 40,000 square feet of commercial space, and 1,000 hotel rooms.

Exhibit A



1001 W OLYMPIC

1001 W OLYMPIC BOULEVARD
LOS ANGELES, CALIFORNIA

LA GATEWAY LLC

BACKGROUND INFORMATION

RENDERINGS

DIAGRAMS

PROJECT DATA

PLOT PLAN

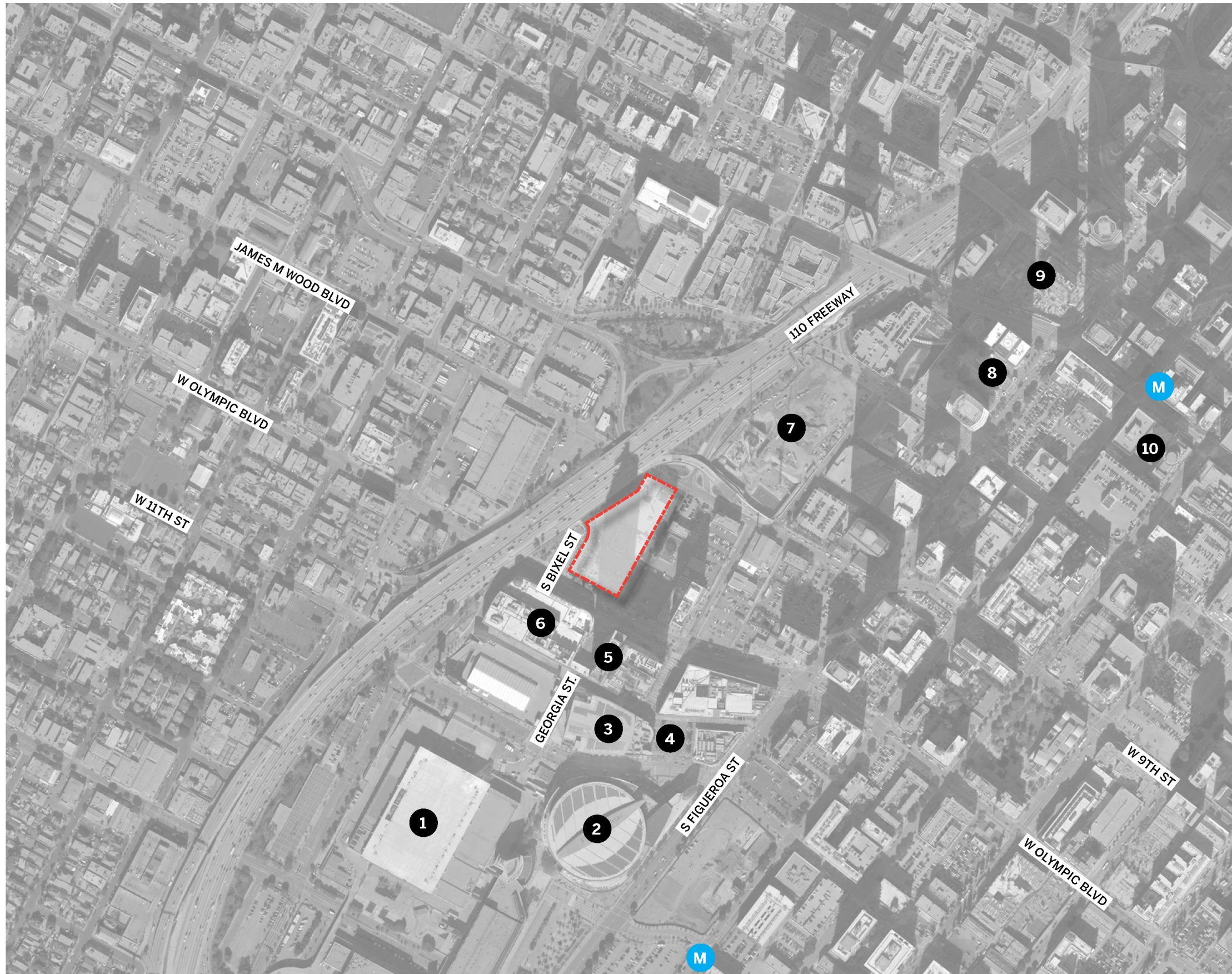
PLANS

TYPICAL UNIT PLANS

SECTIONS

ELEVATIONS

LANDSCAPE PLANS



1001 W OLYMPIC

1001 W OLYMPIC BOULEVARD
LOS ANGELES, CALIFORNIA

NEARBY LANDMARKS

- 1 LA CONVENTION CENTER
- 2 STAPLES CENTER
- 3 MICROSOFT THEATER
- 4 LA LIVE
- 5 RITZ CARLTON / JW MARRIOTT
- 6 REGAL CINEMAS
- 7 METROPOLIS
- 8 FIG AT 7TH
- 9 WILSHIRE GRAND CENTER
- 10 THE BLOC

LEGEND

- M METRO STATION
- SITE BOUNDRY



LAND AREA
 141,987 SQUARE FEET
 3.26 ACRES

LEGAL DESCRIPTION

PARCEL 1:
 LOT 12 OF F. J. NETTLETON'S SUBDIVISION OF THE ELLIS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 13 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:
 LOT 13 OF F. J. NETTLETON'S SUBDIVISION OF THE ELLIS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 13 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:
 LOTS 1, 3, 4 AND 5 OF TRACT NO. 22148, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 667, PAGES 55 AND 56 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

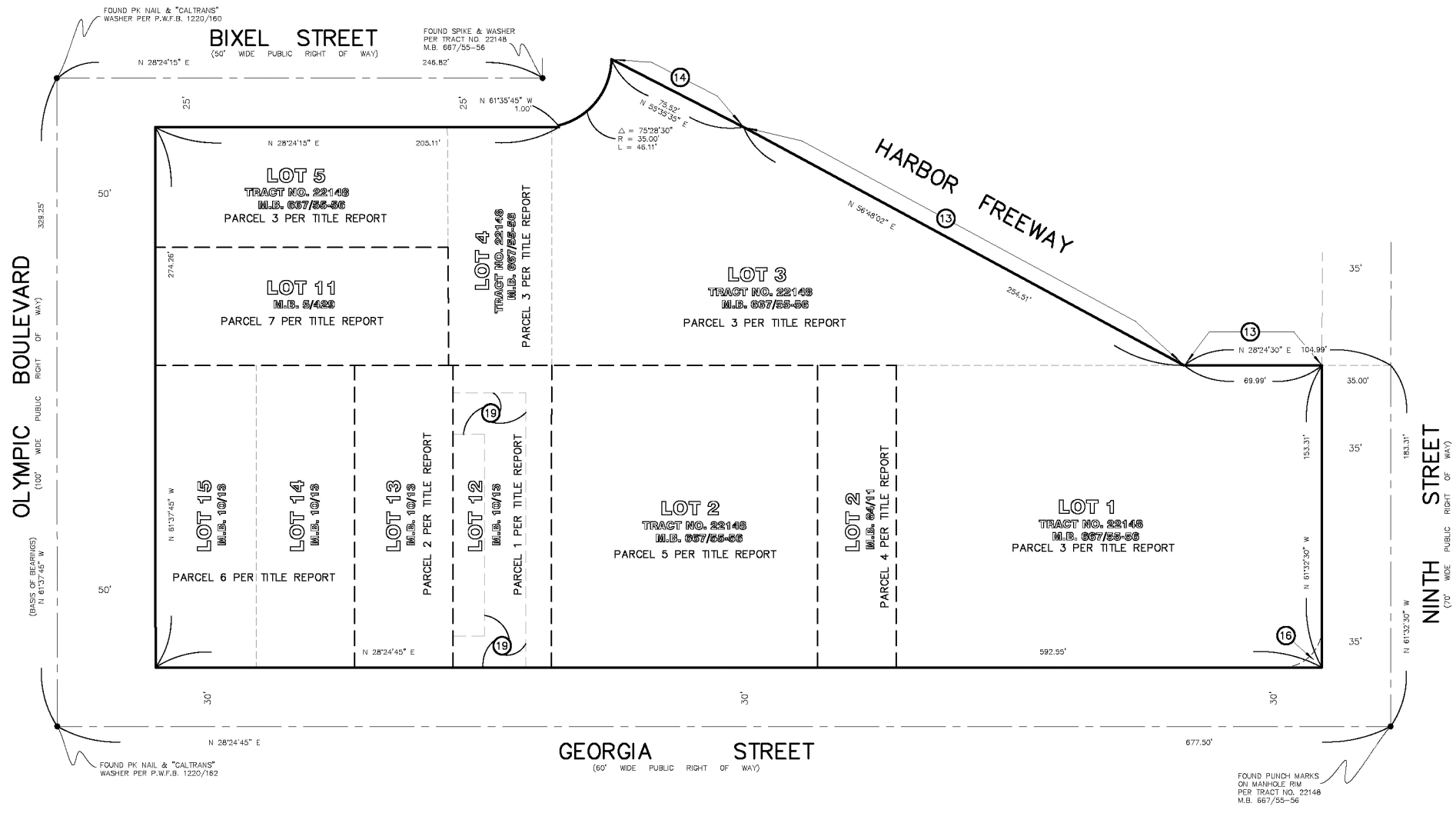
PARCEL 4:
 LOT 2 OF GEORGE W. STIMSON'S SUBDIVISION OF LOTS 7, 8 AND 9 OF F. J. NETTLETON'S SUBDIVISION OF THE ELLIS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 84, PAGE 11 OF MISCELLANEOUS RECORDS OF SAID COUNTY.

PARCEL 5:
 LOTS 2 OF TRACT NO. 22148, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 667, PAGES 55 AND 56 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

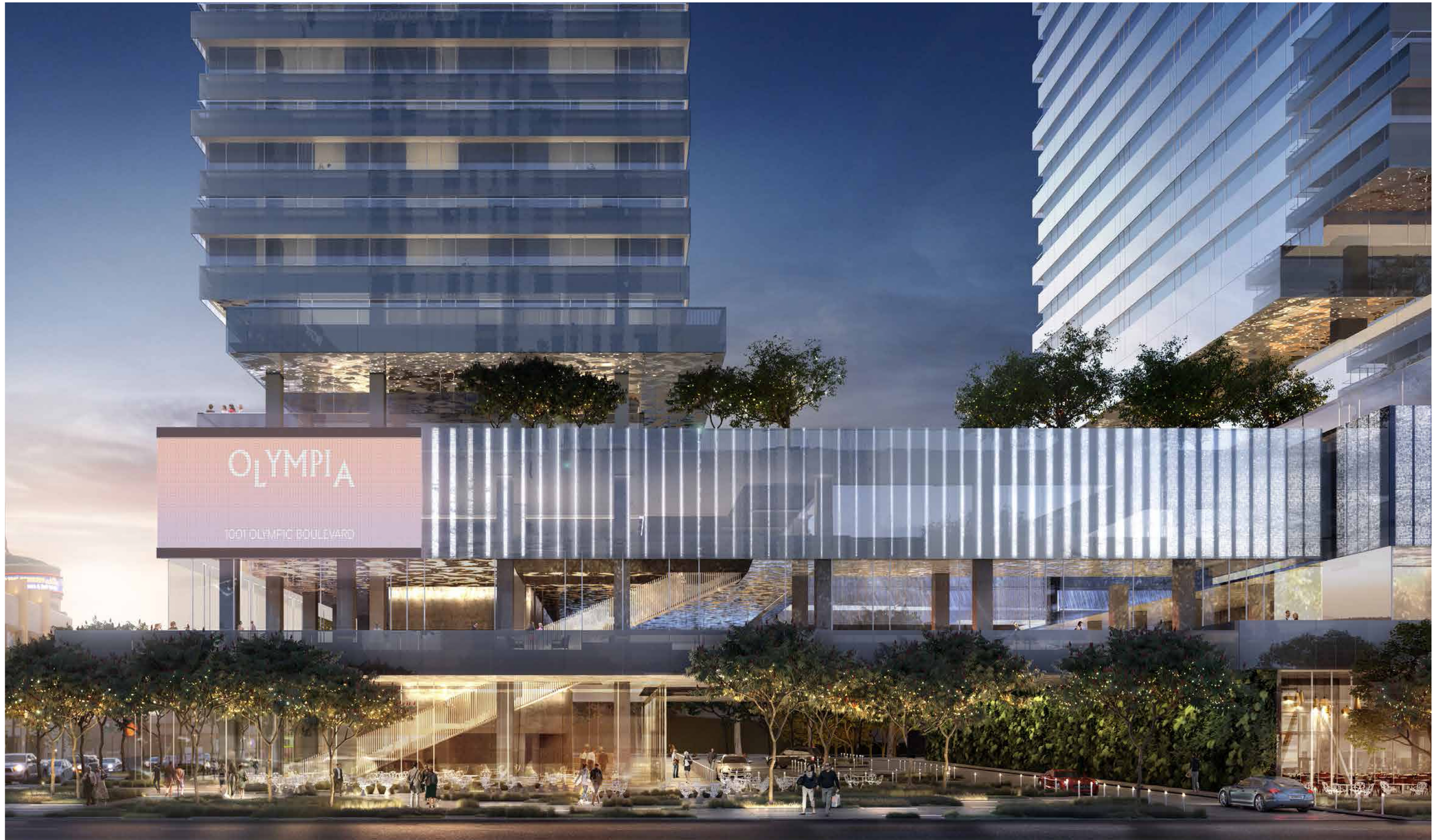
PARCEL 6:
 LOTS 14 AND 15 OF F. J. NETTLETON'S SUBDIVISION OF THE ELLIS TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 10, PAGE 13 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

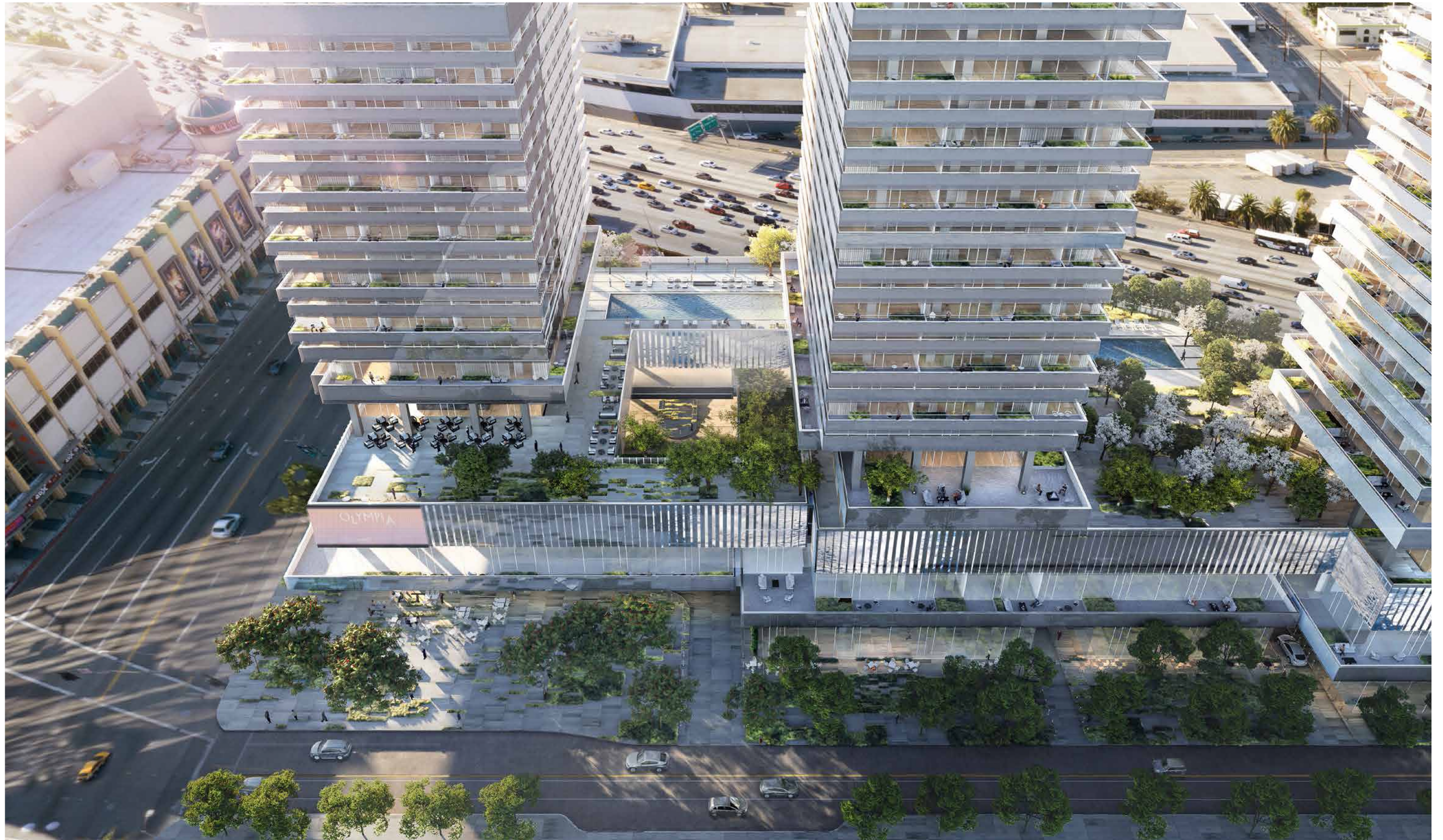
PARCEL 7:
 LOT 11 OF MERRIAM MARSH AND GARDNER'S SUBDIVISION OF PART OF LOT 1 IN BLOCK 36 OF HANCOCK'S SURVEY, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 5, PAGE 429 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

FIELD WORK WAS COMPLETED ON 1-26-16.
 O.K.O. ENGINEERING INC.
 MICHAEL FURLONG, PLS 8899



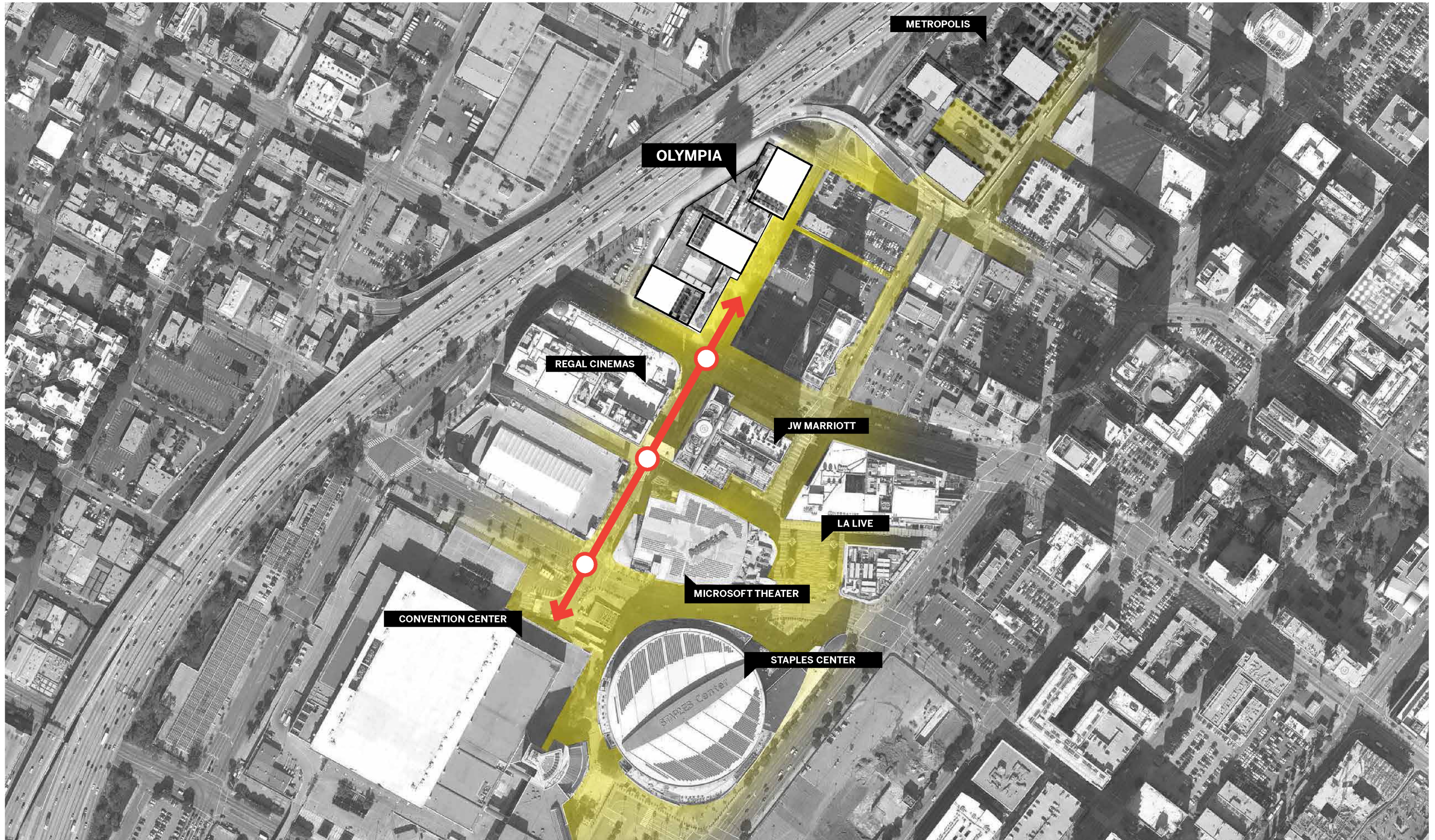
RENDERINGS







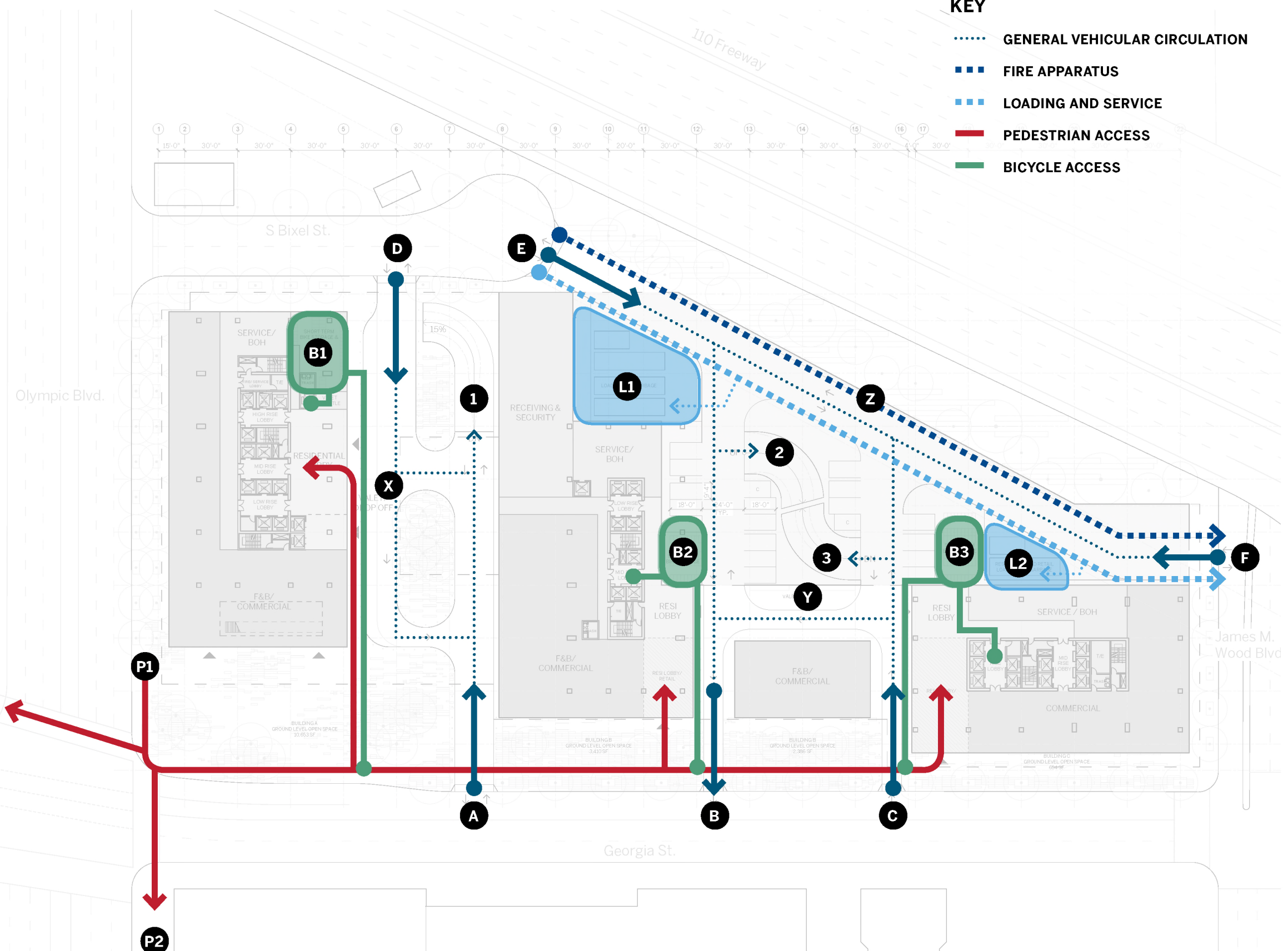
DIAGRAMS



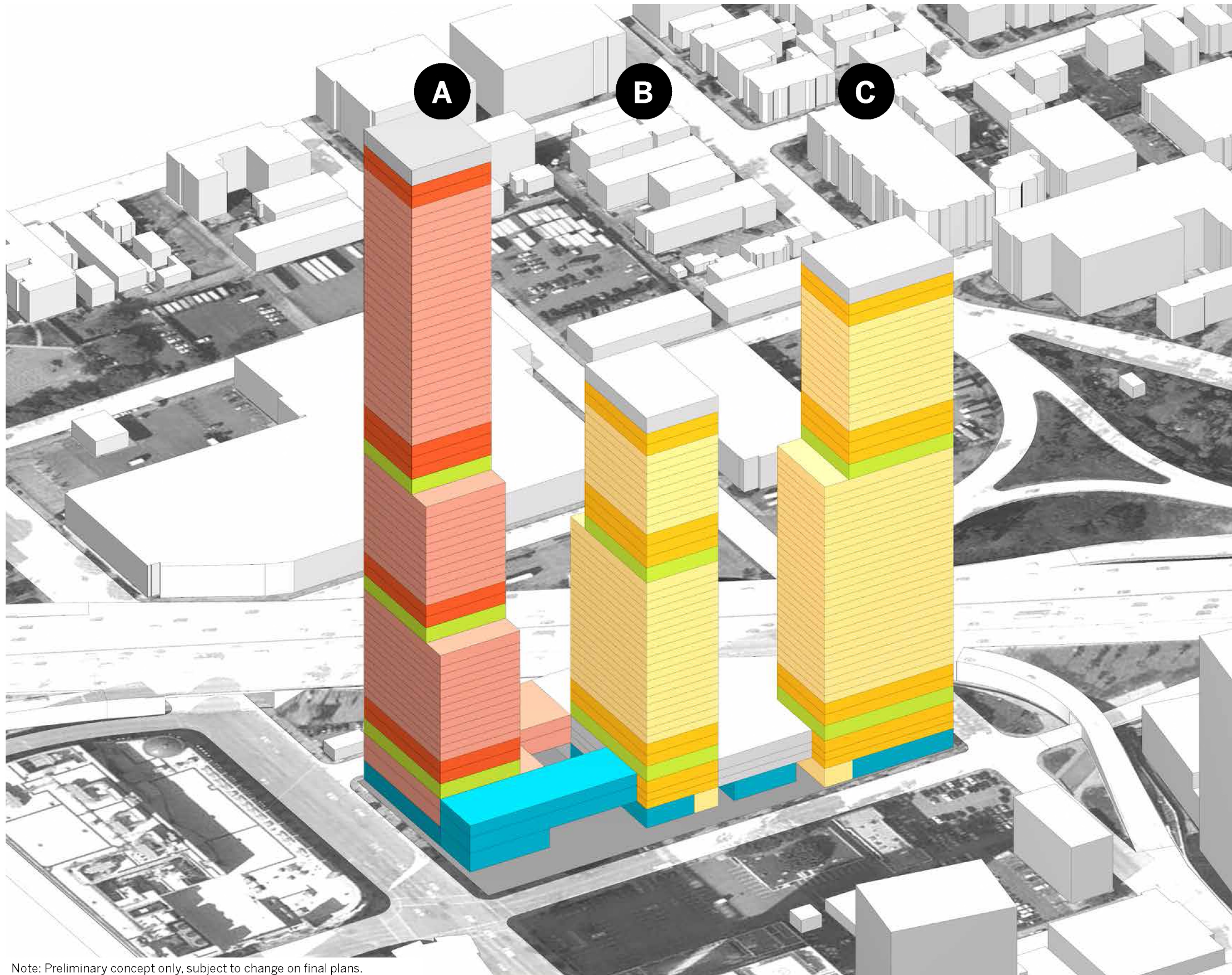
CIRCULATION DIAGRAM

- P1. PUBLIC TRANSIT**
BUS 28
- P2. TO PUBLIC TRANSIT**
APPX. 950' TO:
4X, 81, 442, 701, 721, CE 419, CE 332, CE 423, DASH
F, METRO SILVER LINE
- B1. TOWER A BICYCLE SERVICES**
ADDITIONAL LONG TERM SPACES ON GARAGE
LEVELS, ACCESS BY ELEVATOR
- B2. TOWER B BICYCLE SERVICES**
ADDITIONAL LONG TERM SPACES ON GARAGE
LEVELS, ACCESS BY ELEVATOR
- B3. TOWER C BICYCLE SERVICES**
ADDITIONAL LONG TERM SPACES ON GARAGE
LEVELS, ACCESS BY ELEVATOR
- A. PRIMARY TOWER A ACCESS**
IN, LEFT & RIGHT
OUT, LEFT & RIGHT
- B. TOWER B/C ACCESS**
OUT ONLY, LEFT & RIGHT
- C. TOWER B/C ACCESS**
IN ONLY, LEFT & RIGHT
- D. SECONDARY TOWER A ACCESS**
IN, LEFT & RIGHT
OUT, LEFT & RIGHT
- E. SECONDARY TOWER B/C ACCESS**
IN, STRAIGHT
OUT, STRAIGHT
- F. TERTIARY TOWER B/C ACCESS**
IN, RIGHT ONLY
OUT, RIGHT ONLY
- L1. TOWER A/B LOADING & SERVICE**
- L2. TOWER C LOADING & SERVICE**
- 1. TOWER A GARAGE ACCESS**
BELOW GRADE
- 2. TOWER B/C GARAGE ACCESS**
ABOVE GRADE
- 3. TOWER B/C GARAGE ACCESS**
BELOW GRADE
- X. TOWER A VALET/DROP OFF**
- Y. TOWER B/C VALET/DROP OFF**
- Z. FIRE APPARATUS ACCESS**

- KEY**
- GENERAL VEHICULAR CIRCULATION
 - ■ ■ FIRE APPARATUS
 - ■ ■ LOADING AND SERVICE
 - PEDESTRIAN ACCESS
 - BICYCLE ACCESS



PROJECT DATA



Note: Preliminary concept only, subject to change on final plans.

PROPOSED PROJECT

FAR: 13:1
 PROJECT FAR AREA: 1,845,831 SF

RESIDENTIAL UNITS: 879
 HOTEL KEYS: 1000
 RESIDENTIAL AREA: 1,127,027 SF
 HOTEL AREA: 678,804 SF
 COMMERCIAL AREA: 20,000 SF
 RESTAURANT AREA: 20,000 SF
 TOTAL PARKING: 2,131 SPACES

BUILDING A

HOTEL KEYS: 1000
 HOTEL AREA: 678,804 SF
 COMMERCIAL AREA: 9,976 SF
 RESTAURANT: 9,976 SF
 PARKING SPACES: 531 BELOW GRADE

HEIGHT/LEVELS: 852'-8" / 65 LEVELS
 BELOW GRADE GARAGE: 5 LEVELS

TOTAL FAR AREA: 698,738 SF

BUILDING B

RESIDENTIAL UNITS: 363
 RESIDENTIAL AREA: 475,988 SF
 COMMERCIAL AREA: 5,884 SF
 RESTAURANT: 5,885 SF
 PARKING SPACES: 937 BELOW GRADE
 261 ABOVE GRADE

HEIGHT/LEVELS: 549'-8" / 43 LEVELS
 BELOW GRADE GARAGE: 5 LEVELS

TOTAL FAR AREA: 487,758 SF

BUILDING C

RESIDENTIAL UNITS: 516
 RESIDENTIAL AREA: 651,056 SF
 COMMERCIAL AREA: 4,140 SF
 RESTAURANT: 4,139 SF
 PARKING SPACES: 285 BELOW GRADE
 117 ABOVE GRADE

HEIGHT/LEVELS: 652'-8" / 53 LEVELS
 BELOW GRADE GARAGE: 5 LEVELS

TOTAL FAR AREA: 659,335 SF

NOTES:
 ALL AREAS LISTED AS FAR AREA PER THE LA ZONING CODE SEC. 12.21.1A
 BUILDING HEIGHT IS UNLIMITED PER SITE ZONING DESIGNATION C2-4D

RESIDENTIAL UNIT MIX

Unit Mix	Proposed Project
Jr 1 Bedroom	70 UNITS
1 Bedroom	281 UNITS
1.5 Bedroom	0 UNITS
2 Bedroom	441 UNITS
3 Bedroom	70 UNITS
Penthouse	17 UNITS
Total	879 UNITS

Note: Preliminary concept only, subject to change on final plans.

VEHICULAR PARKING

Parking Required	Proposed Project	
<i>without waiver of the City Advisory Agency Condominium Parking Policy</i>	Program	Spaces Required
Hotel		
Keys @ 1 for 20 keys, 1/4 for 20 keys, 1/6 for remaining keys (CCPD)	1,000 KEYS	185 SPACES
Assembly @ 1/100sf (DPD)	15,000 SF	150 SPACES
Residential (Advisory Agency Policy)		
Condos @ 2.25/Unit	879 UNITS	1,978 SPACES
Commercial (DPD)		
Food and Beverage @ 1/1000SF (DPD)	20,000 SF	20 SPACES
Retail @ 1/1000SF (DPD)	20,000 SF	21 SPACES
Subtotal	2,354 SPACES	
Bicycle Reductions		
Residential Bicycle Reductions (up to 10% per 12.21.A.4)	-198 SPACES	
Non-Residential Bicycle Reductions (up to 20% per 12.21.A.4)	-75 SPACES	
Total Required Parking	2,081 SPACES	
Parking Required	Proposed Project	
<i>with waiver of the City Advisory Agency Condominium Parking Policy</i>	Program	Spaces Required
Hotel		
Keys @ 1 for 20 keys, 1/4 for 20 keys, 1/6 for remaining keys (CCPD)	1,000 KEYS	185 SPACES
Assembly @ 1/100sf (DPD)	15,000 SF	150 SPACES
Residential (CCPD)		
< or = to 3 Habitable Rooms @ 1	351 UNITS	351 SPACES
> 3 Habitable Rooms @ 1.25	528 UNITS	660 SPACES
Commercial (DPD)		
Food and Beverage @ 1/1000SF	20,000 SF	20 SPACES
Retail @ 1/1000SF	20,000 SF	21 SPACES
Subtotal	1,387 SPACES	
Bicycle Reductions		
Residential Bicycle Reductions (up to 10% per 12.21.A.4)	-101 SPACES	
Non-Residential Bicycle Reductions (up to 20% per 12.21.A.4)	-75 SPACES	
Total Required Parking	1,211 SPACES	
Parking Provided	Proposed Project	
	UP TO 2,131 SPACES	

Note: Preliminary concept only, subject to change on final plans.

BICYCLE PARKING

Bicycle Parking Required	Proposed Project	
<i>Short Term</i>	Program	Spaces Required
Hotel		
Guest Rooms @ 1/20 Keys	1,000 KEYS	50 SPACES
Assembly @ 1/350sf	15,000 SF	43 SPACES
Residential		
@ 1/10 Units	879 UNITS	88 SPACES
Commercial		
@ 1/2,000SF	40,000 SF	21 SPACES
<i>Short Term Subtotal</i>	<i>202 SPACES</i>	
<i>Long Term</i>	Program	Spaces Required
Hotel		
Guest Rooms @ 1/20 Keys	1,000 KEYS	50 SPACES
Assembly @ 1/700sf	15,000 SF	21 SPACES
Residential		
@ 1 Unit	879 UNITS	879 SPACES
Commercial		
@ 1/2,000SF	40,000 SF	21 SPACES
<i>Long Term Subtotal</i>	<i>971 SPACES</i>	
Bicycle Parking Provided	Proposed Project	
Short Term	202 SPACES	
Long Term	971 SPACES	
Total	1,173 SPACES	

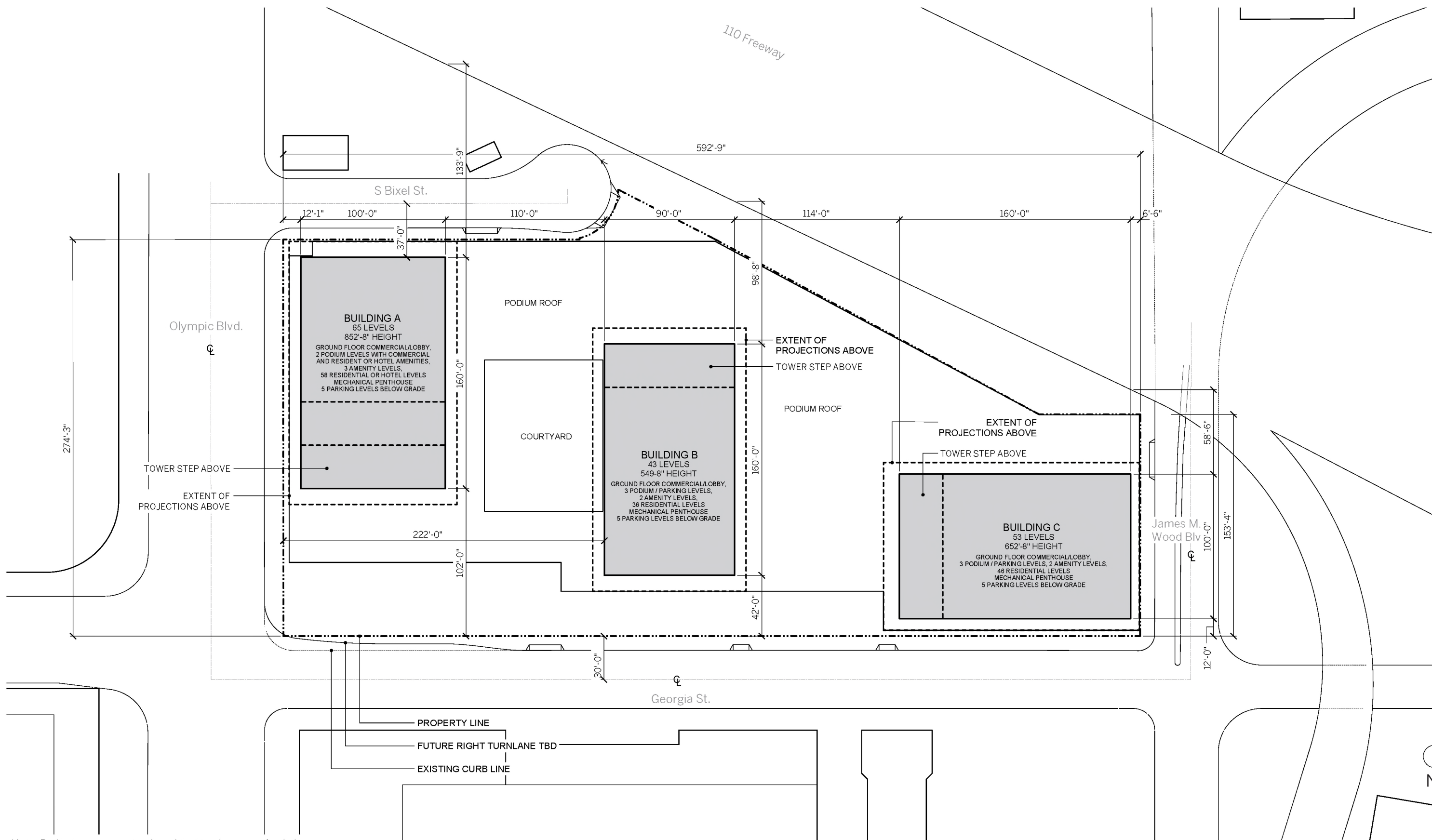
Note: Preliminary concept only, subject to change on final plans.

OPEN SPACE

Open Space Required	Proposed Project	
	Program	Area Required
Residential		
<3 Habitable Rooms @ 100sf/Unit	351 UNITS	35,100 SF
=3 Habitable Rooms @ 125sf/Unit	441 UNITS	55,125 SF
>3 Habitable Rooms @ 175sf/Unit	87 UNITS	15,225 SF
Total Required Open Space	105,450 SF	
Open Space Provided		
Ground Level	16,543 SF	
Common Open Space	52,632 SF	
Recreation Rooms	22,339 SF	
Private Balconies and Terraces	14,486 SF	
Approximate Provided Open Space	106,000 SF	
Planting		
Planting Required (25% of Common Open Space)	17,294 SF	
Approximate Planting Provided	21,363 SF	
Trees Required @ 1/4 Units	220 TREES	
Trees Provided (On Site)	254 TREES	
Trees Provided (Off Site)	0 TREES	

Note: Preliminary concept only, subject to change on final plans.

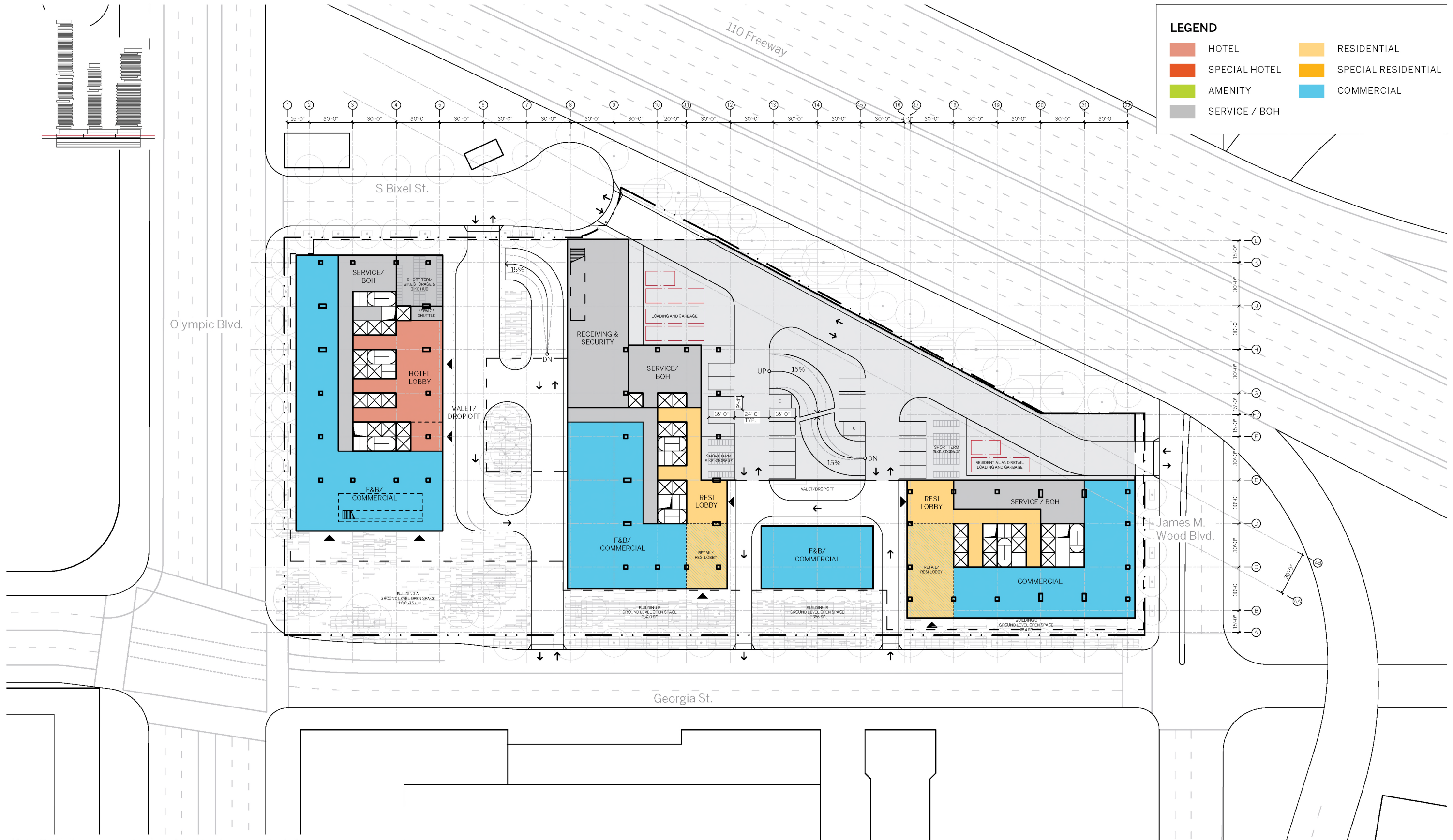
PLOT PLAN



Note: Preliminary concept only, subject to change on final plans.



PLANS



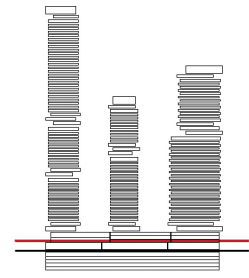
LEGEND

[Red Box]	HOTEL	[Yellow Box]	RESIDENTIAL
[Orange Box]	SPECIAL HOTEL	[Orange Box]	SPECIAL RESIDENTIAL
[Green Box]	AMENITY	[Blue Box]	COMMERCIAL
[Grey Box]	SERVICE / BOH		

Note: Preliminary concept only, subject to change on final plans.

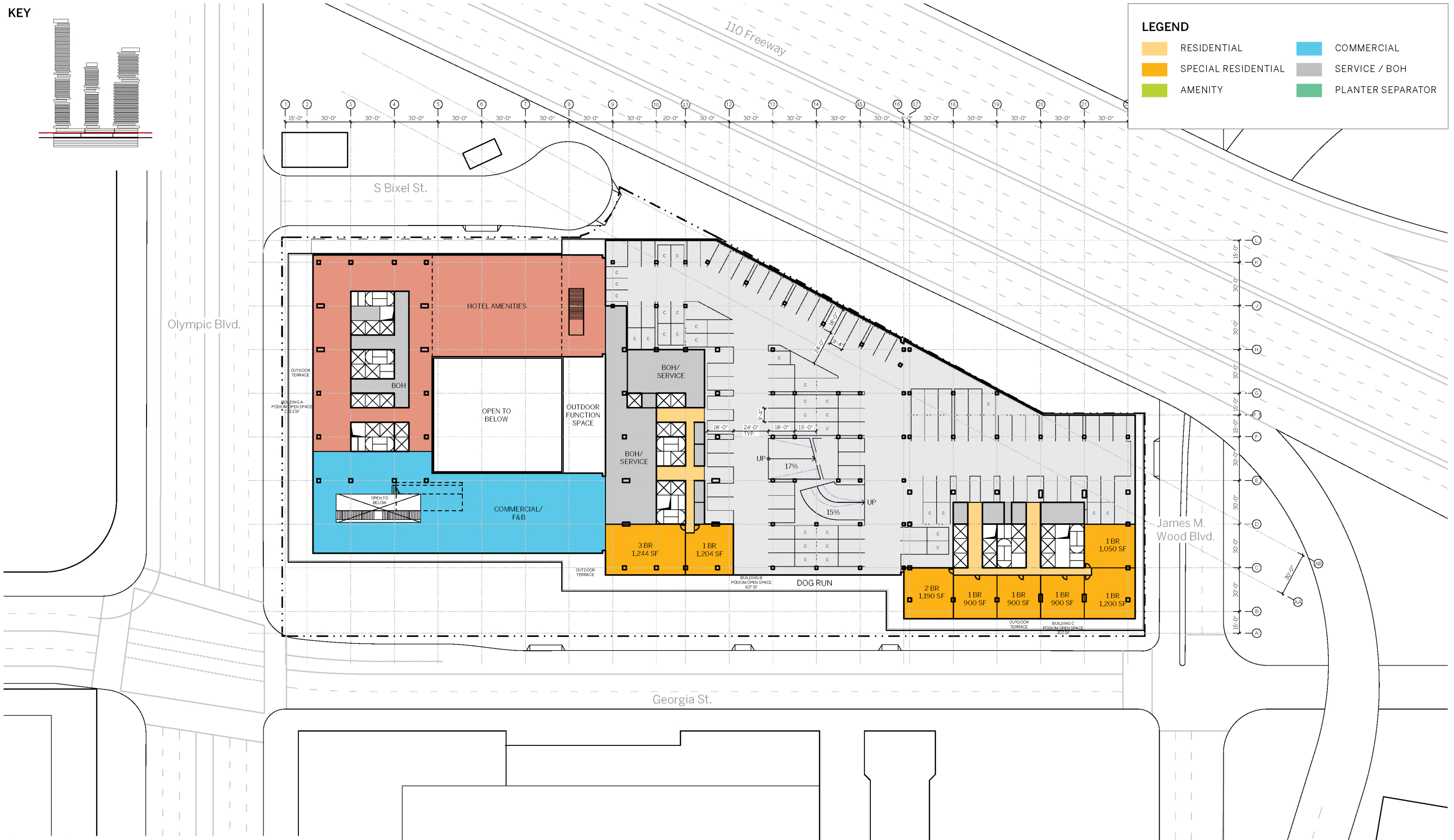


KEY



LEGEND

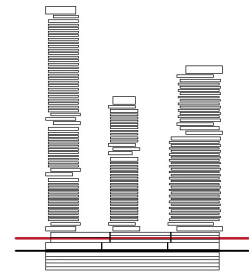
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 SPECIAL RESIDENTIAL	 SERVICE / BOH
 AMENITY	 PLANTER SEPARATOR



Note: Preliminary concept only, subject to change on final plans.

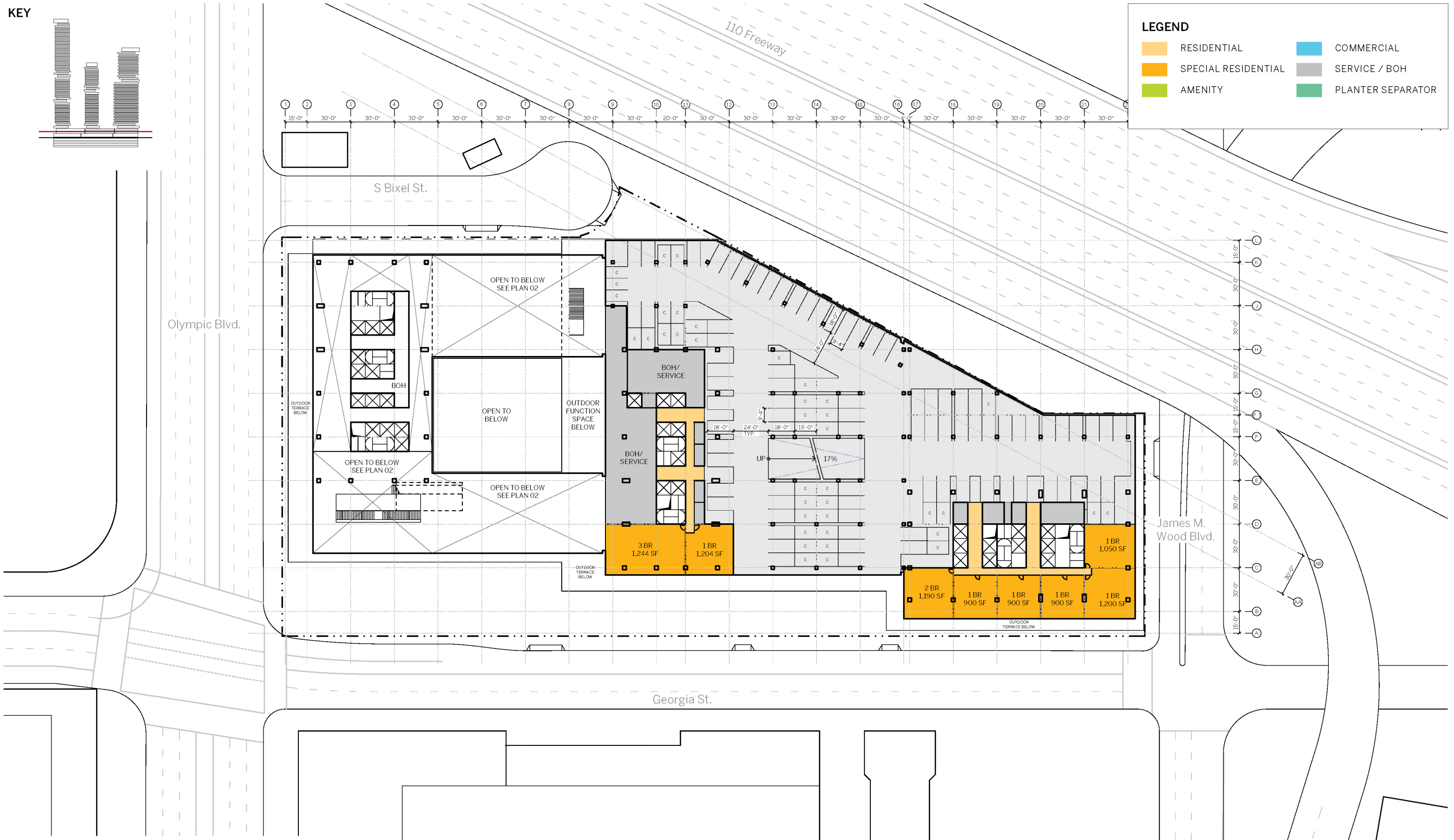


KEY



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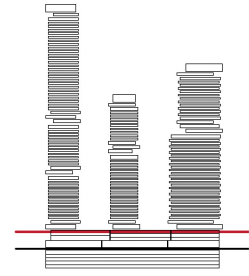
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	AMENITY		PLANTER SEPARATOR



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KEY



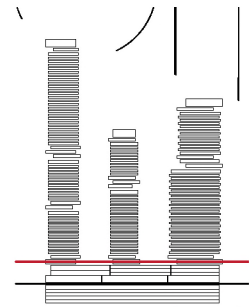
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	AMENITY		PLANTER SEPARATOR



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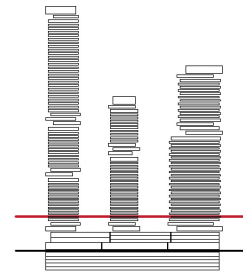


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	SPECIAL HOTEL		SPECIAL RESIDENTIAL
	AMENITY		COMMERCIAL
	SERVICE / BOH		

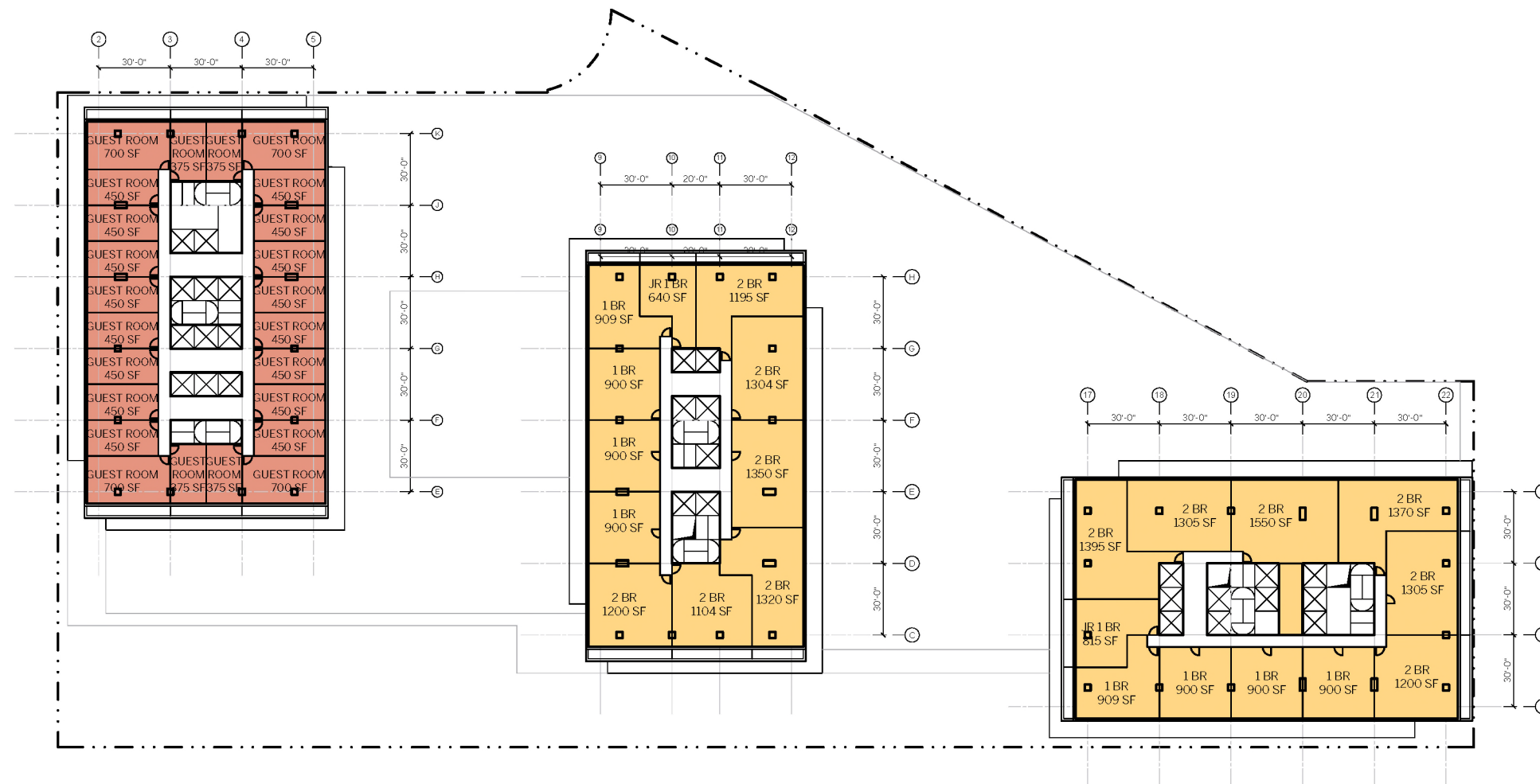


Note: Preliminary concept only, subject to change on final plans.





LEGEND			
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	AMENITY		COMMERCIAL
	SERVICE / BOH		

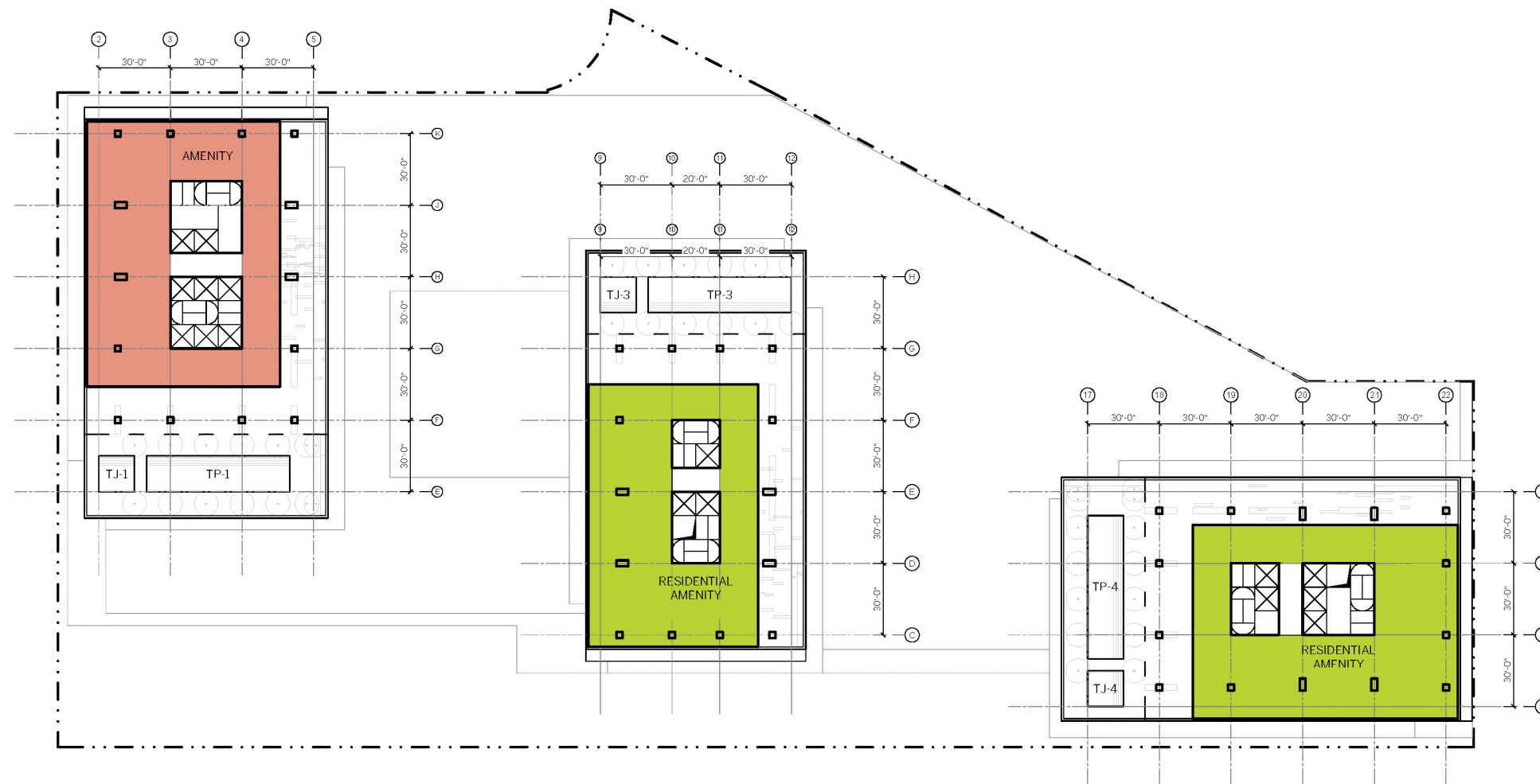


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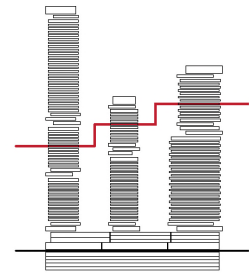


LEGEND	
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 SPECIAL HOTEL	 SPECIAL RESIDENTIAL
 AMENITY	 COMMERCIAL
 SERVICE / BOH	

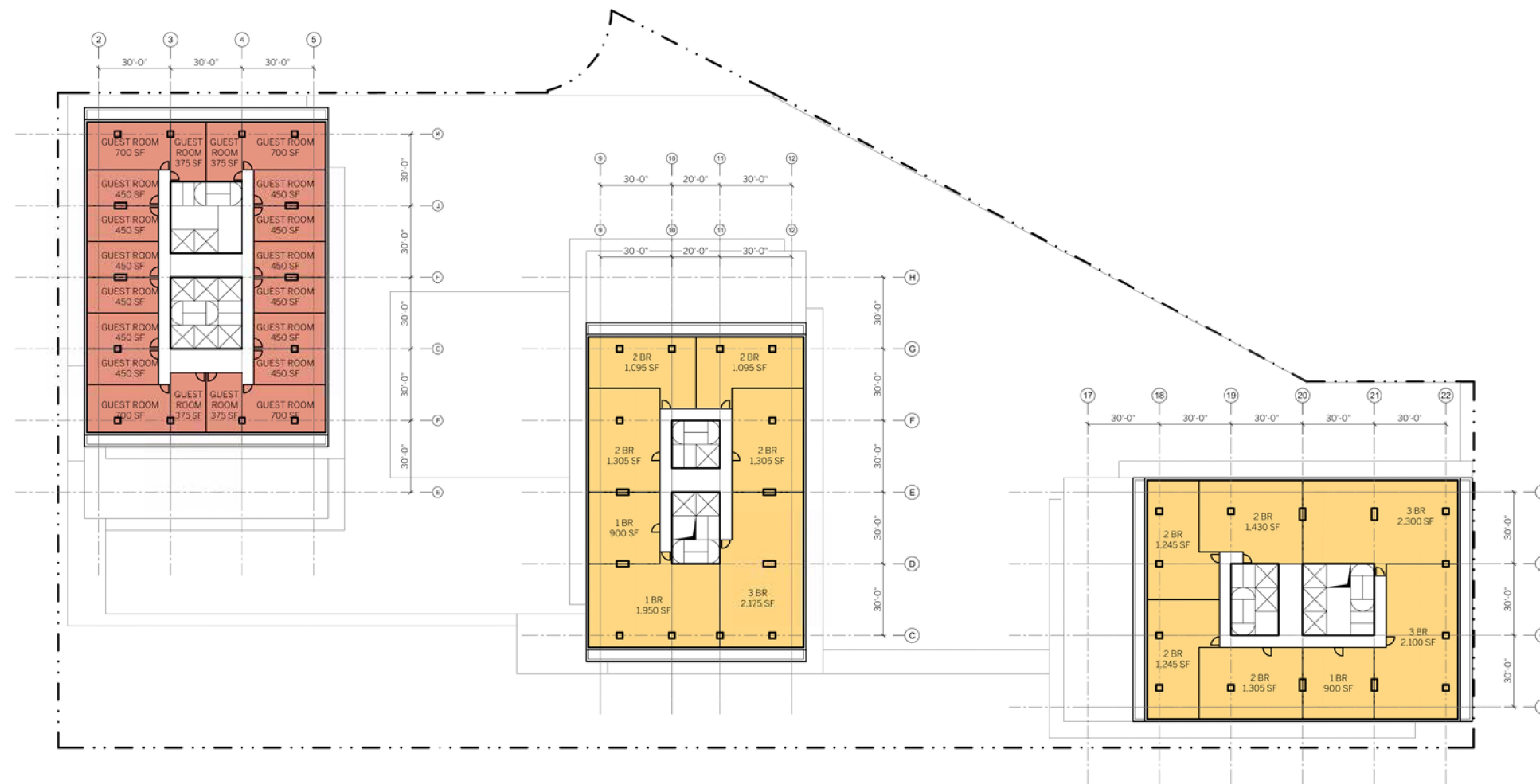


Note: Preliminary concept only, subject to change on final plans.





LEGEND			
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	SPECIAL HOTEL		SPECIAL RESIDENTIAL
	AMENITY		COMMERCIAL
	SERVICE / BOH		



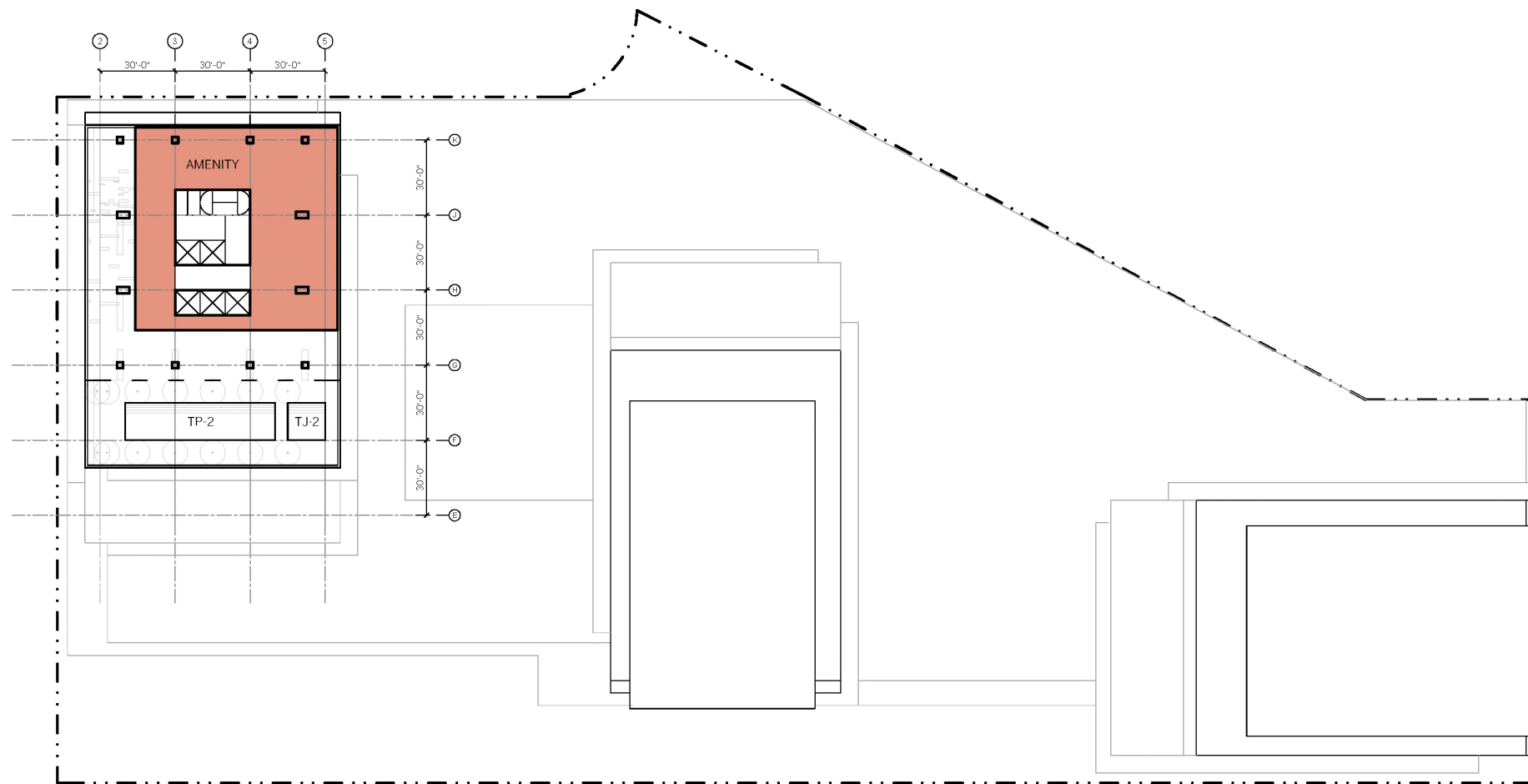
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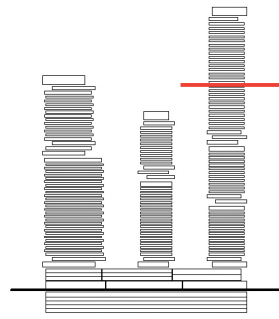
LEGEND

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 SPECIAL HOTEL	 SPECIAL RESIDENTIAL
 AMENITY	 COMMERCIAL
 SERVICE / BOH	

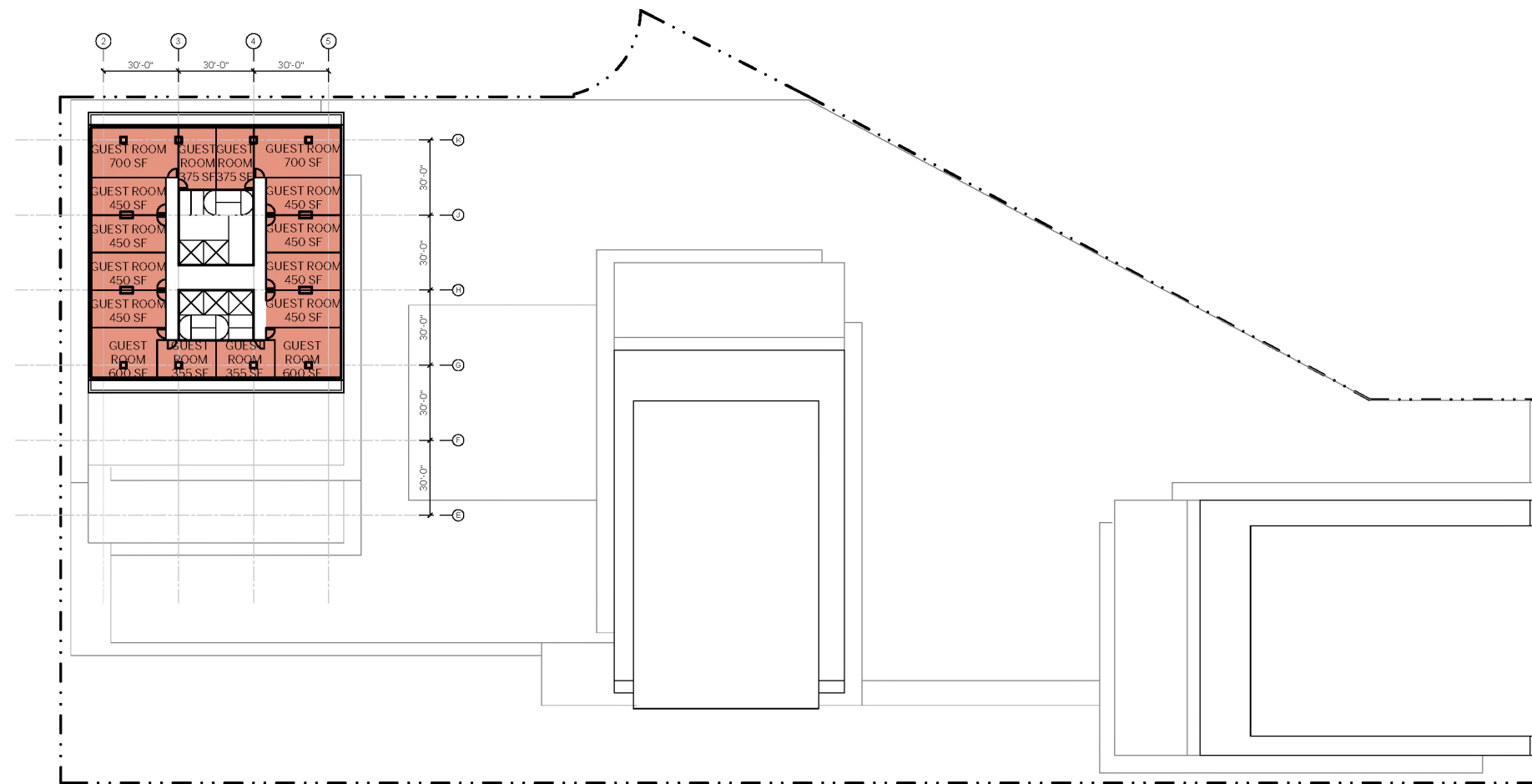


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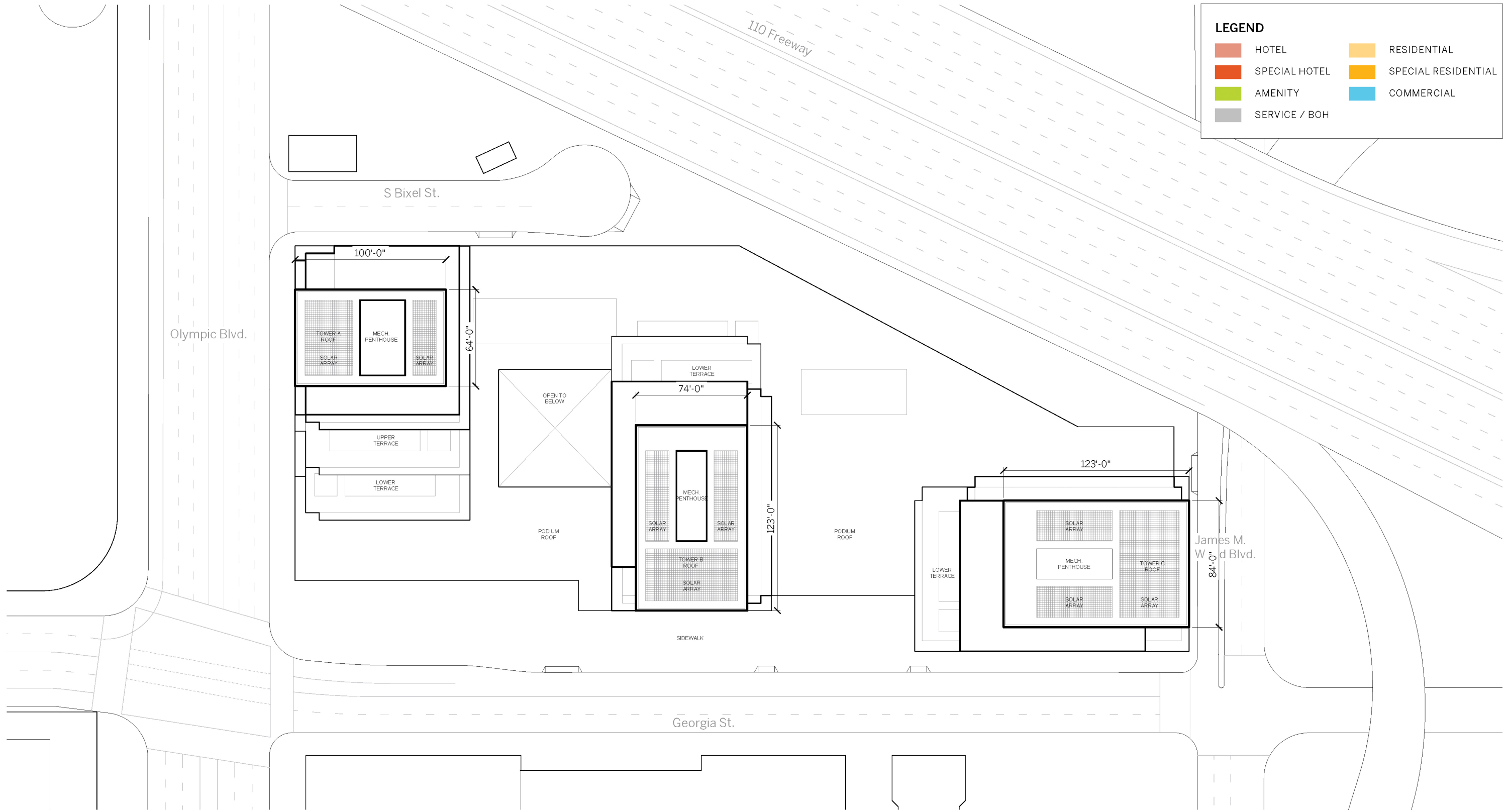


LEGEND			
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	SPECIAL HOTEL		SPECIAL RESIDENTIAL
	AMENITY		COMMERCIAL
	SERVICE / BOH		



Note: Preliminary concept only, subject to change on final plans.



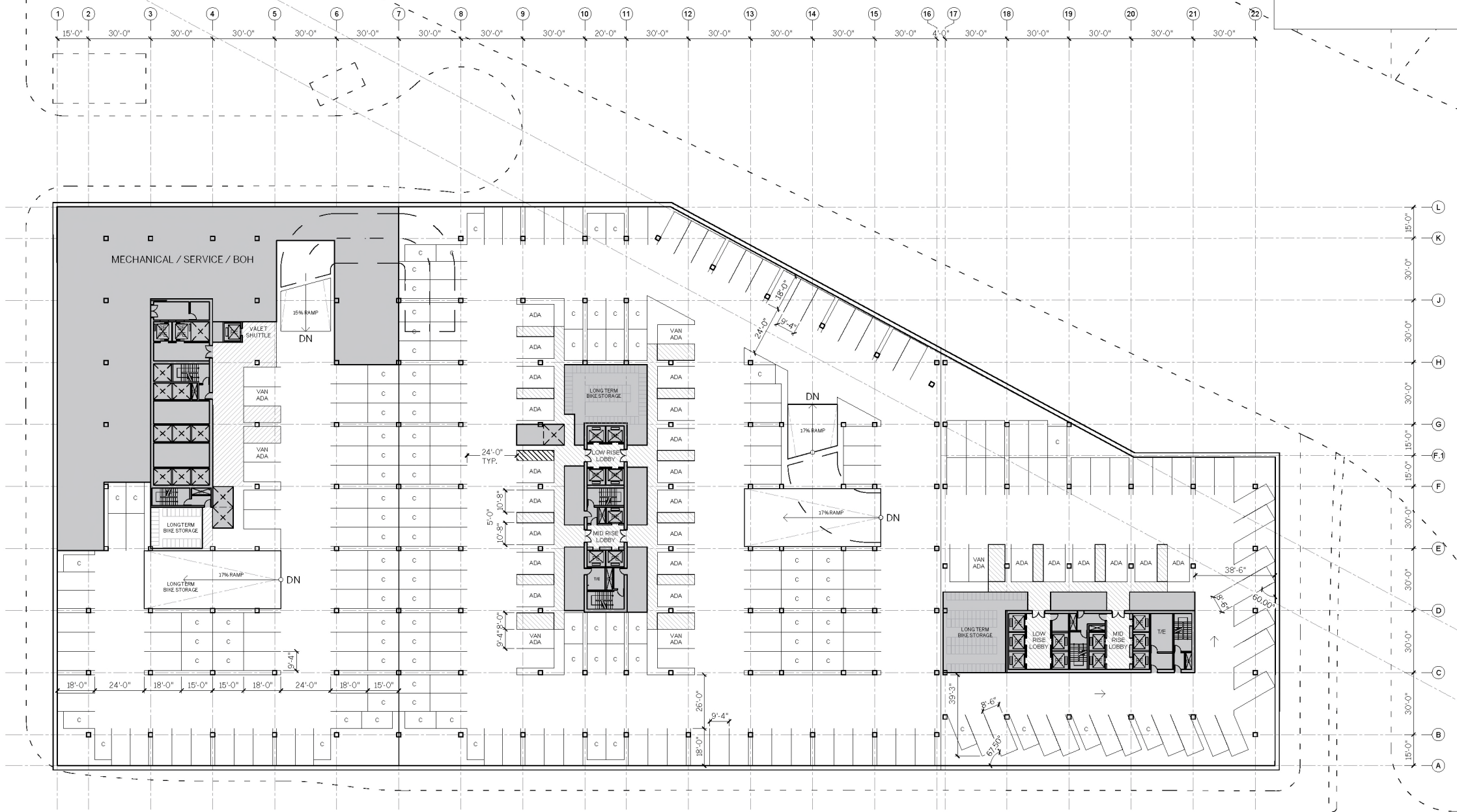


Note: Preliminary concept only, subject to change on final plans.



LEGEND

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 SPECIAL RESIDENTIAL	 SERVICE / BOH
 AMENITY	 PLANTER SEPARATOR

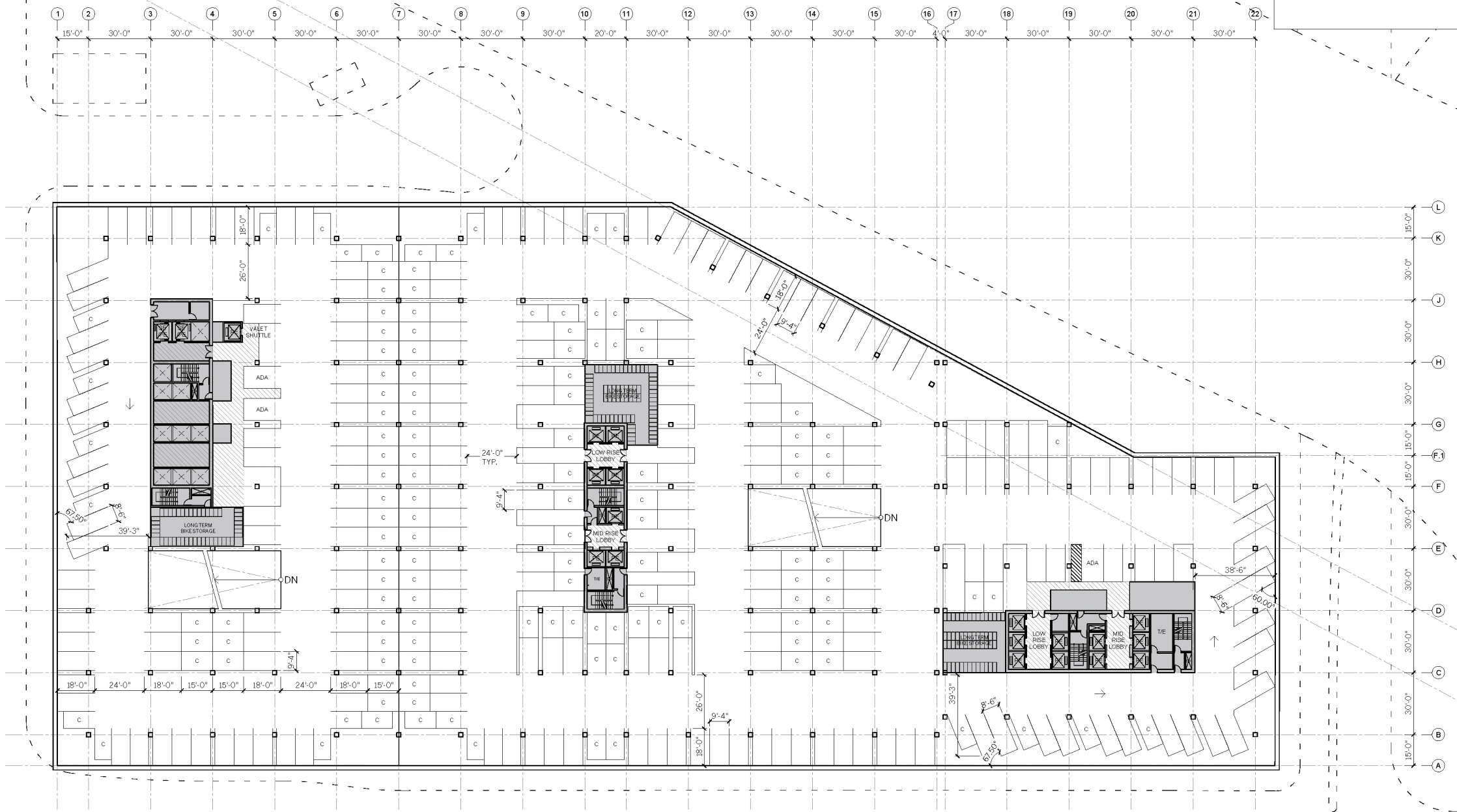


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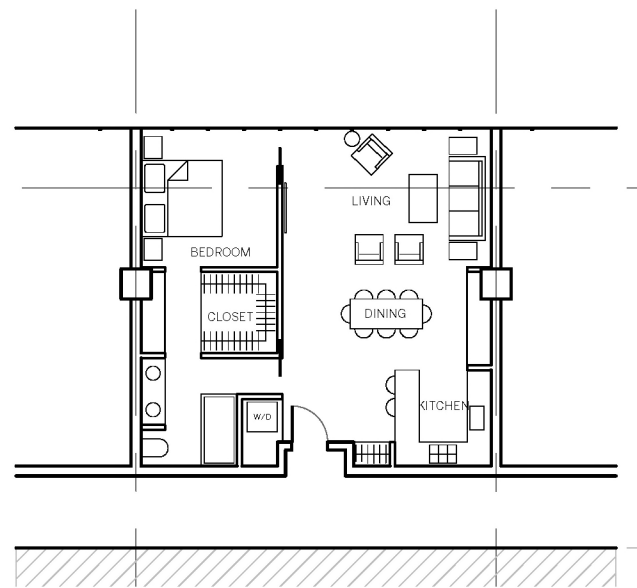
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 SPECIAL RESIDENTIAL	 SERVICE / BOH
 AMENITY	 PLANTER SEPARATOR



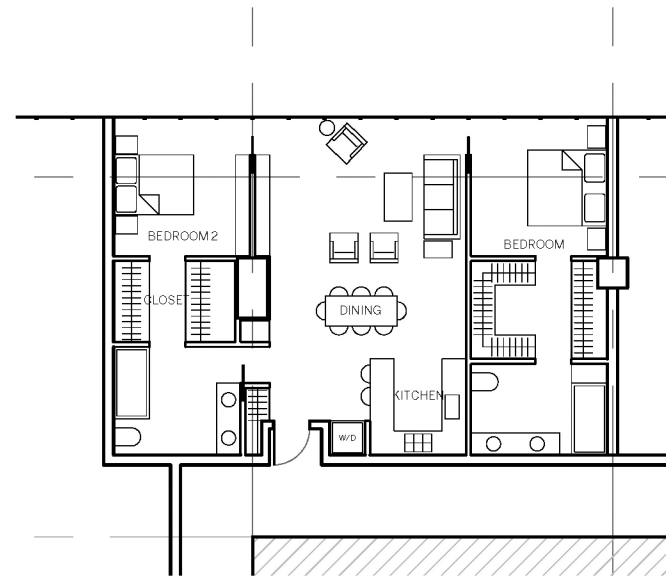
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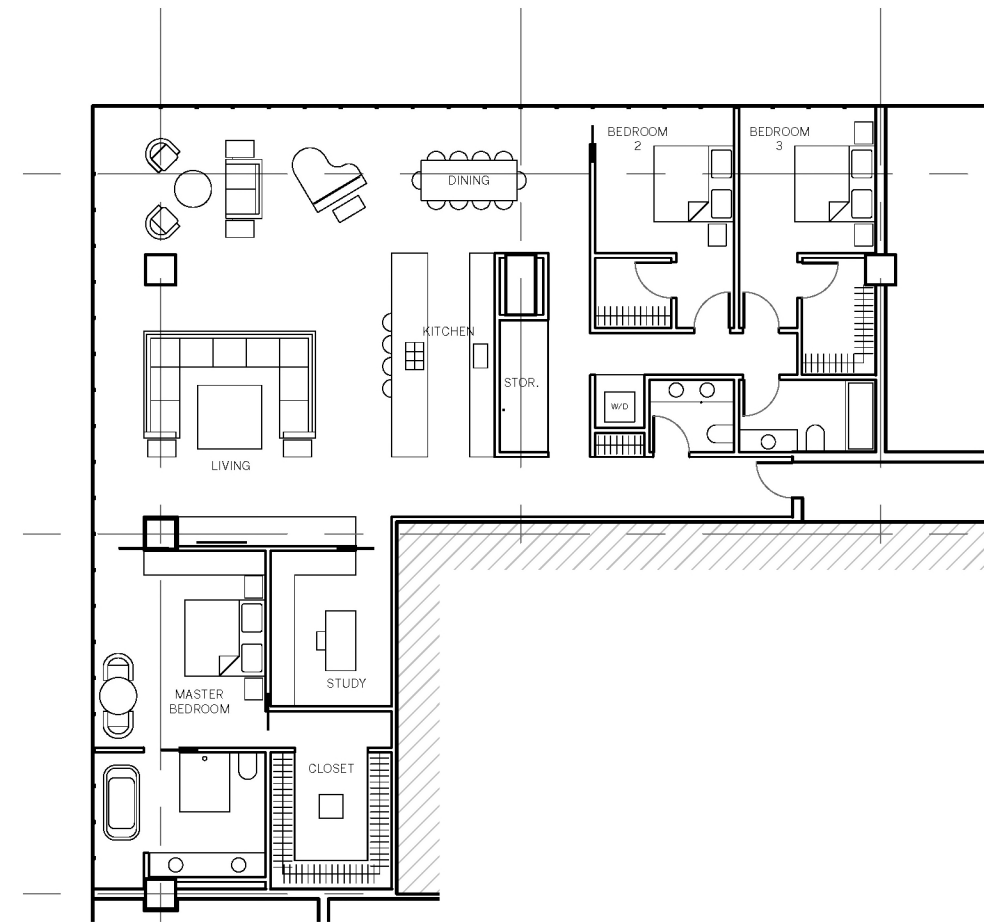
TYPICAL UNIT PLANS



RESIDENTIAL - 1 BEDROOM



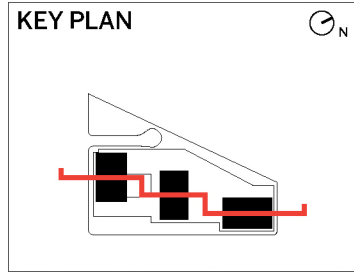
RESIDENTIAL - 2 BEDROOM



RESIDENTIAL - 3 BEDROOM

Note: Preliminary concept only, subject to change on final plans.

SECTIONS

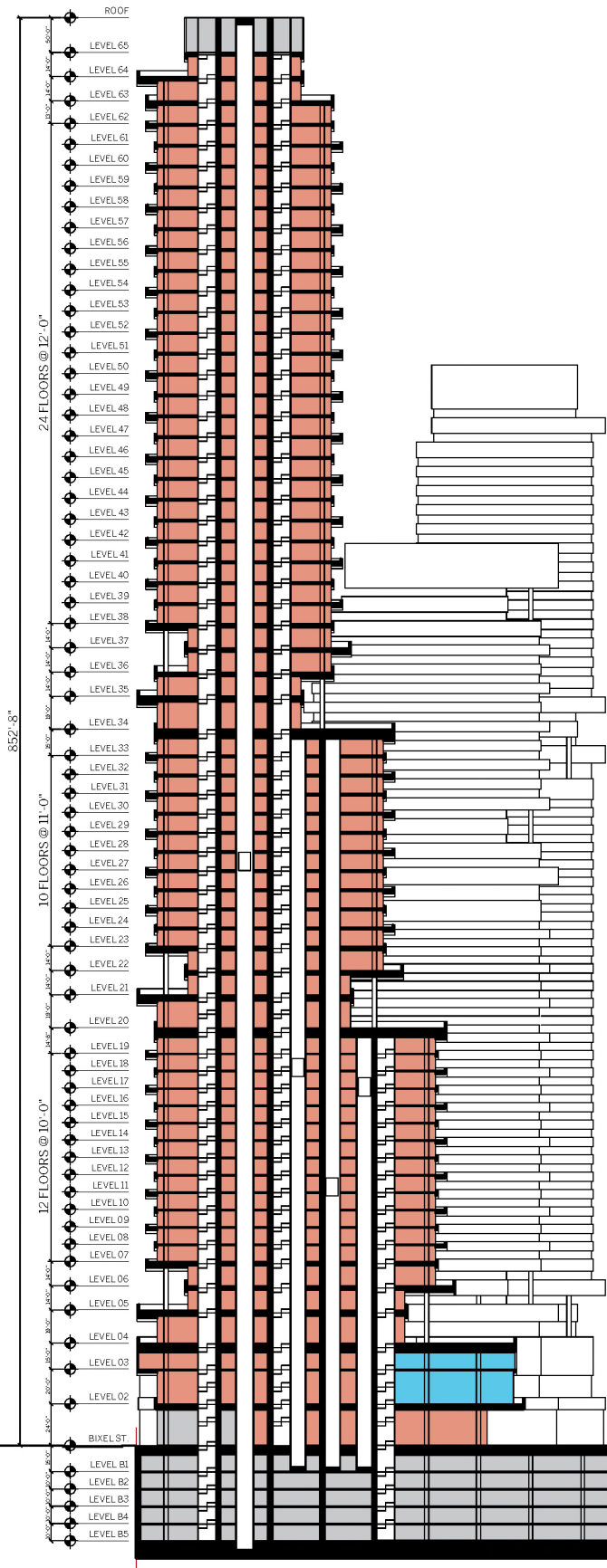
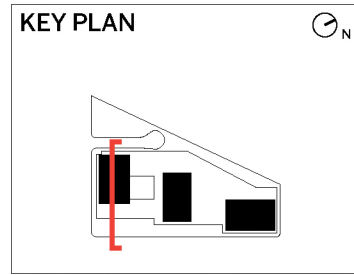


LEGEND

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 SPECIAL HOTEL	 SPECIAL RESIDENTIAL
 AMENITY	 COMMERCIAL
 SERVICE / BOH	

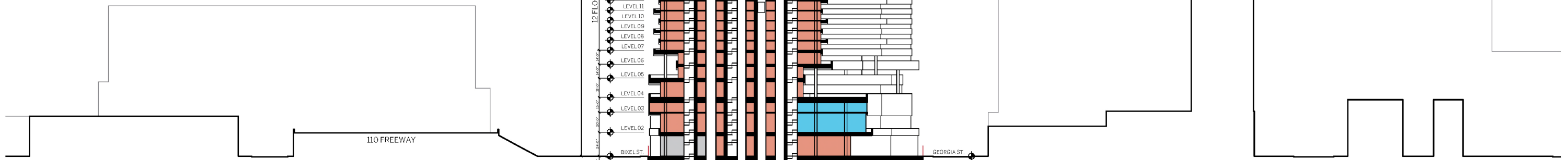


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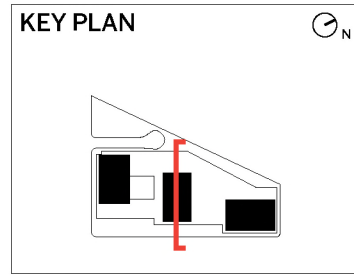


LEGEND

■ HOTEL	■ RESIDENTIAL
■ SPECIAL HOTEL	■ SPECIAL RESIDENTIAL
■ AMENITY	■ COMMERCIAL
■ SERVICE / BOH	

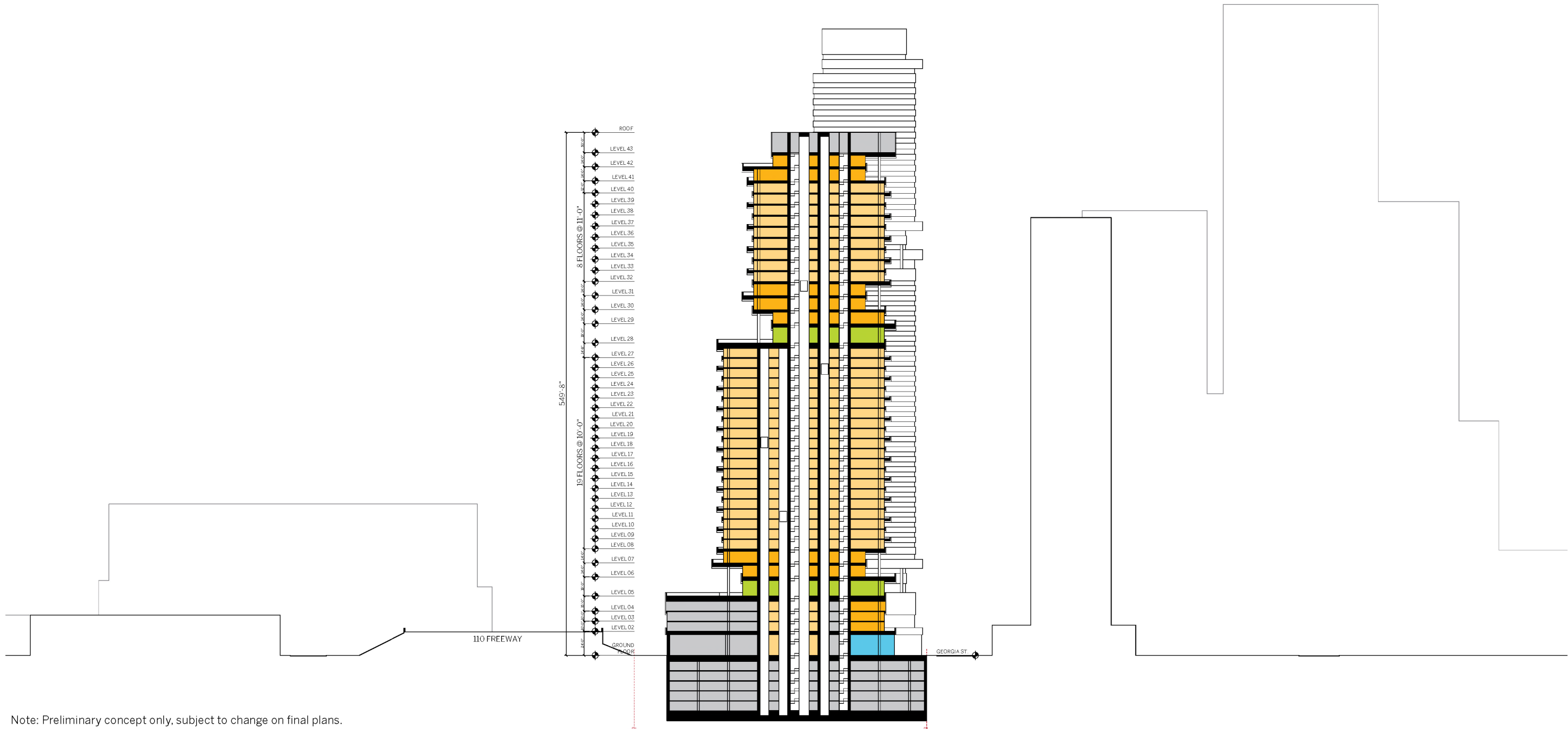


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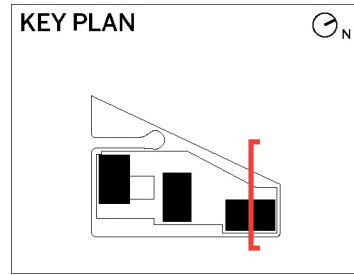


LEGEND

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 SPECIAL RESIDENTIAL	 SERVICE / BOH
 AMENITY	

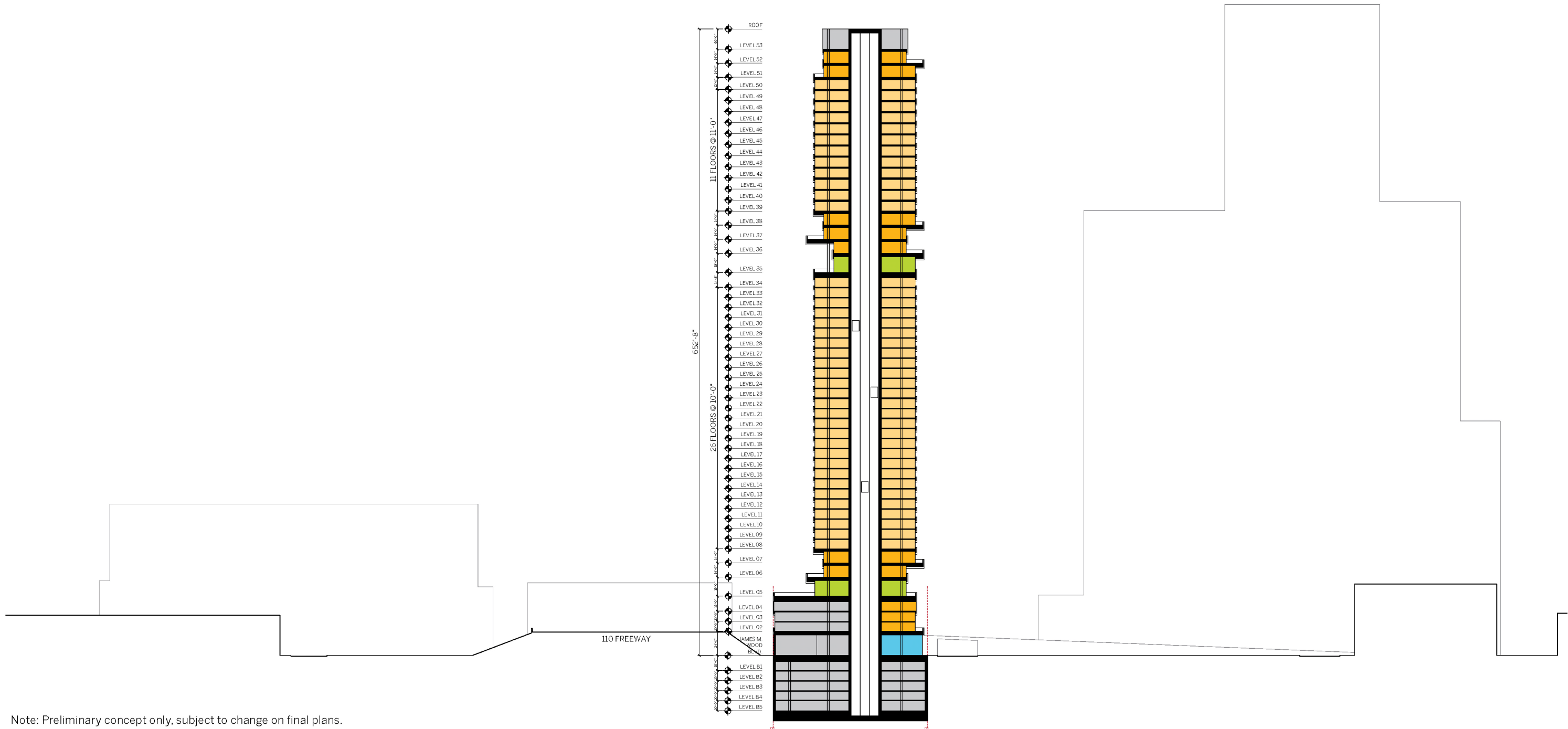


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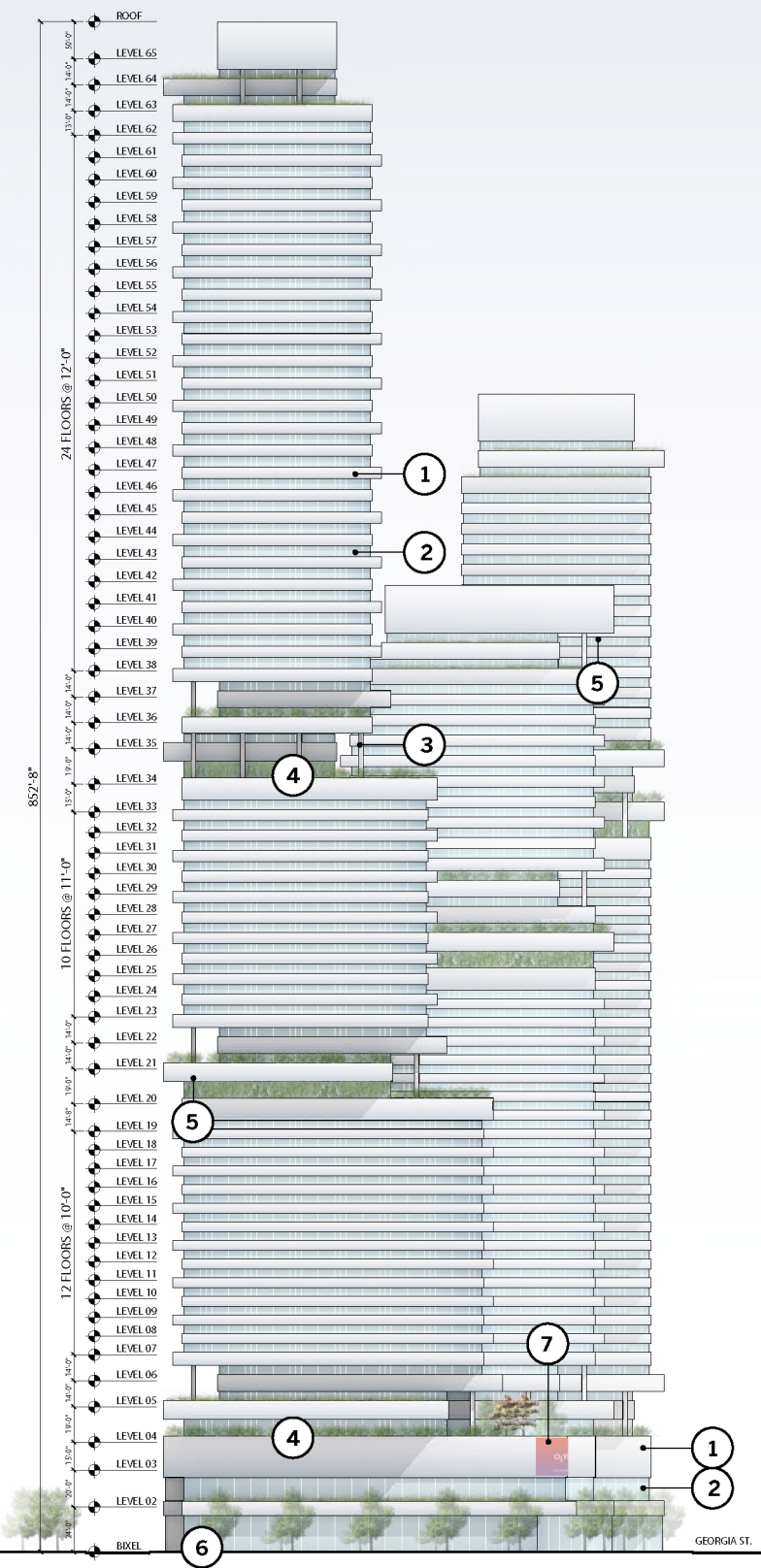
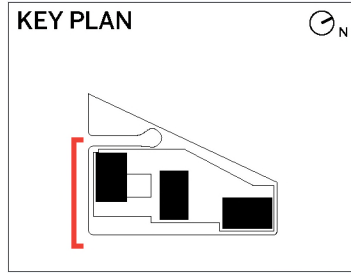
LEGEND

 RESIDENTIAL	 COMMERCIAL
 SPECIAL RESIDENTIAL	 SERVICE / BOH
 AMENITY	



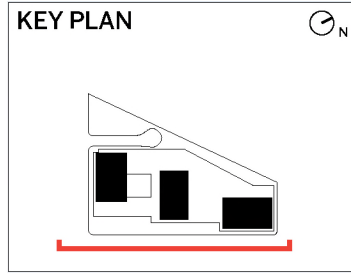
Note: Preliminary concept only, subject to change on final plans.

ELEVATIONS

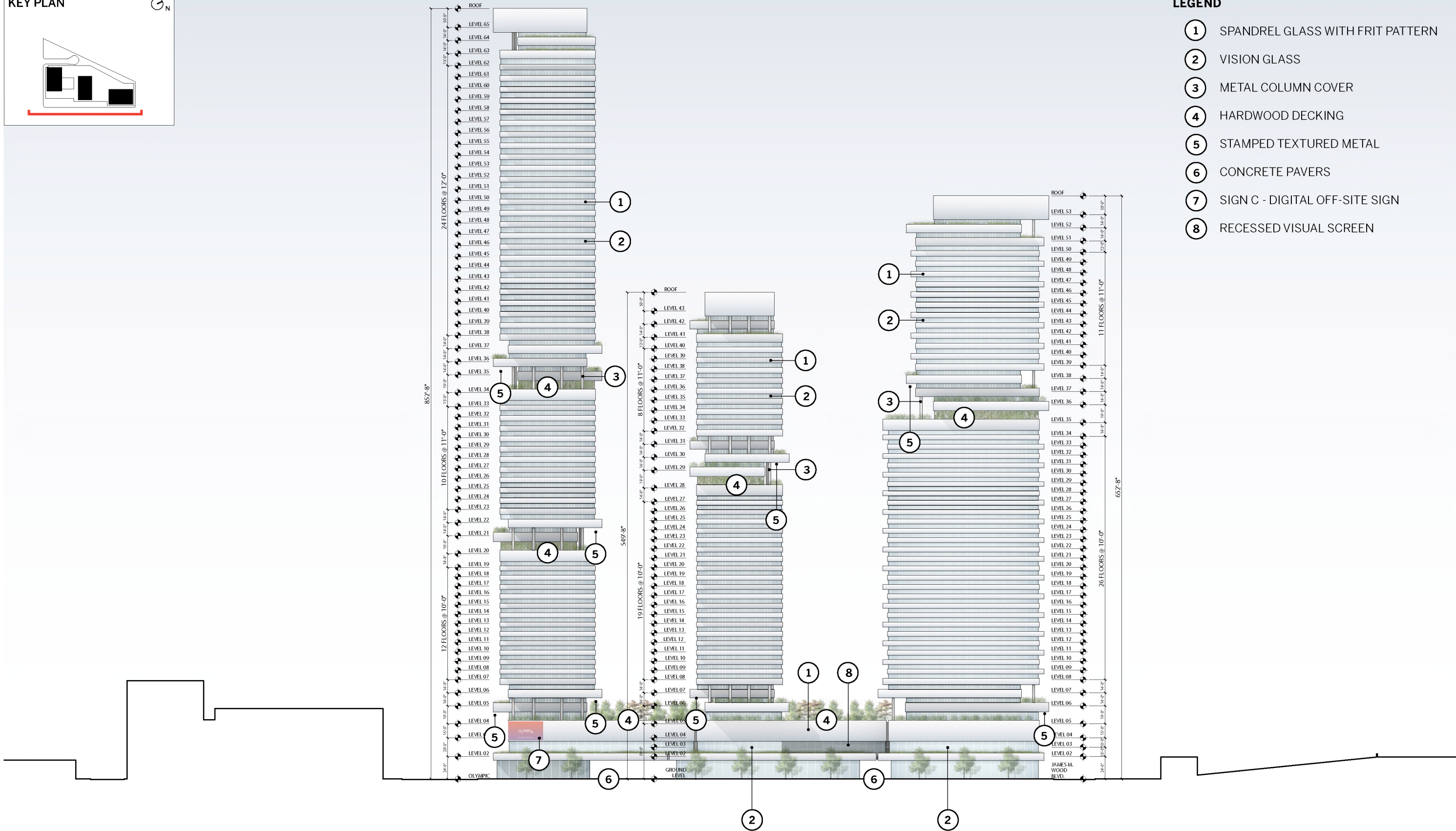


- LEGEND**
- ① SPANDREL GLASS WITH FRIT PATTERN
 - ② VISION GLASS
 - ③ METAL COLUMN COVER
 - ④ HARDWOOD DECKING
 - ⑤ STAMPED TEXTURED METAL
 - ⑥ CONCRETE PAVERS
 - ⑦ SIGN A - DIGITAL OFF-SITE SIGN

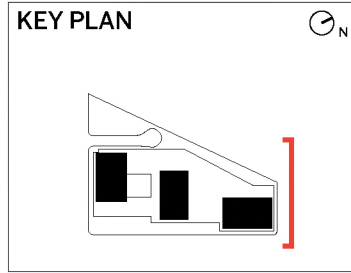
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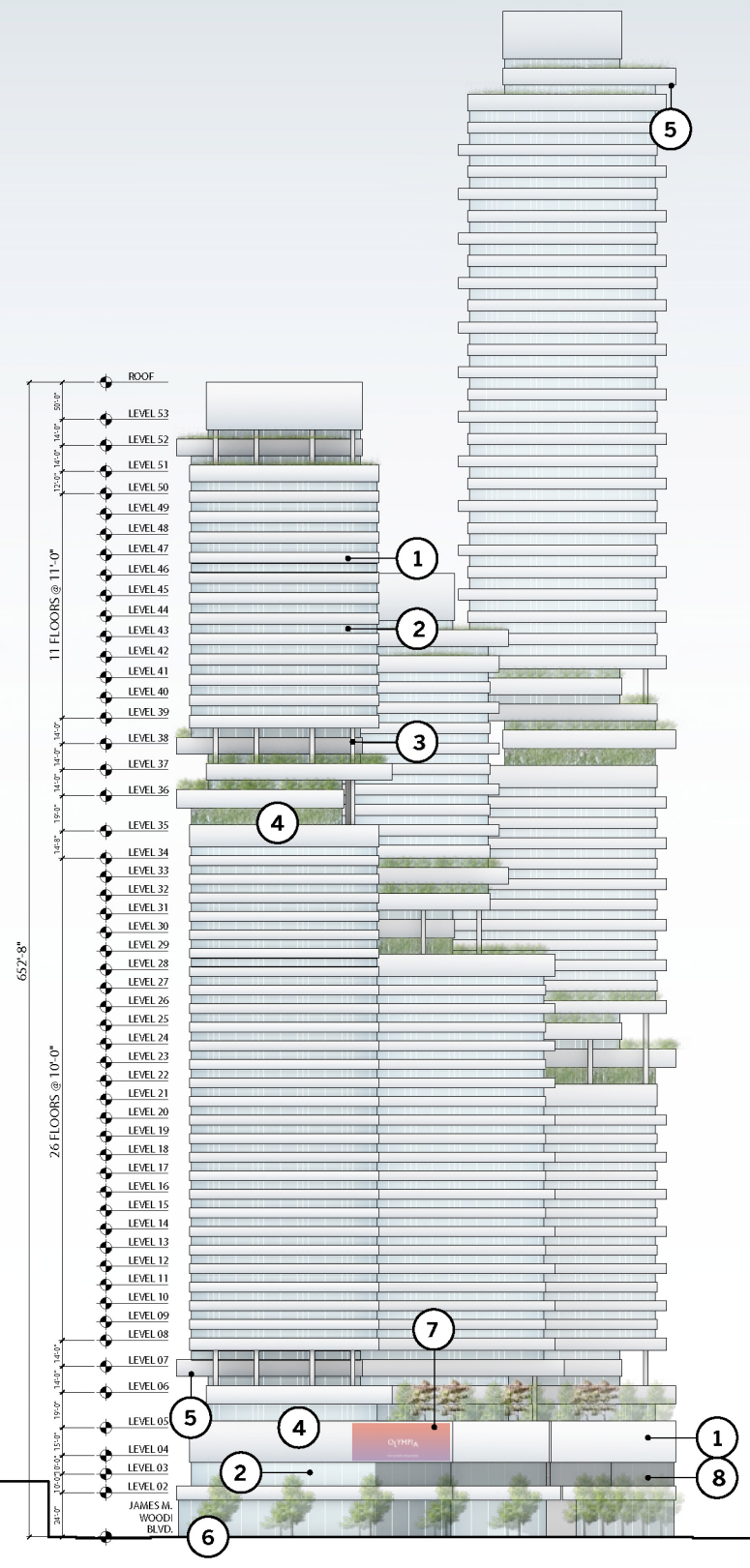
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 - ④ HARDWOOD DECKING
 - ⑤ STAMPED TEXTURED METAL
 - ⑥ CONCRETE PAVERS
 - ⑦ SIGN C - DIGITAL OFF-SITE SIGN
 - ⑧ RECESSED VISUAL SCREEN



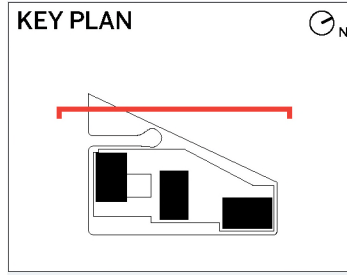
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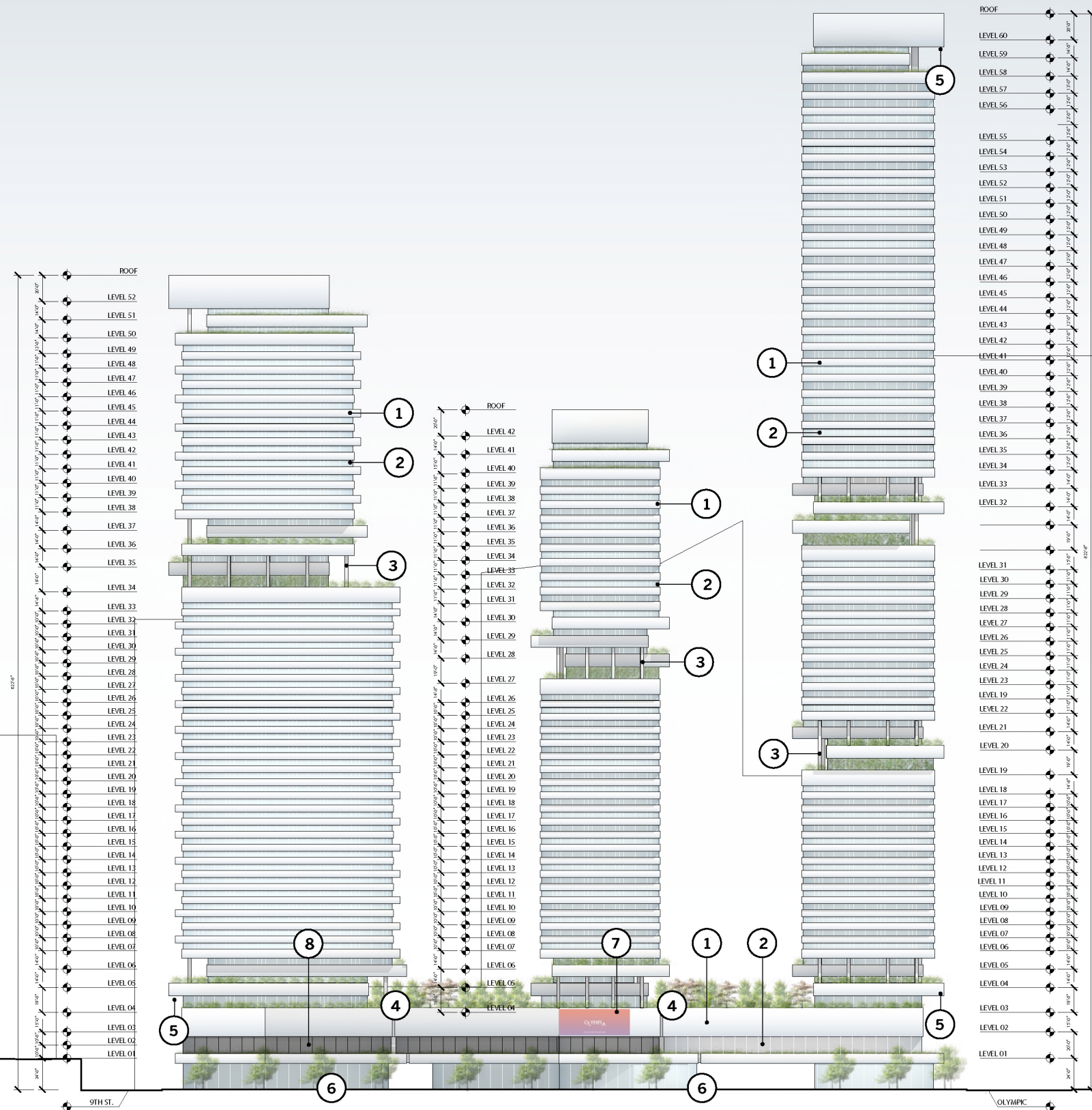
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 - ⑦ SIGN C - DIGITAL OFF-SITE SIGN
 - ⑧ RECESSED VISUAL SCREEN



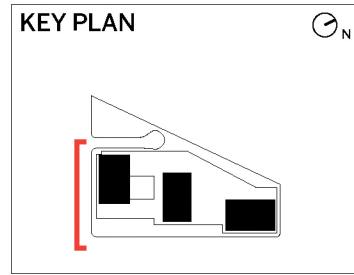
Note: Preliminary concept only, subject to change on final plans.



- LEGEND**
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 - ⑦ SIGN B - DIGITAL OFF-SITE SIGN
 - ⑧ RECESSED VISUAL SCREEN

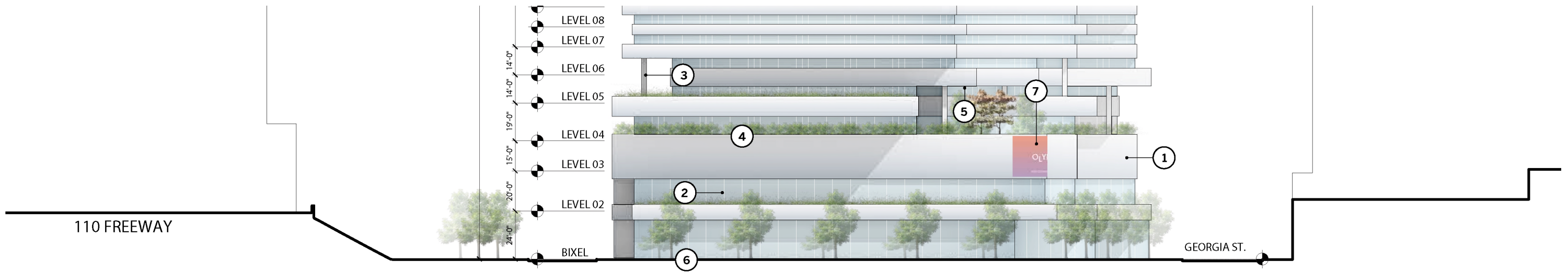


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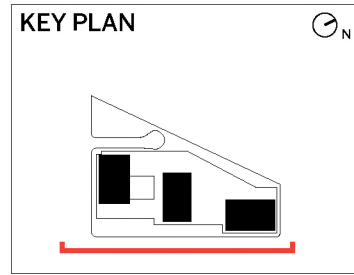


LEGEND

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- ③ METAL COLUMN COVER
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- ⑦ DIGITAL OFF-SITE SIGN
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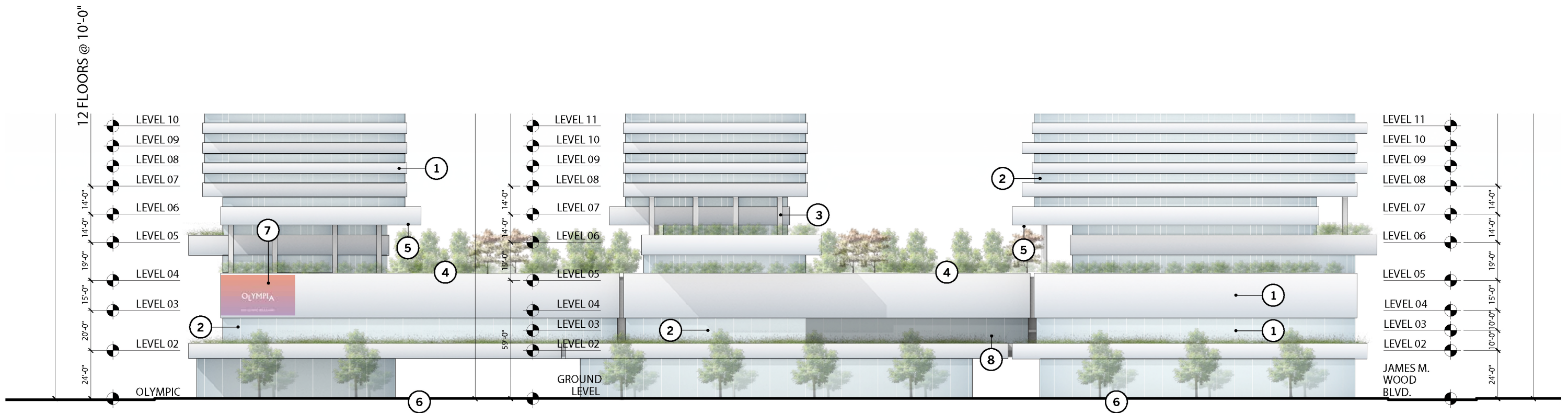


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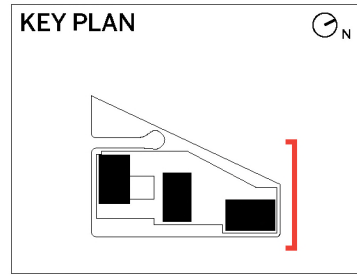


LEGEND

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- ③ METAL COLUMN COVER
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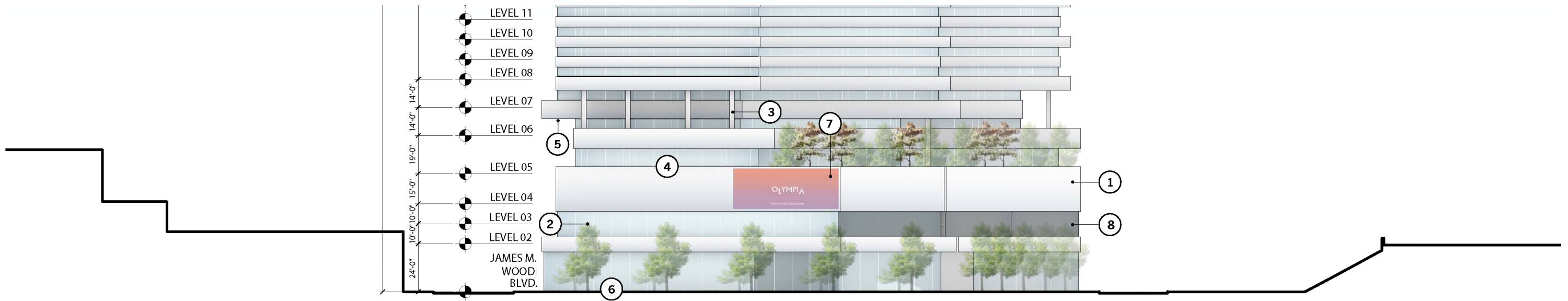


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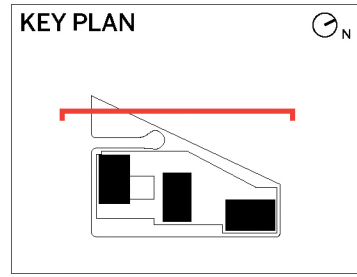


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- ④ HARDWOOD DECKING
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- ⑦ DIGITAL OFF-SITE SIGN
- ⑧ RECESSED VISUAL SCREEN

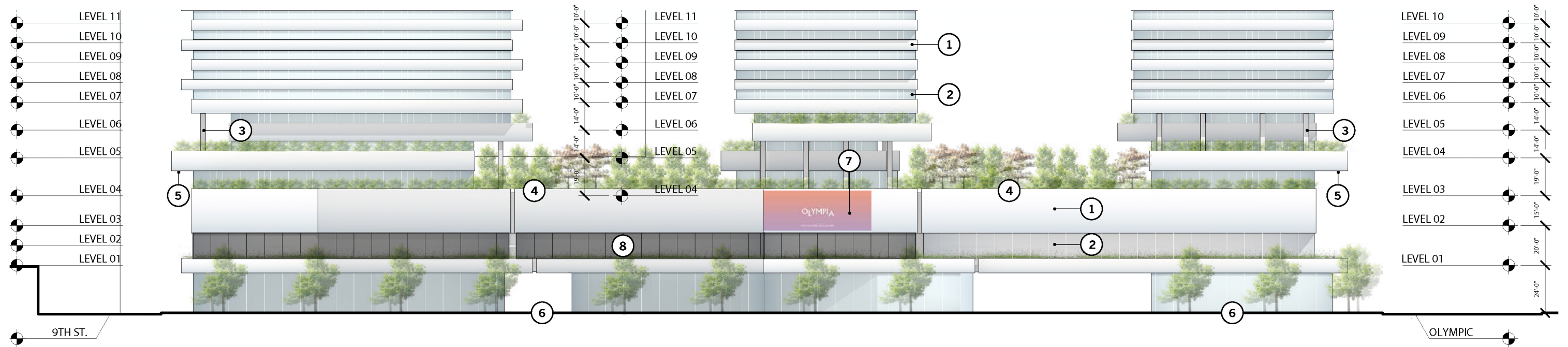


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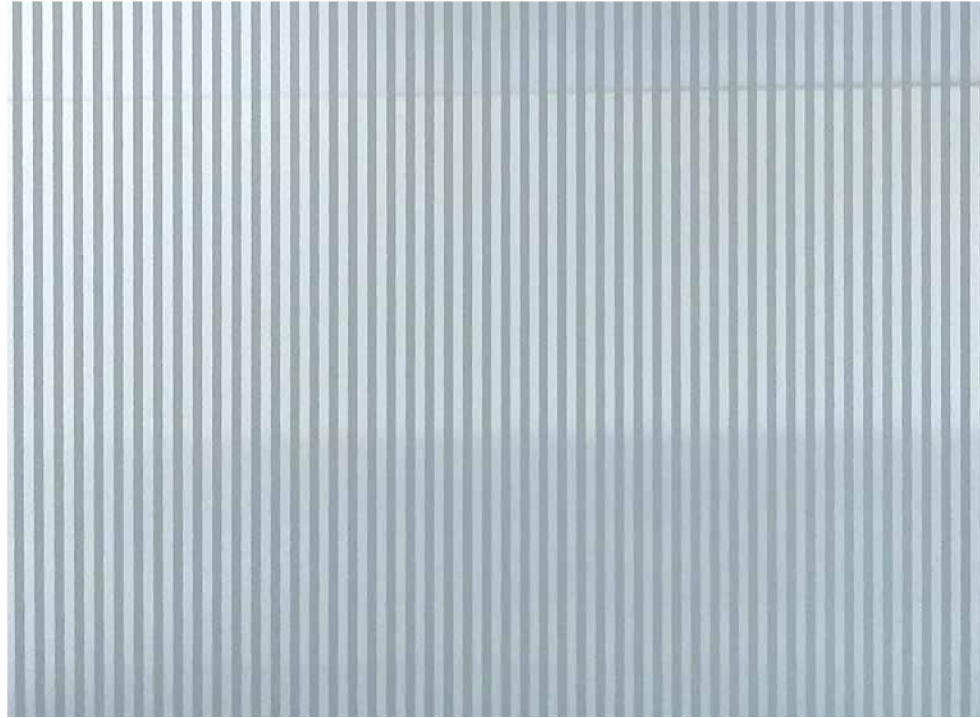
LEGEND

- ① SPANDREL GLASS WITH FRIT PATTERN
- ② VISION GLASS
- ③ METAL COLUMN COVER
- ④ HARDWOOD DECKING
- ⑤ STAMPED TEXTURED METAL
- ⑥ CONCRETE PAVERS
- ⑦ DIGITAL OFF-SITE SIGN
- ⑧ RECESSED VISUAL SCREEN



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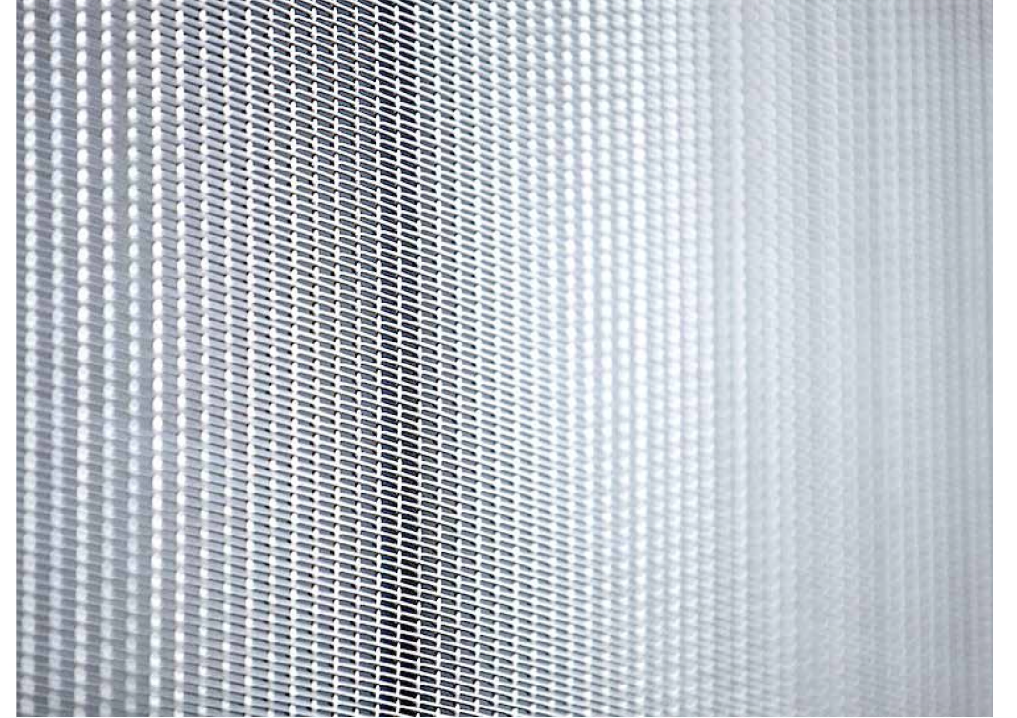
1: SPANDREL GLASS WITH FRIT PATTERN



2: VISION GLASS



8: RECESSED VISUAL SCREEN



5: STAMPED TEXTURED METAL SOFFIT



3: METAL COLUMN COVER



6: ARCHITECTURAL CONCRETE



4: HARDWOOD DECKING



Note: Preliminary concept only, subject to change on final plans.

LANDSCAPE PLANS



TREE PLANTING SUMMARY		Required	PROVIDED
TREE COUNT TOTAL (0.25 Trees Required Per Unit)		253	254
Level 01			70
	Plantanus acerifolia		22
	koelreuteria bipinnata		28
	Tipuana tipu		12
	Tristania conferta		8
Level 05			130
	Koelreuteria bipinnata (30); Tabebuia impetiginosa (10); Jacaranda mimosafolia (10); Ginkgo biloba		100
	Arbutus marina		7
	Olea europaea 'Swan Hill'		8
	Prunus caroliniana		15
Resident Amenity Level 1			40
	Arbutus marina (12); Olea europaea 'Swan Hill' (10); Parkinsonia florida		32
	Azara microphylla		8
Resident Amenity Level 2			14
	Prosopis glandulosa		10
	Podocarpus gracilior		4

Note: Preliminary concept only, subject to change on final plans.

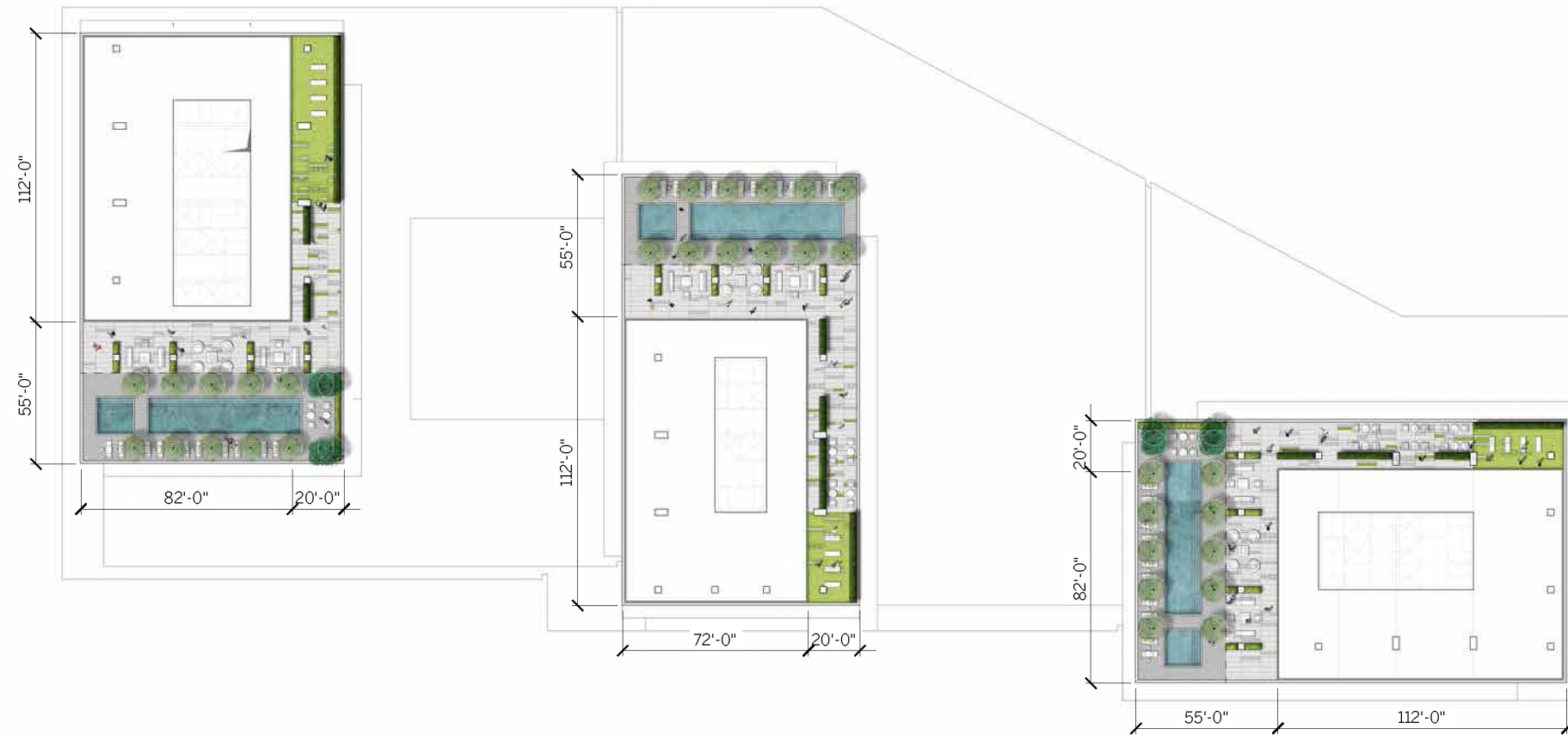
















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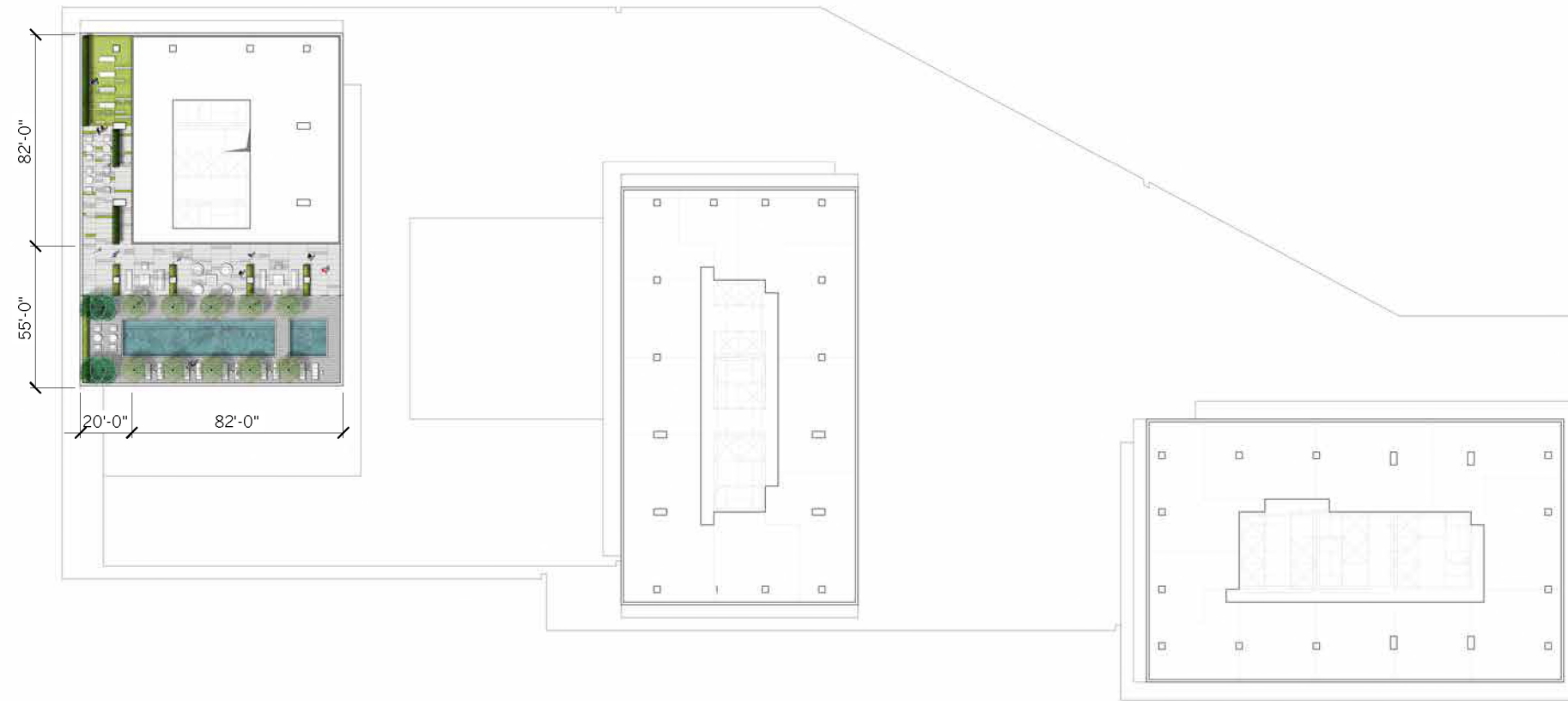




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Exhibit B

4. Mitigation Monitoring Program

A. Introduction

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

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. Where appropriate, the EIR identified project design features, which were voluntarily incorporated into the project description, and applies mitigation measures needed to avoid or reduce potentially significant environmental impacts. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the project design features and mitigation measures identified in the EIR.

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

B. Organization

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

Enforcement Agency – the agency with the power to enforce the mitigation measure or Project design feature.

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

Monitoring Phase – the phase of the Project during which the mitigation measure or Project design feature shall be monitored.

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

Monitoring Frequency – the frequency of which the mitigation measure or 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 or Project design feature has been implemented.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted; and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency. All departments listed in the MMP are within the City of Los Angeles, unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted. It is noted that while certain agencies outside of the City of Los Angeles (City) are listed as the monitoring/enforcement agencies for individual project design features and mitigation measures listed in this MMP, the City, as Lead Agency for the Project, is responsible for overseeing and enforcing implementation of the MMP as a whole.

C. Administrative Procedures and Enforcement

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

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

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

D. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

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

E. Mitigation Measures

Aesthetics

No Mitigation Measures required.

Air Quality

Construction

AIR-MM-1 All off-road construction equipment greater than 50 horsepower (hp) shall meet U.S. EPA Tier 4 (final) off-road emission standards, where available, to reduce NO_x, PM₁₀, and PM_{2.5} emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by ARB.

Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by ARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and ARB or SCAQMD operating permit shall be provided.

Enforcement Agency: South Coast Air Quality Management District (SCAQMD)

Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once at Project plan check; Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

AIR-MM-2 On-road medium-duty and larger diesel-powered trucks with a gross vehicle weight rating of at least 14,001 pounds shall, at a minimum, comply with USEPA 2010 on-road emissions standards for PM₁₀ and NO_x. Contractor requirements to utilize such on-road haul trucks or the next cleanest vehicle available will be included as part of the Project construction contracts.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

AIR-MM-3 Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after five (5) minutes when not in use, to reduce vehicle emissions.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

Operation

AIR-MM-4 Property managers shall require all building services to use low-VOC cleaning supplies.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Operation

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

AIR-MM-5 Property managers shall require the use of low-VOC paints and coatings for property management. These coatings shall meet regulatory requirements from the SCAQMD.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Operation

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

AIR-MM-6 Property managers shall require building maintenance services to use electric lawnmowers, leaf-blowers, and chainsaws.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Operation

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

Biological Resources

No Mitigation Measures required.

Cultural Resources

CUL-MM-1 Cultural Resources (Archaeological Resources)

During the construction phase and prior to the issuance of building permits, the Project applicant shall be responsible for coordinating with a certified archaeologist to implement and enforce the following:

- a. The services of an archaeologist, qualified for historic resource evaluation, as defined in CEQA and Office of Historic Preservation (OHP) Guidelines, shall be secured to prepare an Archaeological Resources Monitoring and Mitigation Plan (Monitoring Plan), conduct archaeological monitoring, and summarize the results in technical report. The Monitoring Plan shall include, but not be limited to, a construction worker training; monitoring protocol for ground-disturbing and discovery and processing protocol for inadvertent discoveries of cultural resources consistent with CUL-MM-1; and a protocol for determining circumstances in which additional or reduced levels of monitoring (e.g. spot checking) may be appropriate. The qualified archaeologist shall be listed, or be eligible for listing, in the Register of Professional Archaeologist (RPA). Recommendations may be obtained by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton.

- b. Prior to the commencement of ground-disturbing repair activities, at the project kickoff, the selected qualified archaeologist or their designee shall provide a briefing to construction crews to provide information on regulatory requirements for the protection of archaeological resources. As part of this training, construction crews shall be briefed on proper procedures to follow should unanticipated archaeological resources discoveries be made during construction. Workers will be provided contact information and protocols to follow if inadvertent discoveries are made. Additionally, workers will be shown examples of the types of archaeological resources that would require notification of the Project archaeologist.

- c. In the event of a discovery, or when requested by the Project archaeologist, the contractor shall divert, direct, or temporarily halt ground disturbing activities in an area in order to evaluate potentially significant archaeological resources.
 - i. It shall be the responsibility of the Project archaeologist to: determine the scope and significance of the find; determine the appropriate documentation; ensure preservation, conservation, and/or relocation of the find; and determine when grading/excavation activities may resume in the area of the find.

 - ii. Determining the significance of the find shall be guided by California Public Resources Code Division 13, Chapter 1, Section 21083.2, subdivision (g) and (h). If the find is determined to be a “unique archaeological resource”, then the applicant, in conjunction with the recommendation of the Project archaeologist, shall comply with Section 21083.2, subdivisions (b) through (f).

 - iii. If at any time the Project Site, or a portion of the Project Site, is determined to be a “historical resource” as defined in California Code of Regulations Chapter 3, Article 1, Section 15064.5, subdivision (a), the Project archaeologist shall prepare and issue a mitigation plan in conformance with Section 15126.4, subdivision(b).

 - iv. If the Project archaeologist determines that continuation of the Project or Project-related activities will result in an adverse impact on a discovered historic resource which cannot be mitigated, all further activities resulting in the impact shall immediately cease, and the Lead Agency shall be contacted for further evaluation and direction.

 - v. The applicant shall comply with the recommendations of the Project archaeologist with respect to the documentation, preservation, conservation, and/or relocation of the find.

- vi. The Construction Monitor shall also prepare and submit documentation of the Applicant's compliance with the Mitigation Measure CUL-MM-1 during construction every 30 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to report to the Enforcement Agency any non-compliance with the mitigation measure within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the Construction Monitor, or if the non-compliance is repeated. Such noncompliance shall be appropriately addressed by the Enforcement Agency.
- d. Monitoring activities may cease when:
- i. Initial grading and all excavation activities have concluded; or
 - ii. By written consent of the Project archaeologist, agreeing that no further monitoring is necessary. In this case, a signed and dated copy of such agreement shall be submitted to the City for retention in the administrative record for Case No. ENV-2016-4889-EIR.
- e. At the conclusion of monitoring activities, the Project archaeologist shall prepare and submit a report of the findings to the South Central Coastal Information Center (SCCIC), located at: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.
- f. At the conclusion of monitoring activities, the Project archaeologist shall prepare a signed statement indicating the first and last dates monitoring activities took place, and submit to the City, for retention in the administrative file for Case No. ENV-2016-4889-EIR.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Prior to issuance of grading permit; again if materials are encountered

Action Indicating Compliance: Issuance of grading permit; field inspection sign-off; submittal of compliance documentation prepared by qualified archaeologist

CUL-MM-2 Cultural Resources (Paleontological Resources)

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor, who shall be responsible for coordinating with a certified paleontologist to implement and enforce the following:

a. If any paleontological materials are encountered during the course of Project development, the Construction Monitor, in accordance with CUL-MM-2 shall coordinate with the services of a paleontologist, and all further development activity shall halt and the following shall be undertaken:

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

ii. In the event of a discovery, or when requested by the Project paleontologist, the contractor shall divert, direct, or temporarily halt ground disturbing activities in an area in order to evaluate potentially significant paleontological resources. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

iii. The Construction Monitor shall also prepare and submit documentation of the Applicant's compliance with Mitigation Measure CUL-MM-2 during construction every 30 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to report to the Enforcement Agency any non-compliance with the mitigation measure within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the Construction Monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

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

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

b. At the conclusion of monitoring activities, the Project paleontologist shall prepare a signed statement indicating the first and last dates monitoring activities took place, and submit it to the Department of City Planning, for retention in the administrative file for Case No. ENV-2016-4889-EIR. Copies of the paleontological survey, study, or report shall also be submitted to the Los Angeles County Natural History Museum.

c. Prior to the issuance of any building permit, the Applicant shall submit a letter to the case file indicating what, if any, paleontological reports, have been submitted, or a statement indicating that no material was discovered.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Prior to issuance of grading permit; again if materials are encountered

Action Indicating Compliance: Issuance of grading permit; field inspection sign-off; submittal of compliance documentation prepared by qualified paleontologist

Geology and Soils

No Mitigation Measures required.

Greenhouse Gas Emissions

No Mitigation Measures required.

Hazards and Hazardous Materials

HAZ-MM-1 Prior to issuance of a grading permit, the six unused hoists, associated reservoir tanks, and associated appurtenances (at the location of the former automotive repair uses at 1013 W. Olympic Boulevard) shall be properly removed to the satisfaction of the Los Angeles Fire Department and Department of Building and Safety. Prior to removal, any fluid that remains within the tanks and hoists shall be removed from the equipment and transported off-site for disposal at an appropriate, permitted facility in accordance with all applicable regulations.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Prior to issuance of grading permit

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Contractor sign-off; issuance of grading permit

HAZ-MM-2 If potentially impacted soil (based on the presence of discolored/stained soil or odors emanating from the soil) is encountered near the hoists, such soil shall be properly removed, handled, and disposed of in accordance with federal, state, and local regulations at the time of hoist system removal.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

HAZ-MM-3 In the unlikely event any unknown Underground Storage Tanks (USTs) are discovered during Project construction, they shall be properly closed to the satisfaction of the Los Angeles Fire Department and in accordance with local, state, and federal regulations.

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

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

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-off

Hydrology and Water Quality

No Mitigation Measures required

Land Use and Planning

No Mitigation Measures required.

Noise

Construction Noise

NOI-MM-1 Noise and groundborne vibration 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 off-site land uses.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-2 Construction and demolition activities shall be scheduled so as to avoid operating several loud pieces of equipment simultaneously.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-3 Portable noise sheds for small, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-4 Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment will be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. The construction contractor will keep documentation on-site demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at field inspection

Action Indicating Compliance: Field inspection sign-off

NOI-MM-5 During construction of Towers B and C, and the associated podium, a temporary and impermeable noise barrier shall be erected along the Project's eastern boundary. The noise barrier shall provide a minimum 10 dBA reduction at the 916 Georgia Street multi-family residential units east of the Project Site. The supporting structure shall be 12-foot-high and engineered and erected according to applicable codes. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure. The temporary barrier shall remain in place until all windows have been installed up to a height of 150 feet.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading permit. Once at field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; Field inspection sign-off

NOI-MM-6 Two weeks prior to the commencement of construction at the Project Site, notification shall be provided to the immediate surrounding off-site properties that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, two weeks prior to commencement of construction

Action Indicating Compliance: Contractor sign-off

NOI-MM-7 Construction staging areas shall be as far from noise sensitive receptors as reasonably possible.¹

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at field inspection

Action Indicating Compliance: Field inspection sign-off

NOI-MM-8 Construction activities shall utilize rubber-tired equipment in place of steel-track equipment.

¹ *In accordance with the LA CEQA Thresholds Guide, noise-sensitive uses include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds and parks.*

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at field inspection

Action Indicating Compliance: Field inspection sign-off

NOI-MM-9 The construction contractor shall avoid using vibratory rollers and packers near noise sensitive receptors.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at field inspection

Action Indicating Compliance: Field inspection sign-off

NOI-MM-10 The construction contractor shall use drilled piles or the use of a sonic or vibratory pile driver where geological conditions permit their use. The construction shall not utilize driven (impact) pile systems except in locations where the underlying geological conditions render drilled piles or sonic or vibratory pile drivers ineffective or infeasible.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

Population and Housing

No Mitigation Measures required.

Public Services – Fire Protection

FIR-MM-1 Automatic fire sprinkler systems will be installed in all new non-high-rise buildings (i.e. Towers A, B, and C). Based on correspondence with the Los Angeles Fire Department (LAFD), the Project shall comply with the following requirements:

- Access for Fire Department apparatus and personnel to and into all structures shall be required.
- One or more Knox Boxes will be required to be installed for LAFD access to Project. Location and number to be determined by LAFD Field inspector. (Refer to FPB Req # 75).
- 505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
- The entrance to a residence lobby must be within 50 feet of the desired street address curb face.
- Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
- The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

- a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.
 - b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; but, in no case greater than 150-foot horizontal travel distance from the edge of the public street, private street or Fire Lane.

This stairwell shall extend onto the roof.

- An entrance to the main lobby shall be located off the address side of the building.
- Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of sight of the main entrance stairwell or to the satisfaction of the Fire Department.
- Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- Submit plot plans indicating access road and turning area for Fire Department approval.
- Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
- City of Los Angeles Fire Department Hydrants and Access design requirements for the Outdoor and indoor use of dependent access (attended parking) Mechanical Car Stackers – 2, 3, & 4 by levels high. The provisions of this document shall regulate the use of Mechanical Car Stackers by addressing the arrangement, location and size of areas, height, separations, housekeeping, and fire protection.
- The Project shall comply with Requirement 10 regarding helicopter facilities and alternative compliance options.
- Each standpipe in a new high-rise building shall be provided with two remotely located FDC's for each zone in compliance with NFPA 14-2013, Section 7.12.2.
- During demolition, the Fire Department access will remain clear and unobstructed.
- That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately

maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:

- A. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
 - B. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.
 - C. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
 - D. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
 - E. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.
- The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

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

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

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Plan approval

Public Services – Police Protection

No Mitigation Measures required.

Public Services – Libraries

No Mitigation Measures required.

Transportation/Traffic

Intersection LOS

TR-MM-1 Transportation Demand Management (TDM) Program. The Project Applicant shall develop and implement a TDM program, which includes design elements and trip reduction strategies, to reduce the Project's overall trip generation by discouraging single occupancy vehicle use and by promoting the use of alternative travel modes.

A preliminary TDM program shall be prepared and provided for LADOT review prior to the issuance of the first building permit for this Project and a final TDM program approved by LADOT is required prior to the issuance of the first certificate of occupancy for the Project. The preliminary plan will include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. As recommended by the transportation study, the TDM program could include, but is not limited to, the following:

- Transportation Management Coordinator (TMC) who promotes the benefits of TDM to employees and residents, hotel guests, and patrons of the development through an educational program;
- Centrally located transportation information center and kiosks for employees, residents, and guests of the hotel;
- Bicycle and pedestrian-friendly environment with secured bicycle facilities or bicycle valet system, bicycle sharing or rental program, exclusive access points, and wayfinding signs;
- Promotion and support of carpools and rideshare through a ride-matching service provided by the TMC;
- Incentives, such as discounted transit passes, for using alternative travel modes;
- Parking incentives and administrative support for formation of carpools/vanpools;
- On-site TDM coordinator;

- Contribution to the Los Angeles Bicycle Plan – Prior to the issuance of any certificates of occupancy, the Project proposes to contribute a one-time fixed-fee of \$150,000 to be deposited in the City’s Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area;
- Support existing and/or future efforts by LADOT for Mobility Hubs by providing amenities such as bicycle parking, rentals, shared vehicle rentals, transit information, etc. at the Project Site (subject to design feasibility).

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Construction; Pre-occupancy

Monitoring Frequency: Once, prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Approval of TDM program from Los Angeles Department of Transportation; issuance of Certificate of Occupancy; submittal of compliance report

TR-MM-2 Downtown Transportation Management Organization (TMO). The Project Applicant shall contribute to the formation of and participation in the Downtown TMO. Project representatives would attend organization meetings for the TMO, provide parking and travel demand data to the TMO, pay any established dues to the TMO, and make available information to Project tenants relative to the services provided by the TMO.

The TMO would offer similar services to those described in the Project’s TDM plan, but would have a much wider reach than the Project’s local TDM plan and can result in much greater trip reduction benefits. The TMOs in other major employment centers of Los Angeles County have proved beneficial in reducing traffic and improving air quality. A TMO in Downtown can be instrumental in promoting the use of transit and the City’s bike share and car share programs that will be installed in the coming years within the Downtown area. The TMO’s activities would help augment or implement some of the strategies described above for the Project-specific TDM plan. TMOs typically implement and promote TDM strategies, such as the following:

- Employee flex time and modified work schedules;
- Vanpool and carpool programs;
- Provide information on rail, bus, and shuttle services;
- Satellite parking;
- Non-vehicular commuting;
- Parking management strategies;

- Telecommuting programs;
- Matching services for multi-employer carpools/vanpools (to serve areas that are identified as underserved by transit);
- Promotion and implementation of pedestrians, bicycle, and transit stop enhancements (such as transit/bicycle lanes).

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-occupancy

Monitoring Frequency: Once, prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Written verification of Project contribution to the formation of and participation in Downtown TMO, submitted to and approved by the City of Los Angeles Department of Transportation

TR-MM-3 Blaine Street & Olympic Boulevard. The Project Applicant shall restripe Blaine Street within the existing roadway width to provide an additional southbound through lane. This would allow the southbound approach to accommodate one shared through/left turn lane and one shared through/right turn lane.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; Pre-occupancy

Monitoring Frequency: Prior to issuance of building permits; Prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Guarantee through Bureau of Engineering's B-Permit process prior to issuance of building permits; Written verification of implementation by the City of Los Angeles Department of Transportation prior to issuance of Certificate of Occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.

TR-MM-4 Georgia Street & Olympic Boulevard – Georgia Street Widening. The Project Applicant shall widen Georgia Street to provide an exclusive southbound right-turn

lane. This would allow the southbound approach to accommodate one shared through/left-turn lane and one right-turn lane.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; Pre-occupancy

Monitoring Frequency: Prior to issuance of building permits; Prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Guarantee through Bureau of Engineering's B-Permit process prior to issuance of building permits; Written verification of implementation by the City of Los Angeles Department of Transportation prior to issuance of Certificate of Occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.

TR-MM-5 Grand Avenue & 17th Street/I-10 Westbound On-Ramp. The Project Applicant shall restripe 17th Street within the existing roadway width to provide an additional westbound throughlane. This would allow the westbound approach to accommodate one shared through/left turn lane and two through lanes.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-Construction; Pre-occupancy

Monitoring Frequency: Prior to issuance of building permits; Prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Guarantee through Bureau of Engineering's B-Permit process prior to issuance of building permits; Written verification of implementation by the City of Los Angeles Department of Transportation prior to issuance of Certificate of Occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.

TR-MM-6 Transportation System Management (TSM) Improvements. Some of the signalized intersections within the Project study area require an upgrade to the traffic signal equipment and hardware. Many of the traffic signals at these intersections currently operate using newer controllers (Type 2070), which provide for enhanced and real-time operation of the traffic signal timing. When supplemented by additional roadway system loops and closed circuit television (CCTV) cameras, DOT can identify the cause of delay and implement instant signal timing remedies to improve the flow of vehicles and buses. Collectively, these traffic signal upgrades provide a system-wide benefit by reducing delays experienced by motorists at the study intersections. To enhance the traffic signal system in the area and improve the network capacity for real-time video monitoring of intersection, corridor, transit, and pedestrian operations by reducing delays experienced by motorists at study intersections, the following TSM improvements were identified:

- Install new CCTV cameras each at the cost of which is approximately \$25,000, at the intersections of Flower Street and Pico Boulevard and Flower Street and Venice Boulevard, the total cost of which is approximately \$50,000.
- Install new fiber optic cable 24SM on Flower Street from 12th Street to 18th Street, the cost of which is approximately \$75,000.

Prior to the issuance of any certificates of occupancy, the Project Applicant shall contribute a payment of a one-time fixed fee of \$125,000 to LADOT to fund the cost of the above TSM improvements.

Enforcement Agency: City of Los Angeles Department of Transportation; City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Construction

Monitoring Frequency: Once, prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Written verification of payment of fees to the City of Los Angeles Department of Transportation or implementation of TSM improvements; issuance of Certificate of Occupancy

Tribal Cultural Resources

No Mitigation Measures required.

Utilities and Service Systems – Wastewater

No Mitigation Measures required.

Utilities and Service Systems – Water Supply and Infrastructure

No Mitigation Measures required.

Utilities and Service Systems – Solid Waste

No Mitigation Measures required.

Energy Conservation and Infrastructure

No Mitigation Measures required.

F. Project Design Features

In addition to the required Mitigation Measures, the Project also includes Project Design Features that are conditions of the Project that must be monitored and enforced in the same manner as Mitigation Measures.

Aesthetics

AES-PDF-1 Where Project construction is visible from pedestrian locations adjacent to the Project Site and perimeter walls or fencing do not already exist, temporary construction fencing shall be placed around the perimeter of the Project Site to screen construction activity from view at street level from off-site.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

AES-PDF-2 The Project Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a

visually attractive manner (i.e., free of trash, graffiti, peeling postings and of uniform paint color or graphic treatment) throughout the construction period.

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

Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: During field inspection(s)

Action Indicating Compliance: Field inspection sign-off

AES-PDF-3 All exterior windows and glass used on building surfaces shall be non-reflective or treated with an anti-reflective coating to minimize glare (e.g., minimize the use of glass with mirror coatings). Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements will be permitted.

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

Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

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

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

Air Quality

AIR-PDF-1 To the extent possible, petroleum-powered construction activity shall utilize electricity from power poles and/or solar-powered generators rather than temporary diesel power generators and/or gasoline power generators. If stationary petroleum-powered construction equipment, such as generators, must be operated

continuously, such equipment shall be located at least 100 feet from sensitive land uses, whenever possible.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-offs

Biological Resources

BIO-PDF-1 Prior to the issuance of a grading permit, the Project Applicant shall demonstrate that the following requirements have been included in the Project construction plan:

1. Prior to the commencement of clearing/construction work, a qualified biologist monitor shall conduct a minimum of two (2) pre-construction surveys for nesting birds five (5) days apart. The last survey shall be conducted no more than three (3) days prior to the initiation of clearance/construction work.
2. All grading and construction contractors shall receive copies of construction plan elements required to reduce impacts to biological resources. Additionally, verbal instruction shall be provided by the qualified biologist monitor to all site workers to ensure clear understanding that biological resources are to be protected on the Project Site in accordance with the Migratory Bird Treaty Act (MBTA).

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

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Prior to issuance of grading permit; Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of grading permit

BIO-PDF-2 Prior to issuance of a building permit, the Project Applicant shall coordinate with the City and replace the four (4) protected Western Sycamore (*Platanus racemosa*) trees (three of which have a canopy diameter of 10 feet, and one has a

canopy diameter of 12 feet) removed during Project construction at a 4:1 ratio. Replacement trees shall be planted on-site. In addition, all tree protection measures in the Tree Report (recommendations 1-4 from the Tree Report, which is included as Appendix D-2 to the Draft EIR) shall be implemented during Project construction.

Enforcement Agency: City of Los Angeles Department of Building and Safety;
Board of Public Works Urban Forestry Division

Monitoring Agency: City of Los Angeles Department of Building and Safety;
Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-construction; construction

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

Action Indicating Compliance: Issuance of Certificate of Occupancy

BIO-PDF-3 Prior to issuance of a building permit, the Project Applicant shall coordinate with the City and replace any non-protected significant trees that are 8 inches or more in diameter at breast height (dbh), that were removed during the Project construction period, at a 2:1 ratio with a minimum 24-inch box tree. Replacement trees shall be planted on-site. In addition, all tree protection measures in the Tree Report (recommendations 1-4 from the Tree Report, which is included as Appendix D-2 to the Draft EIR) shall be implemented during Project construction.

Enforcement Agency: City of Los Angeles Department of Building and Safety;
Board of Public Works Urban Forestry Division

Monitoring Agency: City of Los Angeles Department of Building and Safety;
Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-construction; construction

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

Action Indicating Compliance: Issuance of Certificate of Occupancy

BIO-PDF-4 A qualified biologist monitor shall review landscaping and irrigation systems that are adjacent to the replacement trees to determine whether such landscaping and irrigation systems are compatible for the survival of the replacement trees. All newly planted trees within the Project Site must be appropriately sized, staked, and tied, provided with a watering moat and shall be properly watered and maintained.

Enforcement Agency: City of Los Angeles Department of Building and Safety;
Board of Public Works Urban Forestry Division

Monitoring Agency: City of Los Angeles Department of Building and Safety;
Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once, during field inspection

Action Indicating Compliance: Field inspection sign-off

Cultural Resources

No Project Design Features provided.

Geology and Soils

No Project Design Features provided.

Greenhouse Gas Emissions

GHG-PDF-1 The Applicant shall ensure that at least 20 percent of the total code-required parking spaces provided for all types of parking facilities 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. Only raceways and related components are required to be installed at the time of construction. When the application of the 20-percent requirement results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety; City
of Los Angeles Department of City Planning

Monitoring Phase: Pre-construction; construction

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

Action Indicating Compliance: Plan approval; issuance of Certificate of Occupancy

GHG-PDF-2 At least 5 percent of the total code-required parking spaces shall be equipped with EV charging stations. Plans shall indicate the proposed type and location(s) of charging stations. Plan design shall be based on Level 2 or greater EVSE at its maximum operating capacity. When the application of the 5-percent requirement results in a fractional space, round up to the next whole number.

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

Monitoring Agency: City of Los Angeles Department of Building and Safety;
City of Los Angeles Department of City Planning

Monitoring Phase: Pre-construction; construction

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

Action Indicating Compliance: Plan approval; issuance of Certificate of Occupancy

Hazards and Hazardous Materials

No Project Design Features provided.

Hydrology and Water Quality

No Project Design Features provided.

Land Use and Planning

No Project Design Features provided.

Noise

No Project Design Features provided.

Population and Housing

No Project Design Features provided.

Public Services – Fire Protection

No Project Design Features provided.

Public Services – Police Protection

POL-PDF-1 During construction, the Project applicant shall implement appropriate temporary security measures, including security fencing (e.g., chain-link fencing), low-level security lighting, and locked entry (e.g., padlocked gates or guard-restricted access) to limit access by the general public. Regular security patrols during non-construction hours (e.g. nighttime hours, weekends, and holidays) shall also be provided. During construction activities, the Contractor shall document the security measures; and the documentation shall be made available to the Construction Monitor.

Enforcement Agency: City of Los Angeles Police Department; City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign-offs

Public Services – Libraries

No Project Design Features provided.

Transportation/Traffic

TR-PDF-1 Construction Traffic Management Plan

Prior to the start of construction, the Project Applicant shall prepare a detailed Construction Traffic Management Plan (CTMP), including street closure information, detour plans, haul routes, and staging plans, and submit it to LADOT for review and approval. The Construction Traffic Management Plan shall include a Worksite Traffic Control Plan, which will facilitate traffic and pedestrian movement, and minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians. The Construction Traffic Management Plan and Worksite Traffic Control Plan shall be based on the nature and timing of specific construction activities and other projects in the vicinity, and shall include, but not be limited to, the following measures:

- Maintain access for land uses in the vicinity of the Project Site during construction;

- Minimize obstruction of traffic lanes on Olympic Boulevard, Georgia Street, and James M. Wood Boulevard adjacent to the Project Site to the extent feasible;
- Organize Project Site deliveries and the staging of all equipment and materials in the most efficient manner possible, and on-site where possible, to avoid an impact to the surrounding roadways;
- Coordinate truck activity and deliveries to ensure trucks do not wait to unload or load at the Project Site and impact roadway traffic, and if needed, utilize an organized off-site staging area;
- Provide advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation;
- Prohibit construction worker or equipment parking on adjacent streets;
- Provide temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Georgia Street, Bixel Street, James M. Wood Boulevard/9th Street, and Olympic Boulevard, to ensure traffic safety on public rights of way. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's Georgia Street, James M. Wood Boulevard, and Bixel Street driveways;
- Schedule construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Contain construction activity within the Project Site boundaries;
- Implement safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate;
- Limit sidewalk and lane closures to the maximum extent possible, and avoid peak hours to the extent possible. Where such closures are necessary, the Project's Worksite Traffic Control Plan will identify the location of any sidewalk or lane closures and identify all traffic detours and control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity;
- Contact LAUSD's Transportation Branch regarding existing school bus routes;
- Schedule construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible; and/or

- Prepare a haul truck route program that specifies the construction truck routes to and from the Project Site.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check; periodic field inspection

Action Indicating Compliance: Plan approval; field inspection sign-offs

TR-PDF-2 Pedestrian Safety Enhancements

The City of Los Angeles provides various methods for safety enhancement of Pedestrian Crossings throughout the City. As part of the comprehensive response to pedestrian safety, LADOT's Vision Zero section proposes the installation of continental crosswalks, leading pedestrian intervals, and curb extensions within the Project area. The approximately total cost to fund the enhancements described in LADOT's approval letter (included in Appendix K-2 of this Draft EIR) is \$135,000. Prior to the issuance of any certificates of occupancy, the Project Applicant shall contribute a payment of a one-time fixed fee of \$135,000 to LADOT to fund the cost of the specific pedestrian enhancements included in LADOT's approval letter.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-occupancy

Monitoring Frequency: Once, prior to issuance of Certificate of Occupancy

Action Indicating Compliance: LADOT approval

Tribal Cultural Resources

No Project Design Features provided.

Utilities and Service Systems – Wastewater

No Project Design Features provided.

Utilities and Service Systems – Water Supply and Infrastructure

WAT-PDF-1 In addition to regulatory requirements, the Project design will incorporate the following design features to support water conservation:

- High Efficiency Toilets with a flush volume of 1.1 gallons per flush or less for the residential units/hotel rooms and the residential/hotel common areas.
- ENERGY STAR Certified Residential Clothes Washers – front load, Integrated Water Factor of 3.2 or less for all residential units.
- Drought Tolerant Plants – 20% percent of total landscaping.
- Artificial Turf in select locations in residential outdoor amenity spaces, subject to LADBS approval of the required Request for Modification (RFM) to the current building code to allow the installation of select artificial turf in outdoor amenity areas.
- Drip/Subsurface Irrigation in select locations (Micro-Irrigation).
- Proper Hydro-zoning/Zoned Irrigation—(groups plants with similar water requirements together).
- Pool/Spa recirculating filtration equipment.
- Pool splash troughs around the perimeter that drain back into the pools.
- Leak Detection System for swimming pools and Jacuzzi.
- Installation of water meter on the pool make-up lines to monitor water use and identify leakage.
- Water-Saving Pool Filter.

Enforcement Agency: City of Los Angeles Department of Water and Power; City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of City Planning; City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction; post-construction

Monitoring Frequency: Once, at plan check to show irrigation system; annually

Action Indicating Compliance: Plan approval; submittal of compliance report

Utilities and Service Systems – Solid Waste

No Project Design Features provided.

Energy Conservation and Infrastructure

No Project Design Features provided.

Exhibit C

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

1001 W Olympic Bl
DOT Case No. CEN 17-45714

Date: May 17, 2018

To: Luciralia Ibarra, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE OLYMPIA MIXED-USE PROJECT
LOCATED AT 1001 WEST OLYMPIC BOULEVARD (ENV-2016-4889-EIR)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated October 2017, prepared by Gibson Transportation Consulting, Inc. for the Olympia mixed-use project located at 1001 West Olympic Boulevard. The project is bordered by James M. Wood Boulevard to the north, Olympic Boulevard to the south, Georgia Street to the east, and the Harbor/Pasadena Freeway and Bixel Street to the west. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's current traffic impact criteria¹, the transportation study included the detailed analysis of 36 signalized intersections and determined that 13 of these study intersections would be significantly impacted by project-related traffic prior to mitigation, assuming the future completion of the MyFigueroa Project. This report summarizes the results of the transportation analysis (see **Attachment 1**), which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community. The transportation analysis identifies the transportation mitigation measures designed to reduce the project's potential traffic impacts to a less than significant level although the impacts at three intersections remain significant and unavoidable.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to demolish the existing medical office, urgent care facility, and associated surface parking lot area and construct the Olympia mixed-use development consisting of three high-rise towers (Towers A, B, and C) located at 1001 West Olympic Boulevard. Tower A is closest to Olympic Boulevard, Tower C is closest to James M. Wood Boulevard, and Tower B is in the middle of the other two towers. The transportation impact analysis considered two development scenarios: Option 1 with up to 1,367 residential units and up to 40,000 square feet of commercial (retail and restaurant) uses; and, Option 2 with up to 1,000 hotel rooms, 879 residential units and 40,000 square feet of commercial (retail

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

and restaurant) uses. Since Option 2 generates higher peak hour trips of the two scenarios, the transportation impact analysis is based on Option 2. The analysis also considers two buildout year dates: the anticipated completion date of 2023 and the extended completion date of 2033 under the Project's Development Agreement. Access to the project site (the same for both options) would be provided via six driveways along Georgia Street, Bixel Street, and James M Wood Boulevard as illustrated in **Attachment 2**.

B. Trip Generation

Prior to accounting for the trip reductions from the Transportation Demand Management program discussed below, the project under Option 1 is estimated to generate a net increase of approximately 5,216 daily trips, 383 trips during the a.m. peak hour and 398 trips during the p.m. peak hour; the project under Option 2 is estimated to generate a net increase of approximately 10,418 daily trips, 708 trips during the a.m. peak hour and 764 trips during the p.m. peak hour. The trip generation estimates, summarized in **Attachment 3**, are based on rates and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. These trip generation rates are typically derived from surveys of similar stand-alone (single) land use projects in suburban areas with little to no transit service. Therefore, DOT's transportation impact study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site and for the internal-trip making opportunities that are afforded by mixed-use projects. Consistent with these guidelines, the estimated trip generation includes trip credits to account for the mixed-use nature of the project and for the expected transit mode share.

C. Traffic Impacts

The transportation impact study presented an analysis for the proposed project based on Option 2. The study determined that the project would result in significant traffic impacts at the following intersections before mitigation based on a project build-out year of 2023 and of 2033:

1. Georgia Street/SR 110 NB ON-Ramp/SB Off-Ramp and 9th St (a.m. and p.m. peak hours)
2. Figueroa Street and 9th Street (a.m. peak hour)
3. Blaine Street and Olympic Boulevard (a.m. and p.m. peak hours)
4. Georgia Street and Olympic Boulevard (a.m. and p.m. peak hours)
5. Francisco Street and Olympic Boulevard (p.m. peak hour)
6. Figueroa Street and Olympic Boulevard (a.m. and p.m. peak hours)
7. Blaine Street/SR 110 SB on-Ramp and 11th Street (p.m. peak hour)
8. Figueroa Street and 11th Street (a.m. and p.m. peak hours)
9. Flower Street and 11th Street (p.m. peak hour)
10. LA Live Way and Pico Boulevard (a.m. and p.m. peak hours)
11. Figueroa Street and Pico Boulevard (a.m. and p.m. peak hours)
12. Figueroa Street and Venice Boulevard (a.m. peak hour)
13. Grand Avenue and 17th Street/I-10 WB On-Ramp (p.m. peak hour)

In consideration of the City's goals to reduce greenhouse gas emissions, the transportation study proposed a transportation mitigation program designed to reduce project-related trips and promote other travel modes. The transportation mitigation program (described below) would partially but not fully mitigate the project's significant traffic impacts during the peak commute hours at the above intersections. Due to right-of-way and geometric design

constraints and the desire to prevent both the narrowing of sidewalks and support the MyFigueroa project, there were no feasible and effective physical improvements proposed that would fully mitigate the project-related traffic impact to a level below significance at the following intersections:

1. Georgia Street and Olympic Boulevard
2. Figueroa Street and Olympic Boulevard
3. Figueroa Street and 11th Street.

D. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in December 2015, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. The project did meet the threshold defined in the agreement; therefore, additional freeway analysis was required and included in the traffic study.

PROJECT DESIGN FEATURE

Pedestrian Safety Enhancements

The City of Los Angeles provides various methods for safety enhancement of Pedestrian Crossings throughout the City. As part of the comprehensive response to pedestrian safety, LADOT's Vision Zero section proposes the installation of continental crosswalks, leading pedestrian intervals, and curb extensions within the project area. The approximate total cost to fund these enhancements is **\$135,000**.

Intersection	Enhancement	Cost
17 th Street/Grand Avenue	Leading Pedestrian Interval	\$10,000
	Protected Phasing	\$50,000
12 th Street/Flower Street	Continental Crosswalks	\$7,500
12 th Street/LA Live Way	Continental Crosswalks	\$7,500
	Leading Pedestrian Interval	\$10,000
Olympic Boulevard/Francisco Street	Continental Crosswalks	\$10,000
Olympic Boulevard/Flower Street	Leading Pedestrian Interval	\$10,000
	Continental Crosswalks	\$10,000
9th Street/Flower Street	Leading Pedestrian Interval	\$10,000
	Continental Crosswalks	\$10,000
Total Cost		\$135,000

Prior to the issuance of any certificates of occupancy, the applicant shall contribute a payment of a one-time fixed fee of \$135,000 to DOT to fund the cost of the above Pedestrian Safety Enhancements.

PROJECT REQUIREMENTS

A. Transportation Improvement and Mitigation Program

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

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

A TDM program, which includes design elements and trip reduction strategies, would reduce the project's overall trip generation by discouraging single occupancy vehicle use and by promoting the use of alternative travel modes. Through strategic building design and orientation, this mixed-use project can facilitate access to existing and future transit services, provide a pedestrian-friendly environment, promote non-automobile travel and support the goals of an aggressive trip-reduction program.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The preliminary plan will include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. As recommended by the transportation study, the TDM program could include, but is not be limited to the following:

- Transportation Management Coordinator (TMC) who promotes the benefits of TDM to employees and, residents, hotel guests, and patrons of the development through an educational program;
- Centrally located transportation information center and kiosks for employees, residents, and guests of the hotel;
- Bicycle and pedestrian-friendly environment with secured bicycle facilities or bicycle valet system, bicycle sharing or rental program, exclusive access points, and wayfinding signs;
- Promotion and support of carpools and rideshare through a ride-matching service provided by the TMC;
- Incentives such as discounted transit passes for using alternative travel modes;
- Parking incentives and administrative support for the formation of carpools/vanpools
- On-site TDM coordinator;
- Contribution to the Los Angeles Bicycle Plan – Prior to the issuance of any certificates of occupancy, the project proposes to contribute a one-time fixed-fee of **\$150,000** to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the Project area;
- Support existing and/or future efforts by LADOT for Mobility Hubs by providing amenities such as bicycle parking, rentals, shared vehicle rentals, transit information, etc. at the project site (subject-to design feasibility).

2. **Downtown Transportation Management Organization (TMO)**

The project proposes to contribute to the formation of and participation in the Downtown Transportation Management Organization (TMO). Project representatives would attend organization meetings for the TMO, provide parking and travel demand

data to the TMO, pay any established dues to the TMO, and make available information to project tenants relative to the services provided by the TMO.

- The TMO would offer similar services to those described above but would have a much wider reach than the project's local TDM plan and can result in much greater trip reduction benefits. The TMOs in other major employment centers of Los Angeles County have proved beneficial in reducing traffic and improving air quality. A TMO in Downtown can be instrumental in promoting the use of transit and the City's bike share and car share programs that will be installed in the coming years within the Downtown area. The TMO's activities would help augment or implement some of the strategies described above for the project specific TDM plan. TMOs typically implement and promote TDM strategies such as the following:
 - Employee flex time and modified work schedules;
 - Vanpool and carpool programs;
 - Provide information on rail, bus, and shuttle services;
 - Satellite parking;
 - Non-vehicular commuting;
 - Parking management strategies;
 - Telecommuting programs;
 - Matching services for multi-employer carpools/vanpools (to serve areas that are identified as underserved by transit);
 - Promotion and implementation of pedestrians, bicycle, and transit stop enhancements (such as transit/bicycle lanes).

3. Intersection Improvements

Where the implementation of the TDM program and TMO would not mitigate the project-related traffic impacts to a level below significance, the transportation study proposes the following physical intersection improvements to reduce the impact to less than significant levels at the following:

Blaine Street and Olympic Boulevard – Restripe Blaine Street within the existing roadway width to provide an additional southbound through lane. This would allow the southbound approach to accommodate one shared through/left-turn lane and one shared through/right-turn lane (see **Attachment 4**).

Georgia Street and Olympic Boulevard – Widen Georgia Street to provide an exclusive southbound right-turn lane. This would allow the southbound approach to accommodate one shared through left-turn lane and one right-turn lane (see **Attachment 5**).

Grand Avenue and 17th Street/I-10 Westbound On-Ramp – Restripe 17th Street within the existing roadway width to provide an additional westbound through lane. This would allow the westbound approach to accommodate one shared through/left-turn lane and two through lanes (see **Attachment 6**).

4. Transportation Systems Management (TSM) Improvements

Some of the signalized intersections within the project study area require an upgrade to

the traffic signal equipment and hardware. Many of the traffic signals at these intersections currently operate using newer controllers (Type 2070), which provide for enhanced and real-time operation of the traffic signal timing. When supplemented by additional roadway system loops and closed circuit television (CCTV) cameras, DOT can identify the causes of delay and implement instant signal timing remedies to improve the flow of vehicles and buses. Collectively, these traffic signal upgrades provide a system-wide benefit by reducing delays experienced by motorists at the study intersections. To enhance the traffic signal system in the area and improve the network capacity for real-time video monitoring of intersection, corridor, transit, and pedestrian operations by reducing delays experienced by motorists at study intersections, the following TSM improvements were identified:

- Install new CCTV cameras each at the cost of which is approximately \$25,000, at the intersections of Flower Street and Pico Boulevard and Flower Street and Venice Boulevard, the total cost of which is approximately **\$50,000**.
- Install new fiber optic cable 24SM on Flower Street from 12th Street to 18th Street, the cost of which is approximately **\$75,000**.

Prior to the issuance of any certificates of occupancy, the applicant shall contribute a payment of a one-time fixed fee of \$125,000 to DOT to fund the cost of the above TSM Improvements.

B. Implementation of Improvements and Enhancements

The applicant shall be responsible for the cost and implementation of any traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements and enhancements described above. All improvements, enhancements, and associated traffic signal work within the City of Los Angeles must be **guaranteed** through Bureau of Engineering's (BOE) B-Permit process prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email DOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a pre-design meeting to finalize the proposed design needed for the project. If a proposed transportation improvement or enhancement does not receive the required approval, a substitute may be provided subject to the approval of DOT upon demonstration that the substitute is environmentally equivalent or superior to the original.

C. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/what-we-do/plan-review> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

D. Highway Dedication and Street Widening Requirements

On September 7, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project. Per the new Mobility Element, **Olympic Boulevard**, a Boulevard II, would require a 40-foot half-width roadway within a 55-foot half-width right-of-way; **James M. Wood Boulevard**, a Modified Avenue II, would require 25-foot half-width roadway within a 40-foot half-width right-of-way; **Georgia Street**, a Collector, would require 20-foot half-width roadway within a 33-foot half-width right-of-way; and **Bixel Street**, a Local Street, would require 18-foot half-width roadway within a 30-foot half-width right-of-way.

E. Parking Requirement

The project would provide the minimum code-required parking spaces for vehicles and bicycles. The developer should check with the Department of Building and Safety on the number of parking spaces needed.

F. Project Access and Circulation

Access to the project (for both the Residential and Hotel options) would be provided by a total of six driveways along Georgia Street, Bixel Street, and James M. Wood Boulevard as illustrated in **Attachment 2**. Access to the Tower A porte-cochere would be provided via driveways along Georgia Street and Bixel Street. Access to the valet and drop-off area serving Towers B and C would be provided along Georgia Street and James M. Wood Boulevard. Conceptually, either proposed site plan is acceptable to DOT. The review of this study does not constitute approval of the driveway dimensions, access and circulation scheme, and loading/unloading area for the project. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section at 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. The applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design efforts so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet for two-way operations or 18 feet for one-way operations. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways.

G. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

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c: Kevin Ocubillo, Council District No. 14
Carl Mills, BOE Development Services
Mehrdad Moshksar, Central District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Sarah Drobis & Casey Le, GTC

TABLE 11
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS

No	Intersection	Peak Hour	Future without Project		Future with Project			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Union Ave & 8th St	AM	0.845	D	0.845	D	0.000	NO
		PM	0.799	C	0.799	C	0.000	NO
2.	Garland Ave & 8th St/8th Pl/SR 110 SB Off-Ramp	AM	0.614	B	0.614	B	0.000	NO
		PM	0.640	B	0.640	B	0.000	NO
3.	Bixel St/SR 110 SB On-Ramp & 8th St	AM	0.619	B	0.619	B	0.000	NO
		PM	0.628	B	0.628	B	0.000	NO
4.	Francisco St & 8th St	AM	0.654	B	0.661	B	0.007	NO
		PM	0.847	D	0.854	D	0.007	NO
5.	Figueroa St & 8th St	AM	0.643	B	0.653	B	0.010	NO
		PM	0.579	A	0.586	A	0.007	NO
6.	Flower St & 8th St	AM	0.344	A	0.350	A	0.006	NO
		PM	0.591	A	0.603	B	0.012	NO
7.	Union Ave & James M. Wood Blvd	AM	0.752	C	0.752	C	0.000	NO
		PM	0.751	C	0.751	C	0.000	NO
8.	Georgia St/SR 110 NB On-Ramp/SB Off-Ramp & 9th St	AM	0.649	B	0.709	C	0.060	YES
		PM	0.725	C	0.773	C	0.048	YES
9.	Francisco St/SR 110 NB Off-Ramp & 9th St	AM	0.340	A	0.360	A	0.020	NO
		PM	0.449	A	0.466	A	0.017	NO
10.	Figueroa St & 9th St	AM	0.954	E	0.976	E	0.022	YES
		PM	0.853	D	0.872	D	0.019	NO
11.	Flower St & 9th St	AM	0.374	A	0.402	A	0.028	NO
		PM	0.756	C	0.787	C	0.031	NO
12.	Union Ave & Olympic Blvd	AM	0.793	C	0.800	C	0.007	NO
		PM	0.763	C	0.774	C	0.011	NO
13.	Blaine St & Olympic Blvd	AM	0.950	E	1.009	F	0.059	YES
		PM	0.843	D	0.904	E	0.061	YES
14.	Georgia St & Olympic Blvd	AM	0.659	B	0.871	D	0.212	YES
		PM	0.684	B	0.909	E	0.225	YES
15.	Francisco St & Olympic Blvd	AM	0.461	A	0.506	A	0.045	NO
		PM	0.634	B	0.701	C	0.067	YES
16.	Figueroa St & Olympic Blvd	AM	1.161	F	1.198	F	0.037	YES
		PM	0.999	E	1.048	F	0.049	YES
17.	Flower St & Olympic Blvd	AM	0.552	A	0.623	B	0.071	NO
		PM	0.811	D	0.825	D	0.014	NO
18.	Hope St & Olympic Blvd	AM	0.611	B	0.620	B	0.009	NO
		PM	0.757	C	0.771	C	0.014	NO
19.	Union Ave & 11th St	AM	0.522	A	0.522	A	0.000	NO
		PM	0.639	B	0.639	B	0.000	NO
20.	Blaine St/SR 110 SB On-Ramp & 11th St	AM	0.684	B	0.710	C	0.026	NO
		PM	0.928	E	0.953	E	0.025	YES

**TABLE 11 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2023)
SIGNIFICANT IMPACT ANALYSIS**

No	Intersection	Peak Hour	Future without Project		Future with Project			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
21.	LA Live Way/SR 110 NB On-Ramp & 11th St	AM	0.363	A	0.375	A	0.012	NO
		PM	0.406	A	0.420	A	0.014	NO
22.	Figueroa St & 11th St	AM	1.072	F	1.107	F	0.035	YES
		PM	0.996	E	1.044	F	0.048	YES
23.	Flower St & 11th St	AM	0.423	A	0.451	A	0.028	NO
		PM	1.014	F	1.044	F	0.030	YES
24.	Hope St & 11th St	AM	0.385	A	0.401	A	0.016	NO
		PM	0.736	C	0.757	C	0.021	NO
25.	Flower St & 12th St	AM	0.221	A	0.233	A	0.012	NO
		PM	0.628	B	0.636	B	0.008	NO
26.	LA Live Way & Pico Blvd	AM	0.970	E	0.994	E	0.024	YES
		PM	1.019	F	1.046	F	0.027	YES
27.	Figueroa St & Pico Blvd	AM	1.216	F	1.232	F	0.016	YES
		PM	1.128	F	1.153	F	0.025	YES
28.	Flower St & Pico Blvd	AM	0.573	A	0.584	A	0.011	NO
		PM	0.907	E	0.915	E	0.008	NO
29.	LA Live Way/SR 110 NB Off-Ramp/I-10 WB Off-Ramp & Convention Center Dr	AM	0.412	A	0.422	A	0.010	NO
		PM	0.539	A	0.550	A	0.011	NO
30.	Figueroa St & Venice Blvd	AM	0.881	D	0.909	E	0.028	YES
		PM	1.027	F	1.027	F	0.000	NO
31.	Flower St & Venice Blvd	AM	0.548	A	0.569	A	0.021	NO
		PM	0.734	C	0.742	C	0.008	NO
32.	Grand Ave & Venice Blvd	AM	0.342	A	0.356	A	0.014	NO
		PM	0.567	A	0.581	A	0.014	NO
33.	Grand Ave & 17th St/I-10 WB On-Ramp	AM	0.668	B	0.699	B	0.031	NO
		PM	1.141	F	1.175	F	0.034	YES
34.	Flower St & 18th St/I-10 EB On-Ramp	AM	0.468	A	0.474	A	0.006	NO
		PM	0.529	A	0.533	A	0.004	NO
35.	Grand Ave & 18th St/I-10 EB Off-Ramp	AM	0.539	A	0.544	A	0.005	NO
		PM	0.647	B	0.653	B	0.006	NO
36.	Figueroa St & 18th St	AM	0.720	C	0.741	C	0.021	NO
		PM	0.832	D	0.832	D	0.000	NO

Note

As the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., the calculated average operating conditions may appear better than is observed.

**TABLE 12
FUTURE WITH PROJECT CONDITIONS (YEAR 2033)
SIGNIFICANT IMPACT ANALYSIS**

No	Intersection	Peak Hour	Future without Project		Future with Project			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
1.	Union Ave & 8th St	AM	0.863	D	0.863	D	0.000	NO
		PM	0.815	D	0.815	D	0.000	NO
2.	Garland Ave & 8th St/8th Pl/SR 110 SB Off-Ramp	AM	0.628	B	0.628	B	0.000	NO
		PM	0.654	B	0.654	B	0.000	NO
3.	Bixel St/SR 110 SB On-Ramp & 8th St	AM	0.630	B	0.630	B	0.000	NO
		PM	0.640	B	0.640	B	0.000	NO
4.	Francisco St & 8th St	AM	0.664	B	0.671	B	0.007	NO
		PM	0.862	D	0.868	D	0.006	NO
5.	Figueroa St & 8th St	AM	0.655	B	0.665	B	0.010	NO
		PM	0.590	A	0.597	A	0.007	NO
6.	Flower St & 8th St	AM	0.350	A	0.357	A	0.007	NO
		PM	0.602	B	0.613	B	0.011	NO
7.	Union Ave & James M. Wood Blvd	AM	0.769	C	0.769	C	0.000	NO
		PM	0.768	C	0.768	C	0.000	NO
8.	Georgia St/SR 110 NB On-Ramp/SB Off-Ramp & 9th St	AM	0.659	B	0.720	C	0.061	YES
		PM	0.734	C	0.783	C	0.049	YES
9.	Francisco St/SR 110 NB Off-Ramp & 9th St	AM	0.346	A	0.367	A	0.021	NO
		PM	0.455	A	0.473	A	0.018	NO
10.	Figueroa St & 9th St	AM	0.972	E	0.994	E	0.022	YES
		PM	0.866	D	0.885	D	0.019	NO
11.	Flower St & 9th St	AM	0.381	A	0.409	A	0.028	NO
		PM	0.768	C	0.799	C	0.031	NO
12.	Union Ave & Olympic Blvd	AM	0.810	D	0.817	D	0.007	NO
		PM	0.779	C	0.789	C	0.010	NO
13.	Blaine St & Olympic Blvd	AM	0.965	E	1.024	F	0.059	YES
		PM	0.856	D	0.917	E	0.061	YES
14.	Georgia St & Olympic Blvd	AM	0.671	B	0.881	D	0.210	YES
		PM	0.695	B	0.920	E	0.225	YES
15.	Francisco St & Olympic Blvd	AM	0.467	A	0.511	A	0.044	NO
		PM	0.644	B	0.711	C	0.067	YES
16.	Figueroa St & Olympic Blvd	AM	1.182	F	1.219	F	0.037	YES
		PM	1.016	F	1.064	F	0.048	YES
17.	Flower St & Olympic Blvd	AM	0.562	A	0.633	B	0.071	NO
		PM	0.825	D	0.839	D	0.014	NO
18.	Hope St & Olympic Blvd	AM	0.621	B	0.629	B	0.008	NO
		PM	0.771	C	0.786	C	0.015	NO
19.	Union Ave & 11th St	AM	0.535	A	0.535	A	0.000	NO
		PM	0.654	B	0.654	B	0.000	NO
20.	Blaine St/SR 110 SB On-Ramp & 11th St	AM	0.693	B	0.719	C	0.026	NO
		PM	0.943	E	0.967	E	0.024	YES

**TABLE 12 (CONTINUED)
FUTURE WITH PROJECT CONDITIONS (YEAR 2033)
SIGNIFICANT IMPACT ANALYSIS**

No	Intersection	Peak Hour	Future without Project		Future with Project			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact
21.	LA Live Way/SR 110 NB On-Ramp & 11th St	AM	0.369	A	0.381	A	0.012	NO
		PM	0.413	A	0.427	A	0.014	NO
22.	Figueroa St & 11th St	AM	1.088	F	1.122	F	0.034	YES
		PM	1.011	F	1.059	F	0.048	YES
23.	Flower St & 11th St	AM	0.428	A	0.457	A	0.029	NO
		PM	1.028	F	1.059	F	0.031	YES
24.	Hope St & 11th St	AM	0.390	A	0.406	A	0.016	NO
		PM	0.745	C	0.767	C	0.022	NO
25.	Flower St & 12th St	AM	0.225	A	0.236	A	0.011	NO
		PM	0.635	B	0.644	B	0.009	NO
26.	LA Live Way & Pico Blvd	AM	0.983	E	1.007	F	0.024	YES
		PM	1.033	F	1.061	F	0.028	YES
27.	Figueroa St & Pico Blvd	AM	1.235	F	1.251	F	0.016	YES
		PM	1.145	F	1.170	F	0.025	YES
28.	Flower St & Pico Blvd	AM	0.581	A	0.593	A	0.012	NO
		PM	0.920	E	0.928	E	0.008	NO
29.	LA Live Way/SR 110 NB Off-Ramp/I-10 WB Off-Ramp & Convention Center Dr	AM	0.421	A	0.431	A	0.010	NO
		PM	0.547	A	0.558	A	0.011	NO
30.	Figueroa St & Venice Blvd	AM	0.899	D	0.928	E	0.029	YES
		PM	1.048	F	1.048	F	0.000	NO
31.	Flower St & Venice Blvd	AM	0.559	A	0.580	A	0.021	NO
		PM	0.748	C	0.756	C	0.008	NO
32.	Grand Ave & Venice Blvd	AM	0.348	A	0.361	A	0.013	NO
		PM	0.577	A	0.591	A	0.014	NO
33.	Grand Ave & 17th St/I-10 WB On-Ramp	AM	0.675	B	0.707	C	0.032	NO
		PM	1.158	F	1.192	F	0.034	YES
34.	Flower St & 18th St/I-10 EB On-Ramp	AM	0.476	A	0.482	A	0.006	NO
		PM	0.538	A	0.542	A	0.004	NO
35.	Grand Ave & 18th St/I-10 EB Off-Ramp	AM	0.550	A	0.555	A	0.005	NO
		PM	0.659	B	0.664	B	0.005	NO
36.	Figueroa St & 18th St	AM	0.736	C	0.757	C	0.021	NO
		PM	0.851	D	0.851	D	0.000	NO

Note

As the CMA methodology for individual intersections does not in every case account for vehicular queues along corridors, pedestrian, conflicts, etc., the calculated average operating conditions may appear better than is observed.



SITE PLAN
RESIDENTIAL OPTION 1

FIGURE
1A



SITE PLAN
HOTEL OPTION 2

FIGURE
1B

TABLE 9A
PROJECT TRIP GENERATION ESTIMATES - OPTION 1 (RESIDENTIAL)

TRIP GENERATION RATES ^[a]									
Land Use	ITE Land Use	Rate	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
High-Rise Apartments	222	per dwelling unit	4.20	25%	75%	0.30	61%	39%	0.35
Medical Office Building	720	per ksf	36.13	79%	21%	2.39	28%	72%	3.57
Specialty Retail Center [e]	850	per ksf	44.32	62%	38%	0.96	44%	56%	2.71
High-Turnover (Sit-Down) Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85

TRIP GENERATION ESTIMATES										
Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Proposed Project										
High-Rise Apartments	222	1,367 du	5,741	103	307	410	292	186	478	
			<i>Transit/Walk-In Reduction - 15% [b]</i>	<i>(861)</i>	<i>(15)</i>	<i>(46)</i>	<i>(61)</i>	<i>(44)</i>	<i>(28)</i>	<i>(72)</i>
			Subtotal - Residential	4,880	88	261	349	248	158	406
Retail	850	20,000 sf	886	12	7	19	24	30	54	
			<i>Internal Capture Reduction - 20% [c]</i>	<i>(177)</i>	<i>(2)</i>	<i>(1)</i>	<i>(3)</i>	<i>(5)</i>	<i>(6)</i>	<i>(11)</i>
			<i>Transit/Walk-In Reduction - 15% [b]</i>	<i>(106)</i>	<i>(2)</i>	<i>(1)</i>	<i>(3)</i>	<i>(3)</i>	<i>(4)</i>	<i>(7)</i>
			<i>Pass-by Reduction - 50% [d]</i>	<i>(302)</i>	<i>(4)</i>	<i>(3)</i>	<i>(7)</i>	<i>(8)</i>	<i>(10)</i>	<i>(18)</i>
Restaurant	932	20,000 sf	2,543	119	97	216	118	79	197	
			<i>Internal Capture Reduction - 20% [c]</i>	<i>(509)</i>	<i>(24)</i>	<i>(19)</i>	<i>(43)</i>	<i>(24)</i>	<i>(16)</i>	<i>(40)</i>
			<i>Transit/Walk-In Reduction - 15% [b]</i>	<i>(305)</i>	<i>(14)</i>	<i>(12)</i>	<i>(26)</i>	<i>(14)</i>	<i>(9)</i>	<i>(23)</i>
			<i>Pass-by Reduction - 20% [d]</i>	<i>(346)</i>	<i>(16)</i>	<i>(13)</i>	<i>(29)</i>	<i>(16)</i>	<i>(11)</i>	<i>(27)</i>
			Subtotal - Commercial	1,684	69	55	124	72	53	125
			Total Project Trips	6,564	157	316	473	320	211	531
Existing Use to be Removed										
Medical Office Building	720	43,892 sf	1,586	83	22	105	44	113	157	
			<i>Transit/Walk-In Reduction - 15% [b]</i>	<i>(238)</i>	<i>(12)</i>	<i>(3)</i>	<i>(15)</i>	<i>(7)</i>	<i>(17)</i>	<i>(24)</i>
			Total Existing Use to be Removed	1,348	71	19	90	37	96	133
			TOTAL NET NEW PROJECT TRIPS	5,216	86	297	383	283	115	398

Notes:

Dwelling Unit = du.

1,000 square feet = ksf.

[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Per LADOT's *Transportation Impact Study Guidelines*, the Project Site is located within a 1/4 mile walking distance from a transit station or RapidBus stop (Metro 728), therefore a transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi and carpool services.

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., residents visiting the commercial uses).

[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

[e] Shopping center AM rate was used as no specialty retail AM rate is available in *Trip Generation, 9th Edition*.

**TABLE 9B
PROJECT TRIP GENERATION ESTIMATES - OPTION 2 (HOTEL)**

TRIP GENERATION RATES ^[a]									
Land Use	ITE Land Use	Rate	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
High-Rise Apartments	222	per dwelling unit	4.20	25%	75%	0.30	61%	39%	0.35
Hotel	310	per room	8.17	59%	41%	0.53	51%	49%	0.60
Medical Office Building	720	per ksf	36.13	79%	21%	2.39	28%	72%	3.57
Specialty Retail Center [e]	850	per ksf	44.32	62%	38%	0.96	44%	56%	2.71
High-Turnover (Sit-Down) Restaurant	932	per ksf	127.15	55%	45%	10.81	60%	40%	9.85

TRIP GENERATION ESTIMATES									
Land Use	ITE Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project									
High-Rise Apartments	222	879 du	3,692	66	198	264	188	120	308
			(554)	(10)	(30)	(40)	(28)	(18)	(46)
Subtotal - Residential			3,138	56	168	224	160	102	262
Hotel	310	1,000 rooms	8,170	313	217	530	306	294	600
			(1,226)	(47)	(33)	(80)	(46)	(44)	(90)
Subtotal - Hotel			6,944	266	184	450	260	250	510
Retail	850	20,000 sf	886	12	7	19	24	30	54
			(177)	(2)	(1)	(3)	(5)	(6)	(11)
			(106)	(2)	(1)	(3)	(3)	(4)	(7)
			(302)	(4)	(3)	(7)	(8)	(10)	(18)
Restaurant	932	20,000 sf	2,543	119	97	216	118	79	197
			(509)	(24)	(19)	(43)	(24)	(16)	(40)
			(305)	(14)	(12)	(26)	(14)	(9)	(23)
			(346)	(16)	(13)	(29)	(16)	(11)	(27)
Subtotal - Commercial			1,684	69	55	124	72	53	125
Total Project Trips			11,766	391	407	798	492	405	897
Existing Use to be Removed									
Medical Office Building	720	43,892 sf	1,586	83	22	105	44	113	157
			(238)	(12)	(3)	(15)	(7)	(17)	(24)
Total Existing Use to be Removed			1,348	71	19	90	37	96	133
TOTAL NET NEW PROJECT TRIPS			10,418	320	388	708	455	309	764

Notes:

Dwelling Unit = du.

1,000 square feet = ksf.

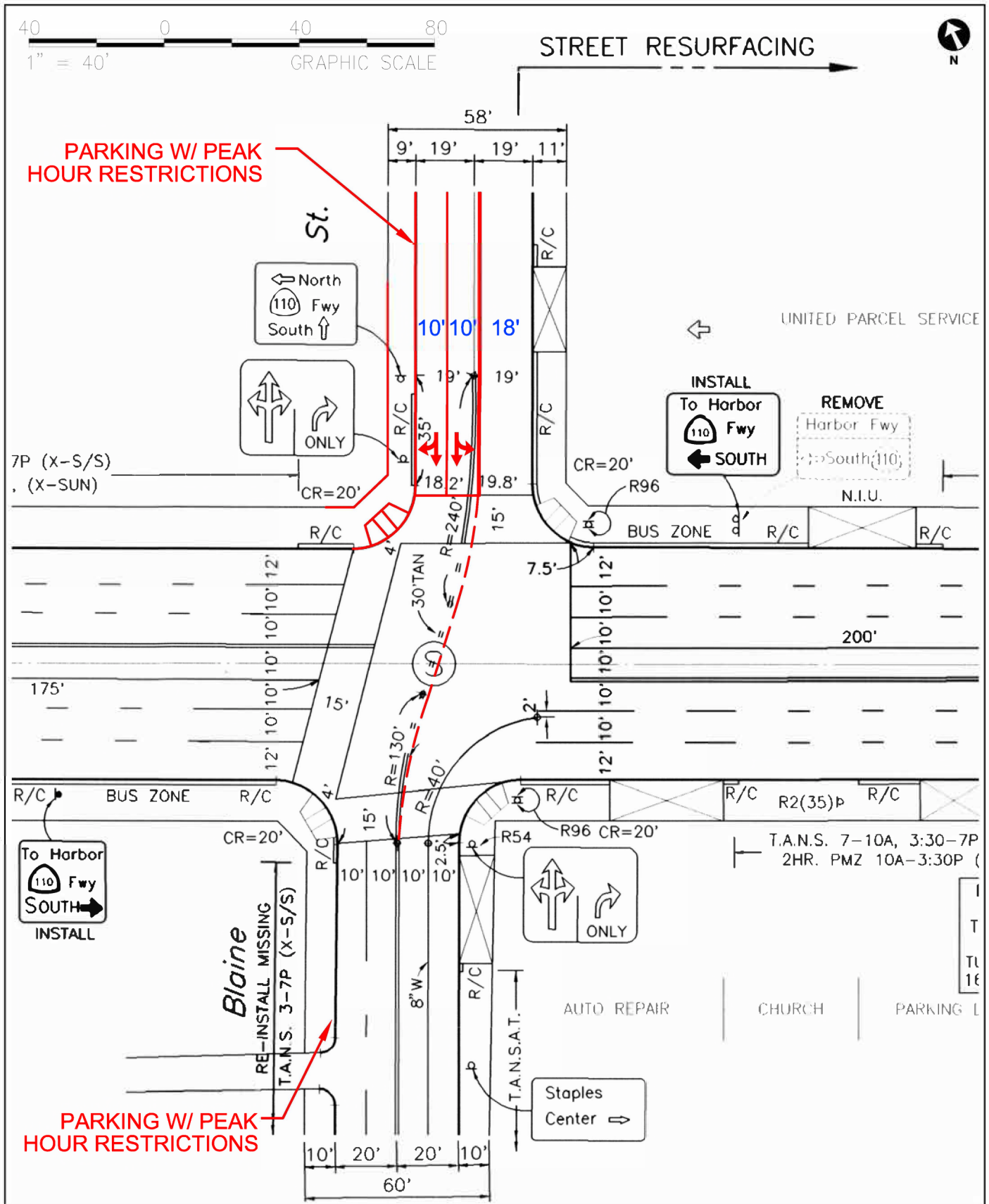
[a] Source: *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

[b] Per LADOT's *Transportation Impact Study Guidelines*, the Project Site is located within a 1/4 mile walking distance from a transit station or RapidBus stop (Metro 728), therefore a transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments, and for arrivals via taxi and carpool services.

[c] Internal capture adjustments account for person trips made between distinct land uses within a mixed-use development (e.g., residents visiting the commercial uses).

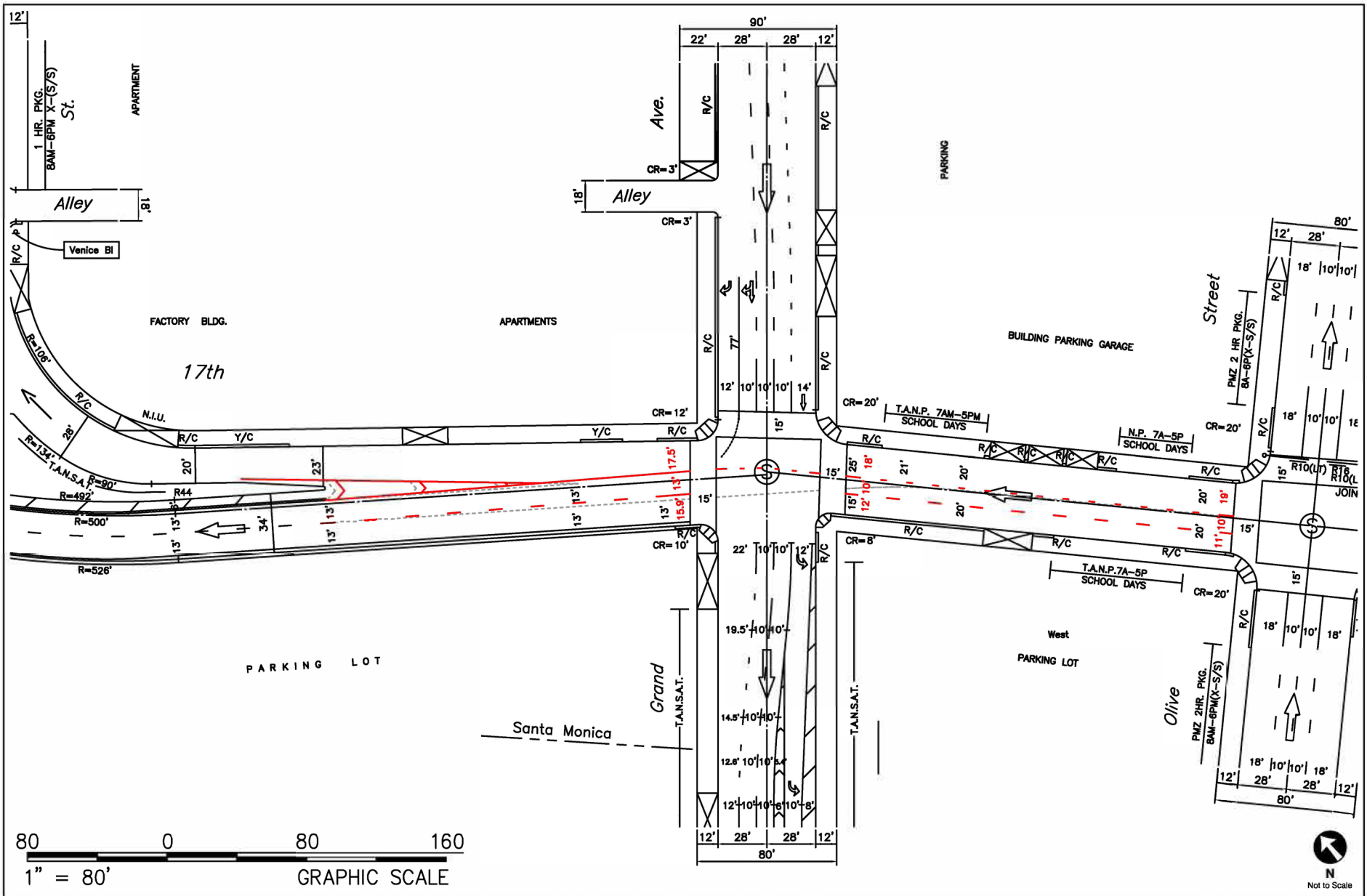
[d] Pass-by adjustments account for Project trips made as an intermediate stop on the way from an origin to a primary trip destination without route diversion.

[e] Shopping center AM rate was used as no specialty retail AM rate is available in *Trip Generation, 9th Edition*.



BLAINE STREET & OLYMPIC BOULEVARD CONCEPTUAL MITIGATION

FIGURE F-1



17TH STREET & I-10 WESTBOUND ON-RAMP
CONCEPTUAL MITIGATION PLAN

FIGURE
F-3

Exhibit D



Jason McCrea <jason.mccrea@lacity.org>

Fwd: Olympia Project

1 message

CRA LA Permit Counter <cra-lapermitcounter@lacity.org>

Tue, Apr 9, 2019 at 9:25 AM

To: Jason McCrea <jason.mccrea@lacity.org>

Cc: Francis Park <FPark@parkvelayos.com>

Hello Jason,

In his email below, the CRA/LA CEO, Steve Valenzuela confirmed that TFAR for the Olympia project was approved on 4/4/19. Please schedule the Planning Commission meeting accordingly.

Best regards,**Jim Urquhart****CRA/LA Permit Counter****CRA/LA, a Designated Local Authority**cra-lapermitcounter@lacity.org**Please note the CRA Counter days of operation, as of 4/16/19, are Tuesday/**Thursday**/Friday**

Hi Jim,

The Governing Board approved the project's TFAR Plan on 4/4/19. Got a message from Francis Park, developer's attorney. He wants to keep a date on Planning Commission for final action. Please update him when you've communicated with DCP.

Best regards,

Steve Valenzuela | Chief Executive Officer & CFO**CRA/LA, A Designated Local Authority**

448 S. Hill Street, Ste 1200 | Los Angeles, CA 90013

T 213.277.6787 (NOTE NEW NUMBER)