DEPARTMENT OF CITY PLANNING

SUPPLEMENTAL RECOMMENDATION REPORT

City Planning Commission

Date: April 23, 2020
Time: After 8:30 a.m.*
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissions-boards-hearings and/or by contacting cpc@lacity.org

Public Hearing: August 28, 2019
Appeal Status: Transfer of Floor Area Rights (TFAR) appealable to City Council by applicant if disapproved in whole or in part. All other entitlements are appealable to City Council.
Expiration Date: April 23, 2020

Case No.: CPC-2015-4557-MCUP-CUX-TDR-SPR-DD
CEQA No.: ENV-2015-4558-EIR
Related Case: VTT-73966
VTT-73966-1A
VTT-73966-2A
Council No.: 14 – Huizar
Plan Area: Central City
Plan Overlay: None
Certified NC: Downtown Los Angeles
Land Use: Regional Center Commercial
Zone: C2-4D

Applicant: Olymfig26, LLC

Representative: PSOMAS,
Anne Williams

PROJECT LOCATION: 813-815 West Olympic Boulevard; 947-951 S. Figueroa Street

PROPOSED PROJECT: The Project includes demolition and removal of all existing buildings on the Project Site and development of a 57-story high-rise building containing up to 65,074 square feet of retail/commercial space (in three-stories); 33,498 square feet of office space (in six-stories); 10,801 square feet of hotel conference center/ballroom space (one-story); 8,448 square feet of residential condominium amenities (on the same story as the hotel conference center); 373 hotel rooms (216,065 square feet in 17-stories, including lobby/amenities level); 374 residential condominium units (435,731 square feet in 24-stories); and 9,556 square feet of penthouse amenity area (in two-stories) for a Project total of 779,173 square feet of total floor area. A six-level subterranean parking garage would be located beneath the building, and eight levels of above ground parking would be provided within the podium level of the building. Six levels of the above ground parking would be wrapped with office uses on the Olympic Boulevard street frontage. Two additional stories dedicated to mechanical facilities would also be included as part of the Project. The Project proposes a maximum floor area ratio (FAR) of up to 13:1 and would be 742 feet tall.

REQUESTED ACTIONS:

ENV-2015-4558-EIR

1. **Recommend that the City Council find** that the City Council has reviewed and considered the information contained in the Environmental Impact Report No. ENV-2015-4558-EIR (SCH No. 2016061048) prepared for this project, which includes the Draft EIR, dated October 4, 2018, the Final EIR, dated August 14, 2019, and Erratum, dated September 2019 (Olympic Tower Project EIR), as well as the whole of the administrative record, and
2. **Recommend that the City Council certify** that:
    a. The Olympic Tower Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
    b. The Olympic Tower Project EIR was presented to the City Council as a decision-making body of the lead agency; and
    c. The Olympic Tower Project EIR reflects the independent judgment and analysis of the lead agency.
3. **Recommend that the City Council adopt the following:**
    a. The related and prepared Olympic Tower Project Environmental Findings;
    b. The Statement of Overriding Considerations; and
    c. The Mitigation Monitoring Program prepared for the Olympic Tower Project EIR (Exhibit C, dated August, 2019).

CPC-2015-4557-MCUP-CUX-TDR-SPR-DD

4. Pursuant to Section 14.5.6 of the Los Angeles Municipal Code (LAMC), **recommend the City Council approve** a Transfer of Floor Area Rights (TFAR) for the transfer of greater than 50,000 square feet of floor area, to allow for the transfer of up to 455,161 square feet of floor area from the City of Los Angeles Convention Center (Donor Site) located at 1201 South Figueroa Street, to the Project Site (Receiver Site), and to allow for the transfer of up to 101,826 square feet of floor area from the Grand Central Square (a Private Donor Site), located at 320 W. 3rd Street, to the Project Site (Receiver Site), thereby permitting a maximum of 13:1 FAR in lieu of the otherwise permitted 6:1 FAR.

RECOMMENDED ACTIONS:

ENV-2015-4558-EIR

1. **Recommend that the City Council find** that the City Council has reviewed and considered the information contained in the Environmental Impact Report No. ENV-2015-4558-EIR (SCH No. 2016061048) prepared for thi project, which includes the Draft EIR, dated October 4, 2018, the Final EIR, dated August 14, 2019, and Erratum, dated September 2019 (Olympic Tower Project EIR), as well as the whole of the administrative record, and
2. **Recommend that the City Council certify** that:
    a. The Olympic Tower Project EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
    b. The Olympic Tower Project EIR was presented to the City Council as a decision-making body of the lead agency; and
    c. The Olympic Tower Project EIR reflects the independent judgment and analysis of the lead agency.
3. **Recommend** that the **City Council adopt the following:**
    a. The related and prepared Olympic Tower Project Environmental Findings;
    b. The Statement of Overriding Considerations; and

c. The Mitigation Monitoring Program prepared for the Olympic Tower Project EIR (Exhibit C, dated August, 2019).

CPC-2015-4557-MCUP-CUX-TDR-SPR-DD

4. **Recommend** that the **City Council approve** the requested TFAR Transfer Plan and Public Benefits Payment;
5. **Request** that within six months of the receipt of the Public Benefits 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;
6. **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP

Director of Planning

Milena Zasadzien signed for:
Lisa Webber, AICP, Deputy Director

Luciralia Ibarra, Principal Planner

Sergio Ibarra, City Planner
Phone: (213) 473-9985

Milena Zasadzien, Senior City Planner

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) 978-1300.*

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Environmental Impact Report (EIR) link:

http://planning.lacity.org/development-services/eir/olympic-tower-la-project-1

PROJECT ANALYSIS

Note: The subject case was previously scheduled for a City Planning Commission meeting on March 12, 2020. However, on March 11, 2020, in response to public health and safety concerns regarding the novel coronavirus pandemic known as COVID-19, Governor Newsom and state public health officials announced that gatherings should be postponed or canceled across the state until at least the end of March and that non-essential gatherings must be limited to no more than 250 people, while smaller events can proceed only if the organizers can implement social distancing of 6 feet per person. Therefore, out of an abundance of caution the City Planning Commission continued the case to April 23, 2020 until such measures could be implemented.

Project Summary

The Olympic Tower Project includes the demolition and removal of all existing buildings on the Project Site and development of a 57-story high-rise building containing up to 65,074 square feet of retail/commercial space; 33,498 square feet of office space; 10,801 square feet of hotel conference center/ballroom space; 373 hotel rooms and associated amenities; 374 residential condominium units; and other open space and amenity areas. A six-level subterranean parking garage would be located beneath the building, and eight levels of above ground parking would be provided within the podium level of the building. Six of the eight levels of the above ground parking would be wrapped with office uses on the Olympic Boulevard street frontage. The Project proposes up to 779,173 square feet of total floor area with a maximum floor area ratio (FAR) of up to 13:1.

In order to develop the project, the applicant has requested several land use entitlements, including: a Transfer of Floor Area Rights to increase the project's FAR to 13:1, a Master Conditional Use permit to allow for the on-site and off-site sale and consumption of a full-line of alcoholic beverages, a Conditional Use to allow for dancing within commercial areas, Director's Decisions for deviations to Municipal Code requirements for on-site trees and bicycle parking, a review of the site design, and a subdivision of the site. The project's Environmental Impact Report is also under consideration.

On October 10, 2019, the City Planning Commission denied a previously filed appeal of the Vesting Tentative Tract Map and certified the EIR and sustained the actions of the Deputy Advisory in approving the Tract Map. The Commission also approved a portion of the remaining entitlement requests, with the exception of the Transfer of Floor Area request, which was continued to a subsequent date. Following that action, second level appeals of the Tract Map and Environmental Impact Report were filed on October 25th and October 31st, 2019. The appeals will be scheduled and heard at the City Council's Planning and Land Use Management Committee following the CPC's action of this TFAR request. A copy of the October 10th City Planning Commission Staff Recommendation Report and Exhibits can be accessed through the following link:

https://planning.lacity.org/odocument/1dbc6157-1a75-4aab-b293-ebc88c34daf8/CPC-2015-4557.pdf

Project Description

The Project Site is located in the Central City Community Plan area of the City of Los Angeles (City). The 57-story, 742-foot tall, mixed-use building (Project) will be located on a 37,031 square-foot site (0.85-acres) and includes 374 residential condominium units, a 373 guest room hotel, a 10,801 square-foot conference center, 33,498 square feet of office uses, and 65,074 square feet of retail/commercial uses. As shown in Exhibit A, the ground floor will be developed with 20,745

square feet of commercial uses, as well as elevator lobbies for the offices, hotel and residential uses. The second and third floors will include approximately 44,329 square feet of commercial uses. A breakdown of the Project's overall uses and uses at each building level is provided in the following tables.

Olympic Tower Project Uses	
Use	**Provided**
Residential Condominium Units	374 Units (435,731 Sq. Ft.)
Commercial	
Retail/Restaurant	65,074 Sq. Ft.
Office Space	33,498 Sq. Ft.
Hotel Guest Rooms	373 Rooms (216,065 Sq. Ft.)
Assembly Space/Conference Center	10,801 Sq. Ft.

Olympic Tower Project Uses by Level	
Level	**Use**
Subterranean Levels (6)	Vehicle Parking
Ground Level	Commercial uses and Lobby Areas
Levels 2-3	Commercial Uses
Levels 4-5	Vehicle Parking
Levels 6-11	Office Space and Parking
Level 12	Mechanical Equipment
Level 13	Indoor/Outdoor Open Space – Pool and Ballroom/Conference Center
Level 14	Hotel Lobby, restaurant, indoor/outdoor amenities and pool
Levels 15-30	Hotel Guest Rooms
Level 31	Mechanical Equipment
Levels 32-55	Residential Units
Level 56	Indoor/outdoor amenities

Level 56 will include indoor and outdoor amenities for residents, including a pool for the use of the penthouse units located on levels 48-55. On the top level (57th floor) an indoor club house will be located for use of the residential tenants of the building as shown on page G 0.15 of the project plans (Exhibit A).

In addition to the eight above-ground levels of parking, there will also be six basement levels devoted to required parking for the Project, for a total of 838 spaces. Valet bicycle parking (a total of 571 long-and short-term spaces) will also be located on these levels on Level B1 and B2, with the valet office on Level B1. The Project is electing not to reduce parking based on the bicycle parking ordinance or its proximity to light rail.

Development of the Project will require demolition of the one-story carwash and restaurant buildings that currently occupy the Site.



Access

The Project will be designed to provide connections to the adjacent public sidewalks and will include site enhancements to promote walkability (as described further below). Covered outdoor dining areas, retail, and office uses will be located on the first 11 levels, partially wrapped around above-ground parking podium. The Project Site will be accessible by pedestrians from the sidewalks and covered walkways along the north side of Olympic Boulevard, the west side of Figueroa Street, and the east side of Cottage Place. Hotel guest and residential entrances are accessible though the valet and porte-cochere driveway on the east side of Cottage Place and the covered walkway along Olympic Boulevard, which wraps around the building; both points of access lead to the hotel lobby where elevators are provided for all uses. Access to retail is provided through the uncovered entrance along Olympic Boulevard which provides access to centrally located escalators that provide access to the first three levels of retail. Elevators for retail and parking are located in the ground retail lobby.

Landscaping and Open Space

The Project is required to provide 42,650 square feet of open space, but will provide approximately 73,848 square feet of open space and recreation amenities, an excess of 31,198 square feet. A

total of 42,740 square feet of indoor/outdoor common open space will be provided on Levels 13, 56, and 57, while the remaining 31,108 square feet will be provided as private open space.

Common Open Space

Level 13 will provide 11,370 square feet of outdoor common open space and 8,112 square feet of indoor common open space. Amenities will include a fitness/gym for residents, a pool and deck area, men and women's locker rooms, a bar/lounge area, and three separate ballrooms with balconies and connections to the large outdoor open space.

Level 56 will provide 13,703 square feet of outdoor common open space and 5,085 square feet of indoor common open space. Amenities will include a fitness/gym for residents, a pool and landscaped deck area, sauna, men and women's locker rooms, barbeque and seating areas.

Level 57 will provide a 721-square-foot outdoor observation deck and 3,749 square feet of indoor sky lounge areas with panoramic views of the city. The indoor sky lounge will accommodate dining/seating areas, a bar, and meeting rooms. This level will overlook the landscaped roof deck on level 56 below.

Private Open Space

The Project will include a total of 31,108 square feet of indoor and outdoor private open space in the form of balconies and covered recreational spaces for each of the residential condominium units located on Levels 32 through 55. Along the north side of the proposed tower, each unit will have a private balcony that will project away from the tower and be open to sky and will range in size from 75 to 155 square feet in accordance with open space standards in LAMC 12.21.G.2(4)(b)(2). Along the south-facing side of the tower, each unit will have a private-covered recreational space.

Covered Sidewalks and the Public Realm

The building's proposed exoskeleton will enhance adjacent sidewalks and pedestrian-oriented frontages along Olympic Boulevard and Figueroa Street. In these areas, the exoskeleton structure will be vaulted 40 feet high along Levels 1 and 2 and extend 8.5 feet from the façade to provide additional shading and covering to a sidewalk easement area. This covered area will total approximately 5,000 square feet and will be porous, open to the sidewalk, and will effectively function as publicly accessible open space. Landscaping and public signage will highlight primary entrances to the retail and commercial spaces, the hotel lobby, and residential entrances. The covered area will also provide opportunities for active pedestrian-oriented uses and amenities, including outdoor dining and seating along Olympic Boulevard and Figueroa Street. As pedestrians travel through this space, they will be surrounded by an attractive streetscape along Olympic and Figueroa and open and transparent double-height shopfronts on the Project's ground floor.

Location and Setting

The Project site is located within the Central City Community Plan area of the City. The Central City Community Plan area is located in the Downtown of Los Angeles. The Project Site is located in a highly urbanized area dominated by commercial development. The Project Site is bounded on each side by a public right-of-way, and located directly north, across Olympic Boulevard from LA Live, and the larger Los Angeles Sports and Entertainment District (LASED). The LASED includes Staples Center, LA Live, the Microsoft Theater, and restaurant and commercial uses adjacent to the Project Site.

At the southwest corner of Francisco Street and Olympic Boulevard are the 54–story Ritz-Carlton Residences and the JW Marriott Hotel. The Residence in Marriott is located at the northwest corner of the Francisco Street and Olympic Boulevard. Across Cottage Place is a surface parking lot, and multiple structures, including a two-story Los Angeles Department of Water and Power

building, a one-story Salvation Army building directly across Cottage Place, and the Residence Inn Marriott Los Angeles and a four-story office building located across Francisco Street. To the east of the Project Site across Figueroa Street is the 26-story 717 Olympic apartment building. Abutting the north edge of the project site, is the Hotel Figueroa, a surface parking lot, and a three-story emergency housing building. At the southeast corner of the Figueroa Street and Olympic boulevard intersection is the Luxe City Center Hotel.

The Project Site is completely developed with a single concrete block type structure containing a commercial car wash and detailing center and restaurant, to be demolished.

Existing Land Use Designation and Zoning

The Project Site is located within the planning boundary of the Central City Community Plan, which was last updated in January 2003. Under the Community Plan, the Project Site is designated for Regional Center Commercial uses. The entire Project Site is zoned C2-4D (Commercial, Height District 4 with a Development Limitation). The C2 Zone permits a wide array of land uses, such as retail stores, offices, hotels, schools, parks, and theaters; and allows any land use permitted in the C1.5 and C1 zones, which, in turn, allow residential uses per the R4 density. Height District 4 within the C2 zone does not impose any height limit. The maximum permitted floor area of the Project Site is restricted by the "D" limitation pursuant to Ordinance 164,307, which restricts the FAR to 6:1 without a transfer of floor area. With a transfer of floor area, the maximum FAR permitted is 13:1, approximately 779,173 square feet. An FAR of 6:1 permits a total floor area of approximately 222,186 square feet. The total TFAR requested is 556,987 square feet (from both the Convention Center and a private donor site).

Project Entitlements

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

- A **Transfer of Floor Area Rights (TFAR)** for the transfer of 455,161square feet of floor area from the City of Los Angeles-owned Convention Center (Donor Site) to the Project Site (Receiver Site) and 101,826 square feet of floor area from the Grand Central Square (Private Donor Site) to the Project Site. Approval of the TFAR would result in a FAR of 13:1 in lieu of 6:1 FAR, a transfer of up to 556,987 square feet, to permit a maximum of 779,173 square feet of total floor area.
- A **Master Conditional Use Permit** to permit the sale and dispensing of a full line of alcoholic beverages for on-site and off-site sale and service of alcohol at multiple locations
- A **Conditional Use Permit** to allow dancing in commercial areas;
- A **Director's Decision** to provide less than one on-site tree per four residential dwelling units (63 trees in lieu of 94 trees);
- A **Director's Decision** to provide short-term bicycle parking inside a building and short-term and long-term bicycle parking on a level other than the ground floor or nearest floor to the ground floor in a parking garage; and
- A **Site Plan Review** for a project resulting in an increase of 50 or more dwelling units.

In addition, on September 6, 2019 the Advisory Agency approved Vesting **Tentative Tract Map** No. VTT-73966 for the merger and re-subdivision of a 0.85 acre into one ground lot and 31 airspace lots (32 lots in total) and for condominium purposes for a mixed-use development, a Haul Route for export of 115,500 cubic yards of soil, and a deviation from Advisory Agency Parking Policy AA-2000-01. An appeal was filed by an aggrieved party on September 16, 2019.

On October 10, 2019, the City Planning Commission approved the remaining entitlement requests, with the exception of the Transfer of Floor Area request, which was continued to a subsequent date. The City Planning Commission also denied the previously filed Appeal of the Vesting Tentative Tract Map and certified the EIR. Subsequent to that action, second level

appeals of the Tract Map and Environmental Impact Report were filed on October 25th and October 31st, 2019, to be scheduled and heard at the City Council's Planning and Land Use Management Committee following the CPC's action of this TFAR request.

As discussed at the October 10th City Planning Commission meeting, the Project Site is located within the City Center Redevelopment Area and thus at the time of the October 10th meeting, the Project was required to obtain TFAR approval by the Community Redevelopment Agency Governing Board (CRA Board) prior to the final CPC action. At that time, the CRA Board had not yet acted on the case and Planning Department staff recommended that the TFAR request be considered at a date to be determined, to allow the Project to be acted upon by the CRA Board.

Subsequent to the CRA Board meeting, on November 11, 2019, the City Council adopted Ordinance No. 186,325, which effectuated the transfer of land use-related plans and functions of the former local CRA of the City of Los Angeles (CRA/LA) to the City of Los Angeles pursuant to California Health and Safety Code Section 34173(i).

Pursuant to Ordinance No. 186,325, the City shall review and take-action regarding any Redevelopment Plan Amendment or land use approval or entitlement pursuant to Section 11.5.14 and other applicable provisions of the LAMC, including LAMC Section 14.5.6, Approval of Transfers- Authority and Procedures for Projects Involving Transfers of 50,000 Square Feet or Greater. Notwithstanding any contrary provision of the LAMC, the Community Redevelopment Law, the Redevelopment Regulations, or any applicable specific plan, supplemental use district, or other land use regulation adopted by the City, the City is not required to consult with or provide notice to the former CRA/LA or the Designated Local Authority Successor to the Community Redevelopment Agency of the City of Los Angeles (CRA/LA-DLA). In addition, the CRA/LA-DLA has no further authority or responsibility to perform related land use functions including, but not limited to: preparing staff reports pertaining to land use decisions; making findings; making interpretations; imposing conditions; making recommendations; reviewing, granting or denying land use approvals or entitlements; hearing appeals; and/or amending Redevelopment Regulations. Thus, the proposed Transfer Plan is no longer required to be presented to the CRA Board for consideration and approval, and may proceed for action by the City Planning Commission.

Transfer of Floor Area (TFAR) Public Benefits Transfer Plan

To initiate a TFAR, the Applicant submits a Transfer Plan identifying the Donor Site, Receiver Site, amount of Floor Area Rights for Transfer, and the Public Benefit payment to the Department of City Planning (DCP). The proposal is evaluated in an early consultation session with city staff. Since the Project is in the Central City Redevelopment Plan area, the Board of Commissioners of the Community Redevelopment Agency of the City of Los Angeles (CRA/LA) then issues a recommendation of the Transfer, including the Public Benefit Payment and the TFAR Payment. If recommended for approval, the CPC then considers the requests and provides a recommendation to the City Council. However, as noted above, the City is now the approving agency for all land use approvals within the Redevelopment Project Areas, so the City Planning Commission would be the initial decision maker in regards to TFAR requests, and would provide a recommendation to the City Council.

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 by receiving approval of a Transfer of Floor Area through a process adopted by the City Council.

The Project proposed to demolish an existing 16,329 square-foot car wash and restaurant, 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) and Grand Central Square (Private Donor Site), located at 320 W. 3rd Street, for up to 101,826 square feet 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 556,987 square feet, to permit a maximum of 779,173 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 property appraisal was completed on November 7, 2019, and the Project application was submitted on December 16, 2015. The Project's lot area is 37,031 square feet as determined in the ALTA/ACSM Land Title Survey. Pursuant to LAMC 14.5.9, "The Public Benefit Payment under any Transfer Plan shall equal: (1) the sale price of the Receiver Site, if it has been purchased through an unrelated third-party transaction within 18 months of the date of submission of the request for approval of the Transfer, or an Appraisal, if it has not. …" Prior to filing of the Project application, the property had not been purchased through an unrelated third-party and thus is required to comply with appraisal definition as defined in LAMC Section 14.5.3. Pursuant to LAMC Section 14.5.3 Appraisal is defined as "…economic evaluation of the Receiver Site submitted by the Applicant, which (a) has been prepared by an MAI appraiser with at least five years of experience in appraising property in the City and (b) sets forth the fair market value of the Receiver Site (i) as of the date the application was submitted and (ii) as if the Receiver Site were vacant and used for its highest and best use under all then current zoning and planning restrictions and Agency policies affecting the Receiver Site."

In accordance with LAMC Section 14.5.3, the Applicant has submitted an appraisal evaluation to reflect the property value at the time the Project application was filed (December 16, 2015). According to the appraisal evaluation, the property has an appraised value of $23,140,000. Based on LAMC Section 14.5.9, the Public Benefit Payment is calculated as "(1) the sale price of the Receiver Site, if it has been purchased through an unrelated third-party transaction within 18 months of the date of submission of the request for approval of the Transfer, or an Appraisal, if it has not; (2) divided by the Lot Area (prior to any dedications) of the Receiver Site; (3) further divided by the High-Density Floor Area Ratio Factor; (4) multiplied by 40%; and (5) further multiplied by the number of square feet of Floor Area Rights to be transferred to the Receiver Site." As such, the Applicant is required to pay a total of $23,203,404.68 for the Public Benefit Payment. 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.

Public Benefit Payment Calculations	
Appraisal Value	$23,140,000
Lot Area	37,031 sf
High-Density Floor Area Ratio Factor	6
Multiplier Factor	40%
Transfer Floor Area from Donor Site	556,987 sf

$$Public\ Benefit\ Payment = \left[\frac{\frac{23{,}140{,}000}{37{,}031}}{6}\right] * .40 * 556{,}987$$

$$Public\ Benefit\ Payment = \$23{,}203{,}404.68$$

Pursuant to LAMC Section 14.5.5, Planning staff engaged in a TFAR Early Consultation Session meeting on September 20th, 2018, 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:

Olympic Tower Public Benefit Payment Transfer Plan		
Total Public Benefit Payment 100%		$23,203,404.68
Public Benefit Cash Payment 50%		$11,601,702.34
Public Benefit Direct Provision 50%		$11,601,702.34
Allocation of Public Benefit Direct Provision		
HCID Affordable Housing Trust Fund	50%	$5,800,851.17
Department of Recreation and Parks (Redevelopment of Pershing Square Park)	50%	$5,800,851.17
Total	100%	$23,203,404.68

Conclusion

The Project is a mixed-use project that provides 374 new residential condominium units on a site that currently does not provide any housing units. The Project will also provide up to 65,074 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 373 guest room hotel directly adjacent to the Los Angeles Sports and Entertainment District, and within walking distance to the Los Angeles Convention Center. The Project will improve and enhance the pedestrian environment on the Project Site by replacing an existing one-story carwash and restaurant with a mixed-use Project that provides ground floor retail and a publicly accessible arcade along Olympic Boulevard and Figueroa Street, and bicycle parking. The Project will create a consistent street wall, scale, and pedestrian-oriented street front along Olympic Boulevard, and Figueroa Street. 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 and the Downtown area, locating high density housing and commercial space as directed by City plans and polices and pursuant to the parcel zoning. Additionally, it will provide new 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 will allow for greater housing options in the Central City Area, and a range of commercial options, including restaurants and a hotel.

The Project will be consistent with the purpose and objectives of the Redevelopment Plan as well as the Community Plan and serves the public interest by complying with the requirements of LAMC Section 14.5.9. Furthermore, overriding considerations of economic, social, aesthetic, and environmental benefits for the Project justify adoption of the Project and certification of the EIR. Based on the information submitted, the testimony received at the public hearing, the analysis in the EIR, and the whole of the record, Planning Staff recommends that the City Planning Commission approve the Project and the Public Benefit Payment Transfer Plan as proposed.

CONDITIONS OF APPROVAL

Pursuant to LAMC Section 14.5.6 the following conditions are hereby imposed upon the use of the subject property.

1. 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 779,173 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 37,031 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 455,161 square feet. The total floor area of the Project Site (Receiver Site) shall not exceed 779,173 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 $2,275,805 for the transfer of 455,161 square feet from the Los Angeles Convention Center located at 1201 South Figueroa Street (Donor Site) to the Project Site (Receiver Site).

iii. Up to 101,826 square feet of floor area from the site at 320 W. 3rd Street (Assessor Parcel Number 5149-015-035) shall be transferred to the subject property by way of a private transfer. This floor area shall not be utilized at 320 W. 3rd Street. Prior to the issuance of any permits relative to this matter, an agreement concerning this condition shall be recorded onto the property at 320 W. 3rd Street. The agreement shall run with the land and shall be binding on any subsequent owners, heir, or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a Certified Copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject case file. The Applicant shall also submit documentation of the existing floor area currently utilized at 320 W. 3rd Street, to be verified by the Department of Building and Safety.

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 $23,203,404.68 provided that at least 50 percent ($11,601,702.34) 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 $11,601,702.34) of the Public Benefit Payment by directly providing the following public benefits:

1. A payment to the HCID Affordable Housing Trust Fund in the amount of $5,800,851.17 (50 percent). The funds shall be utilized for construction and operation of affordable housing developments.

2. A payment to Pershing Square Improvement Fund, in the amount of $5,800,851.17 (50 percent). The funds shall be utilized for the revitalization of Pershing Square.

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.

Environmental Conditions

1. **Implementation.** The Mitigation Monitoring Program (MMP), attached as "Exhibit B" and part of the case file, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

2. **Construction Monitor.** 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 Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs 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 PDFs and MMs 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 Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the

Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

3. **Substantial Conformance and 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 PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM 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, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM 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 PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

4. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities[1], all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 473-9723.
- If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project Permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.

1 Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity

- The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.
- If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
- The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

5. **Archaeological Resources Inadvertent Discovery**. In the event that any subsurface cultural resources are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5. At which time the applicant shall notify the City and consult with a qualified archaeologist who shall evaluate the find in accordance with Federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2 and shall determine the necessary findings as to the origin and disposition to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.

6. **Paleontological Resources Inadvertent Discovery.** In the event that any prehistoric subsurface cultural resources are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, at which time the applicant shall notify the City and consult with a qualified paleontologist to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.

Administrative Conditions

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

2. **Code Compliance.** Area, height and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.

3. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or 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.

4. **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.

5. **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.

6. **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.

7. **Project Plan Modifications.** Any corrections and/or modifications to the project plans made subsequent to this grant that are deemed necessary by the Department of Building and Safety, Housing Department, or other Agency for Code compliance, and which involve a change in site plan, floor area, parking, building height, yards or setbacks, building separations, or lot coverage, shall require a referral of the revised plans back to the Department of City Planning for additional review and final sign-off prior to the issuance of any building permit in connection with said plans. This process may require additional review and/or action by the appropriate decision-making authority including the Director of Planning, City Planning Commission, Area Planning Commission, or Board.

8. **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.

FINDINGS

1. Transfer of Floor Area 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 proposes 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 Project is a mixed-use development consisting of residential, commercial, and hotel uses, in a Downtown location within walking distance of the Los Angeles Sports and Entertainment District (LASED), and part of the South Park Neighborhood. As such, 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, such as LA Live, the Staples Center, the Convention Center and the Grammy Museum. 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 Project would include a hotel ballroom (which could be used for meetings), a conference center, and several pools, further supplementing existing amenities in the area that support the Convention Center as well as events in the LASED.

The 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 0.4 miles north 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. The 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 the completion date of construction for 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, and LADOT Commuter Express Bus Lines 419, 423, 438, 448 also have stops along Figueroa, as well as additional municipal bus lines. The Project Site is along 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, Hope and Olympic, Hope and 11th Street.

The 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, and the Olympia Project at Olympic and Georgia Street, with the largest of three towers being 65 stories. 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, 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, 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, a Water Supply Assessment was prepared for the Project by the Los Angeles Department of Water and Power (LADWP). LADWP estimates that the Project would consume approximately 194,576 gallons per day (or 0.194 million gallons 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 7,184,493 kw-h/year (7,184.49 mw-h/year or 7,18 gw-h/year). Compared to LADWP’s projected 2021-2022 total electricity sales (load forecast) of 23,609 gw-h, the Project’s consumption of 7.18 gw-hr/yr would represent approximately 0.03 percent of the forecasted 2021-2022 electricity demand.

The Site is centrally located near frequent transit services, would be compatible with densely developed surroundings, and would be in 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. 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.

As explained above, pursuant to Ordinance No. 186,325, as of November 11, 2019, the land use-related plans and functions of the Designated Local Authority, the former local City of Los Angeles (CRA/LA), have been transferred to the City of Los Angeles. Therefore, the City can take-action regarding any Redevelopment Plan Amendment or land use approval or entitlement pursuant to Section 11.5.14 and other applicable provisions of the LAMC, including LAMC Section 14.5.6.

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.

The Project Site is currently occupied by a carwash and restaurant and associated surface parking lot. The increase in floor area generated by the proposed Transfer will allow for the redevelopment of the site into a 57-story high-rise building containing up to 65,074 square feet of retail/commercial space, 33,498 square feet of office space, 10,801 square feet of hotel conference center/ballroom space, 8,448 square feet of residential condominium amenities, 373 hotel guest rooms, 374 residential condominium units, and 9,556 square feet of penthouse amenity area, for a Project total of 779,173 square feet of total floor area.

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.

The Project Site is zoned C2, designated Regional Commercial Center and across from the LASED within the Central City Community Plan. 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 Project and recent developments in the area are consistent with the intent of the Land Use Designation. The Project will support the greater downtown area and LASED as destinations, and provide additional space for uses that complement the nearby LASED and Convention Center, contributing to its economic vitality. Further, the Project will be consistent with Central City Community Plan's vision for the South Park District becoming a 24-hour community by developing the Site with a mix of uses that strengthens the link between the surrounding districts/neighborhoods, including the Civic Center /Little Tokyo District to the northeast, and the Financial Core and Bunker Hill Districts to the north.

5. To guide growth and development, reinforce viable functions, and facilitate the redevelopment, revitalization or rehabilitation of deteriorated and underutilized areas.

The Project will guide growth and development in the area and generate new job opportunities associated with the 65,074 square feet of retail/commercial space, 33,498 square feet of office space and 373 hotel guest room. The new residential condominium units proposed as part of the Project will offer a mix of unit types for new residents, as well as offering new restaurant space located in a transit rich area, siting new commercial growth in a location aligned with City plans and policies.

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.

The Project will be designed in a contemporary architectural style, via a tall and slender high-rise tower. The incorporation of an exoskeleton, non-uniform terraces as well as varied architecturally unique balconies will contribute to the downtown Los Angeles' distinct skyline, 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, though, and out of the Central City.

As described in the previous finding, the Project Site is well-served by public transit, including both rail and bus service. The Project is transit accessible and is in close proximity to many bus transit lines, MTA rail lines (Metro Rail) and DASH service. The Metro Rail Expo and Blue Lines run beneath Flower Street, one block to the east of the Project Site. The Pico Station is located on these lines approximately 0.2 miles (three blocks) south of the Project Site. The 7th Street/Metro Center station, which serves the Expo and Blue Lines as well as the Red, Purple, and is located approximately 0.35 miles (four blocks) northeast of the Project site. 7th Street/Metro connects 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, projected operation is 2021. These subway lines provide access to other transit lines operated by Metro and connect passengers to Pasadena, East Los Angeles, Long Beach, Culver City, Santa Monica, Hollywood, Koreatown, and North Hollywood. Prior to Project buildout (2023), 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. The Project Site is also served by Metro bus lines. Olympic Boulevard carries Metro Rapid bus line 728 and Metro Local bus line 28 past the Project site with a stop adjacent to the Project site. Figueroa Street carries Metro Express bus lines 442 and 460 and Metro Local bus line 81 past the Project Site (northbound) and one block to the east on Flower Street (southbound). In addition, the Metro Silver Line transit way (Metro Busway Routes 910 and 950X), running from El Monte to San Pedro via Downtown, runs northbound on Figueroa Street past the Project Site and southbound on Flower Street, one block to the east.

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.

The Project will create a continuous and predominantly straight sidewalk and arcade; creating a buffer between pedestrians and moving vehicles by proposing an on-site hotel drop-off/pick-up area along the Cottage Place alley, including all vehicular entry for residents and visitors; and providing a clearly defined project entrance immediately accessible from Olympic Boulevard. The ground floor will be open to the street along Olympic Boulevard and will be accessible to pedestrians. Landscaping, including 63 on-site trees, will be incorporated throughout the various outdoor seating areas, outdoor bar and restaurant spaces, and the pool area. Where appropriate, landscaping will be used to provide a separation between uses (i.e. restaurant use, bar use, and outdoor seating area) and will be comprised of non-invasive and drought tolerant plant materials.

10. To provide a full range of employment opportunities for persons of all income levels.

The Project will introduce 373 new hotel guest rooms, 374 residential condominium units, 33,498 square feet of office space and 65,074 square feet of commercial/retail uses resulting in a range of employment opportunities. Therefore, the Project's new hotel, residential, office and restaurant uses, employment opportunities, transit-oriented

location, and other community benefits make the Project consistent with the Redevelopment Plan's Objectives.

Conformance with Requirements of the City Center Redevelopment Plan

(a) **Section 502 - Redevelopment Plan Map**

Section 502 pertains to the relationship between the Redevelopment Plan and the other plans that address development in City Center area and defers to the General Plan, Community Plan, and any applicable zoning ordinance regarding allowable land uses and is further clarified by the CRA/LA in a memorandum dated June 21, 2012. [2] The Project Site is designated as a Downtown Center in the General Plan Framework, Regional Center Commercial in the Central City Community Plan, and in the C2-4D zone. No General Plan Amendment or Zone Change is proposed as part of this Project. Therefore, the Project would comply with Section 502 of the Redevelopment Plan.

(b) **Section 503.2 - Residential Uses**

Section 503.2 requires that all areas designated as Residential on the Redevelopment Plan Map be maintained, developed or used for multiple family housing and be consistent with the applicable Community Plan and zoning. As noted above, pursuant to the June 21, 2012 CRA/LA memo the superseding Community Plan designation for the Project Site is Regional Center Commercial with a C2-4D designation that allows ground level commercial uses. The provision of 374 residential condominium units would be consistent with the objectives and policies of the Central City Community Plan to provide a range of housing choices in the Downtown area. The proposed residential uses would be consistent with the applicable provisions of the LAMC. Therefore, the Project would comply with Section 503.2 of the Redevelopment Plan.

(c) **Section 503.4 - Commercial Uses within Residential Areas**

Section 503.4 allows for commercial uses in residential areas so long as it is consistent with the applicable Community Plan, permitted by the zoning and LAMC, and conforms to the four criteria; promote community revitalization, promote the goals and objective of the Plan, be compatible with and appropriate for the residential uses in the vicinity, and meet design and location criteria by the Agency. As explained above, the Project meets the goals and objectives of the Redevelopment Plan by redeveloping a one-story carwash and restaurant buildings for a 57-story mixed used development consisting of up to 65,074 square feet of retail/commercial space (in three-stories); 33,498 square feet of office space (in six-stories); 10,801 square feet of hotel conference center/ballroom space (one-story); 8,448 square feet of residential condominium amenities (on the same story as the hotel conference center); 373 hotel rooms (216,065 square feet in 17-stories, including lobby/amenities level); 374 residential condominium units (435,731 square feet in 24-stories); and 9,556 square feet of penthouse amenity area (in two-stories) for a Project total of 779,173 square feet of total floor area. The Project would be compatible with the other residential uses in the vicinity as there are many similar mixed-use developments in the area, that provide ground floor commercial space. The Project's ground floor commercial space, publicly accessible breezeway, and improved streetscape conditions along Figueroa Street and Olympic Boulevard would activate the streets of the area promoting pedestrian activity. The Project has also been designed to comply with the

2 CRA/LA, A designated Local Authority. Clarification Regarding Discretionary Land Use Action. http://www.crala.org/internet-site/Meetings/Board_Agenda_2012/upload/June_21_2012_Item_13.pdf. Accessed February 21, 2020.

Citywide Design Guidelines and is permitted by the zoning and LAMC. Therefore, the Project would comply with Section 503.4 of the Redevelopment Plan.

(d) **Section 508. 3 - South Park Development Area**

Section 508.3 states that the following three land uses shall be allowed in the South Park Development Area; Public Land, Private Land, and Private Land Alternate Use. The Project is a mixed-use residential, hotel and commercial development that would be consistent with the uses listed for Private Land Alternative Use (high density residential use and compatible commercial uses) as the Project provides 374 residential units, a public breezeway, and ground floor commercial uses would provide a service to the community. Therefore, the Project would comply with Section 508.3 of the Redevelopment Plan.

(e) **Section 509 - Limitations on Type**

Section 509 states that the type, size and height of buildings shall be limited by applicable federal, State and local statutes, codes, ordinances and regulations and as generally diagrammed in Exhibit No. 4 of the Redevelopment Plan. The Project would be consistent with the intent of the Redevelopment Plan as well as the Central City Community Plan and applicable sections of the LAMC. The Project Site is located in Height District 4D, with unlimited building height and a development limitation of 6:1 FAR. The Project Site is also located in the South Park Development Area north of Pico Boulevard, which limits FAR to 6:1; except, as discussed below Section 512.4 allows density to be increased to an FAR of 13:1 for projects that include a TFAR. Therefore, the Project would comply with Section 509 of the Redevelopment Plan.

(f) **Section 512.1 - Maximum Floor Area Ratios**

Section 512.1 requires that the maximum floor area ratios for any parcel in the South Park Development Area to be no more than six times the parcel area for any parcels north of Pico Boulevard and no more three times the parcel are for parcels south of Pico Boulevard. The Project Site is located north of Pico Boulevard and is limited by the 6:1 ratio for its FAR. However, pursuant to Section 512.4 and the Central City Community Plan, the Project requests a TFAR that would allow its FAR to be increased to 13:1. Therefore, the Project would comply with Section 512.1 of the Redevelopment Plan.

(g) **Section 512.4 - Higher Maximum Floor Area Ratios through Transfer of Floor Area**

Pursuant to Section 512.4 of the Redevelopment Plan, the City may permit projects to exceed maximum floor area ratios set forth in Section 512.1 of the Redevelopment Plan as long as the transfers are consistent with the five criteria below:

1. The resulting higher density development must be appropriate in terms of location and access to the circulation system; compatible with other existing and proposed development; and consistent with the purposes and objectives of this Plan.

As stated above, the Project would be consistent with the purposes and objectives of the Redevelopment Plan, as the Project would redevelop the existing one-story carwash and restaurant for a 57-story mixed-use building containing up to 65,074 square feet of retail/commercial space (in three-stories); 33,498 square feet of office space (in six-stories); 10,801 square feet of hotel conference center/ballroom space (one-story); 8,448 square feet of residential condominium amenities (on the same story as the hotel conference center); 373 hotel rooms (216,065 square feet in 17-stories, including

lobby/amenities level); 374 residential condominium units (435,731 square feet in 24-stories); and 9,556 square feet of penthouse amenity area (in two-stories) for a Project total of 779,173 square feet of total floor area. The Project is appropriate in terms of location as the Project would be located in the South Park District of the Central City Community Plan area, which is recognized for being a mixed-use community with a significant amount of housing. 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, and the Olympia Project at Olympic and Georgia Street, with the largest of three towers being 65 stories. 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 highrise 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, 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, 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 Project would also improve accessibility for the area as the Project would introduce a significant residential population in the downtown area, that is served by many local and rapid bus lines and rail lines at the Pico Metro Station (0.40 miles) as the Project site is in a TPA. The Project would also introduce a publicly accessible breezeway along Figueroa Street and Olympic Boulevard and the Project site is along 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.

2. Unless otherwise permitted by the applicable Community Plan as it now reads or as it may be amended from time to time in the future, Floor Area Ratios may only be transferred from parcels or portions thereof and to parcels or portions thereof which are within, respectively, the Historic Downtown, City Markets, or South Park Development Areas.

The Central City Community Plan references LAMC Section 14.15.1 et seq, regarding TFAR. As defined in LAMC Section 14.5.3, both the Donor Site (Los Angeles Convention Center as 1201 S. Figueroa Street) and Project Site are located within the Central City TFAR Area. The Project would be receiving 455,161 square feet of floor area from the Los Angeles Convention Center, and 101,826 from a private donor, the Grand Central Market in compliance with LAMC Section 14.15.1 and therefore meets this criteria.

3. The Floor Area Ratio on any parcel shall not exceed the maximum Floor Area Ratio set forth in the applicable City zoning ordinance in effect at the time the transfer is made.

The Project Site is zoned C2-4D, with the “4” indicating Height District 4, which allows unlimited building height and a maximum FAR of 13:1. The D indicates a Development

Limitation that limits the maximum FAR to 6:1, with an increase to a maximum FAR of 13:1 with a TFAR. The requested FAR of 13:1 would be consistent with these applicable FAR requirements.

4. Transfers of Floor Area Ratio to parcels with reasonable proximity or direct access to a public or private rapid transit station shall be particularly encouraged.

The Project Site is well served by regional bus lines, rapid bus lines, and is located approximately 0.40 miles from a Metro Light Rail station at Flower Street and Pico Boulevard as well as a station at Flower Street and 7th Street, approximately 0.40 miles from the Project Site and therefore, the project meets this criteria.

5. Transfers of Floor Area Ratio from parcels on which buildings of historic, architectural or cultural merit are located shall be particularly encouraged where the transfer can reasonably be expected to further the goal of preservation of such buildings.

The Los Angeles Convention Center (Donor Site) has not been identified as a historic or cultural resource. The Grand Central Market, a private donor site, is identified has a building of historic, architectural or cultural merit and the Transfer of Floor Area Ratio from the site contributed to the redevelopment of the historic resource. Therefore, the Project does not conflict with Section 512.4 of the Redevelopment Plan.

(h) **Section 512.5 - Procedures for Effectuating Transfers of Floor Area Ratio for Transfers of 50,000 square feet of Floor Area or More.**

The Project would require approximately 556,987 square feet of transferred floor area in order to permit the requested FAR of 13:1. The Project would comply with the applicable provisions of LAMC Article 4.5, Sections 14.5.1 through 14.5.8, and thus conforms with Section 512.5 of the Redevelopment Plan.

(i) **Section 513 - Open Space, Landscaping, Light, Air and Privacy.**

Section 513 of the Redevelopment Plan defines the approximate amount of total open space to be provided in the Redevelopment Plan area and also states that sufficient space shall be maintained between buildings to provide adequate light, air, and privacy. While this provision applies to the entire CRA Project Area and is not meant to be directly applied to individual development projects, the Project will provide open space areas to generally support this plan provision. The Project's common open space will be located on three separate roof decks on levels 13, 56 and 57. Level 13 will provide 11,370 square feet of outdoor common open space and 8,112 square feet of indoor common open space. Amenities will include a fitness/gym for residents, a pool and deck area, men and women's locker rooms, a bar/lounge area, and three separate ballrooms with balconies and connections to the large outdoor open space. Level 56 will provide 13,703 square feet of outdoor common open space and 5,085 square feet of indoor common open space. Amenities will include a fitness/gym for residents, a pool and landscaped deck area, sauna, men and women's locker rooms, barbeque and seating areas. Level 57 will provide a 721-square-foot outdoor observation deck and 3,749 square feet of indoor sky lounge areas with panoramic views of the city. The indoor sky lounge will accommodate dining/seating areas, a bar, and meeting rooms. This level will overlook the landscaped roof deck on level 56 below.

(j) **Section 514 - Signs, Billboards and Skyline Signage.**

Section 514 prohibits billboards and requires that all other signage conform to the City's signage standards. All signage would comply with the City's sign standards. Therefore, Project conforms with Section 514 of the Redevelopment Plan.

(k) **Section 515 - Utilities.**

Section 515 requires that all utilities be placed underground if physically and economically feasible. The Project conforms to Section 515 as all utilities lines would be placed underground or screened from public view.

(l) **Section 516 – Parking and Loading Facilities**

Section 516 requires that all parking be provided in consistent with the standards of the LAMC and that parking and loading areas be screened/out of view from the public. As shown in the Exhibit A – Site Plans, the Project would provide commercial and residential parking that meets the requirements of the LAMC. Parking for the Project would be located all on site, within six subterranean levels and eight levels within the podium. All parking uses within the podium would be screened and out of sight from public view. In addition, the loading area for the commercial ground floor space would be located in the alley, which would not interfere with the public use of the sidewalks. Therefore, the Project conforms with Section 516 of the Redevelopment Plan.

(m) **Section 517 – Setbacks**

Section 517 requires that all setback areas be landscaped, paved for accessibility, and maintained by the owner. As shown in Exhibit A – Site Plans, the Project would include a The Olympic Tower project is unique in that the building's proposed exoskeleton will enhance adjacent sidewalks and pedestrian-oriented frontages along Olympic Boulevard and Figueroa Street. In these areas, the exoskeleton structure will be vaulted 40 feet high along levels 1 and 2 and extend 8.5 feet from the façade to provide additional shading and covering to a sidewalk easement area. This covered area will total approximately 5,000 square feet and will be porous and open to the public sidewalk and will effectively function as publicly accessible open space.

Landscaping and public signage will highlight primary entrances to the retail and commercial spaces, the hotel lobby, and residential entrances. The covered area will also provide opportunities for active pedestrian-oriented uses and amenities, including outdoor dining and seating along Olympic Boulevard and Figueroa Street. As pedestrians travel through this space, they will be surrounded by an attractive streetscape along Olympic and Figueroa and open and transparent double-height shopfronts on the Project's ground floor. All setbacks would be consistent with existing zoning and the requirements of the Downtown Design Guide. Therefore, the Project conforms with Section 517 of the Redevelopment Plan.

(n) **Section 522 – Design Guidelines and Development Controls**

Section 522 requires that all new improvements to existing and proposed developments be in accordance with the Redevelopment Plan and any other applicable design guidelines and development controls. As clarified by CRA/LA, land use regulations, shall defer to and are superseded by the underlying General Plan, Community Plan, and Zoning Ordinance, including the codified sections of the current Downtown Design Guide. The Project would include a publicly accessible breezeway, streetscape improvements along all the street frontages, and a modern building design with residential and restaurant/retail street fronts in support of a pedestrian-oriented ground floor design. The Project is

consistent with the design guidelines and standards in the Downtown Design. Therefore, the Project conforms to Section 522 of the Redevelopment Plan.

(o) **Section 523 - Variances, Conditional Use Permits, Building Permits and Other Land Development Entitlements**

Section 523 requires that no zoning variance, conditional use permit, building permit, demolition permit or other land development entitlement be issued without approval from the CRA/LA. The Project requests the following entitlements: TFAR, Master Conditional Use for alcohol, Conditional Use to allow dancing within commercial areas, a Director's Determination to provide less than the required on-site trees, A Director's Determination to provide alternative siting for Bicycle Parking and Site Plan Review. As stated in Ordinance No. 186325, the City Planning Department has assumed the roles and authority of the former CRA/LA, so the City Planning Department would ensure that all entitlements are consistent with the intent of the Center City Redevelopment Plan. Therefore, the Project conforms to Section 523 of the Redevelopment Plan.

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

As part of the Transfer Plan, a Public Benefit Payment is required and must serve a public purpose, such as: providing for affordable housing; public open space; historic preservation; recreational; cultural; community and public facilities; job training and outreach programs; affordable child care; streetscape improvements; public arts programs; homeless services programs; or public transportation improvements.

The Transfer serves the public interest by facilitating a Project that will contribute to the sustained economic vitality of the Central City area, and by contributing a total Public Benefit Payment of $23,203,404.68 (based on a formula that includes the Transfer of 556,987 square feet), in accordance with LAMC Section 14.5.9, and a TFAR Transfer Payment of $2,275,805 (based on the Transfer of 455,161 square feet from the Convention Center multiplied by $5), in accordance with LAMC Section 14.5.10. The Public Benefit Payment consists of a 50 percent cash payment of $11,601,702.34 to the Public Benefit Payment Trust Fund, and 50 percent of the payment for public benefits to be paid directly 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, and to the Redevelopment of Pershing Square Park for the revitalization of Pershing Square. Below is a summary of the plan.

As such, the Transfer of Floor Area serves the public benefit interest as it complies with the specific requirement for the transfer to occur.

Olympic Tower Public Benefit Payment Transfer Plan		
Total Public Benefit Payment 100%		$23,203,404.68
Public Benefit Cash Payment 50%		$11,601,702.34
Public Benefit Direct Provision 50%		$11,601,702.34
Allocation of Public Benefit Direct Provision		
HCID Affordable Housing Trust Fund	50%	$5,800,851.17

Department of Recreation and Parks (Redevelopment of Pershing Square Park)	50%	$5,800,851.17
Total	100%	$23,203,404.68

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 mixed-use Project supports Objective 1-1 and Objective 1-2 by providing up to 374 residential units within a high-rise tower arranged on the Project Site. Within the 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 65,074 square feet of new commercial space as well as 33,498 square feet of office, 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 is also seeking a Conditional Use to serve alcoholic beverages as well as dancing and live entertainment, further allowing for flexibility in uses between retail and restaurant uses and helping to create an active, 24-hour Downtown. The addition of new uses, as well as up to 374 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 373-room hotel and 98,572 square feet of commercial uses (retail, restaurant and office) 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, an open-air arcade, 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 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

Introduction

This Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and environmental impacts of the Olympic Tower Project (Project), located at 813–815 West Olympic Boulevard and 947–951 South Figueroa Street (Site or Project Site). The Project includes demolition and removal of all existing development on the Project Site and development of a single 57-story high-rise building containing up to 65,074 square feet of retail/commercial space; 33,498 square feet of office space; 10,801 square feet of hotel conference center/ballroom space; 8,448 square feet of residential condominium amenities; 373 hotel rooms (216,065 square feet in 17 stories, including lobby/amenities level); 374 residential condominium units (435,731 square feet in 24 stories); and 9,556 square feet of penthouse amenity area for a project total of 779,173 square feet of total floor area. A six-level subterranean parking garage would be located beneath the building, and eight levels of above ground parking would be provided within the podium level of the building. Six levels of the above ground parking would be wrapped with office uses on the Olympic Boulevard street frontage. The project proposes a floor area ratio (FAR) of up to 13:1.

The City of Los Angeles (the “City”), as Lead Agency, has evaluated the environmental impacts of implementation of the Olympic Tower Project by preparing an EIR (Case Number ENV-2015-4558-EIR/State Clearinghouse No. 2016061048). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 15, Chapter 6 (the "CEQA Guidelines"). The findings discussed in this document are made relative to the conclusions of the EIR.

CEQA Section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” The procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects.” CEQA Section 21002 goes on to state that “in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.”

The mandate and principles announced in CEQA Section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. (See CEQA Section 21081[a]; CEQA Guidelines Section 15091[a].) For each significant environmental impact identified in an EIR for a proposed project, the approving agency must issue a written finding, based on substantial evidence in light of the whole record, reaching one or more of the three possible findings, as follows:

1) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.

2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been, or can or should be, adopted by that other agency.

3) Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final Environmental Impact Report for the project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely “potentially significant”, these findings nevertheless fully account for all such effects identified in the Final EIR for the purpose of better understanding the full environmental scope of the Project. For each environmental issue analyzed in the EIR, the following information is provided:

The findings provided below include the following:

- Description of Significant Effects - A description of the environmental effects identified in the EIR.
- Project Design Features - A list of the project design features or actions that are included as part of the Project.
- Mitigation Measures - A list of the mitigation measures that are required as part of the Project to reduce identified significant impacts.
- Finding - One or more of the three possible findings set forth above for each of the significant impacts.

- Rationale for Finding - A summary of the rationale for the finding(s).
- Reference - A reference of the specific section of the EIR which includes the evidence and discussion of the identified impact.

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings based on substantial evidence, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's benefits rendered acceptable its unavoidable adverse environmental effects. (CEQA Guidelines §15093, 15043[b]; see also CEQA § 21081[b].)

Environmental Review Process and Record of Proceedings.

For purposes of CEQA and these Findings, the Record of Proceedings for the Project includes (but is not limited to) the following documents:

Initial Study. The Project was reviewed by the City of Los Angeles (Lead Agency) in accordance with the requirements of the CEQA (PRC 21000 et seq.). The City prepared an Initial Study in accordance with Section 15063(a) of the State CEQA Guidelines (14 Cal. Code Regs. §§ 15000 et seq.).

Notice of Preparation. Pursuant to the provisions of Section 15082 of the State CEQA Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 32-day period commencing on June 23, 2016 and ending July 25, 2016. The NOP also provided notice of a Public Scoping Meeting held on July 7, 2016 at 1025 East 16th Street. The purpose of the NOP and Public Scopign Meeting was to formally inform the public that the City was preparing a Draft EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR. Written comment letters responding to the NOP and the Scoping Meeting were submitted to the City by various public agencies, interested organizations and individuals. The NOP, Initial Study, and NOP comment letters are included in Appendix A of the Draft EIR.

Draft EIR. The Draft EIR evaluated in detail the potential effects of the Project. It also analyzed the effects of a reasonable range of alternatives to the Project, including a "No Project" alternative. The Draft EIR for the Project (State Clearinghouse No. 2016061048) incorporated herein by reference in full, was prepared pursuant to CEQA and State, Agency, and City CEQA Guidelines (City of Los Angeles California Environmental Quality Act Guidelines). The Draft EIR was circulated for a 46-day public comment period beginning on October 4, 2018 and ending on November 19, 2018. A Notice of Availability (NOA) was distributed on October 4, 2018 to all property owners within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and the following local libraries: Los Angeles Central Library, Chinatown Branch Library, Echo Park Branch Library, Felipe de Neve Branch Library, Little Tokyo Branch Library, and Pico Union Branch Library. A copy of the document was also posted online at https://planning.lacity.org. Notices were filed with the County Clerk on October 14, 2018.

Notice of Completion. A Notice of Completion was sent with the Draft EIR to the Governor's Office of Planning and Research State Clearinghouse for distribution to State Agencies on October 4, 2018, and notice was provided in newspapers of general and/or regional circulation.

Final EIR. The City released a Final EIR for the Project on August 14, 2019, which is hereby incorporated by reference in full. The Final EIR constitutes the second part of the EIR for the Project and is intended to be a companion to the Draft EIR. The Final EIR also incorporates the Draft EIR by reference. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section III, Responses to Comments, of the Final EIR. In addition, the Final EIR contains a Mitigation Monitoring Program for the Project, included in Section V, Mitigation Monitoring Program, of the Final EIR. On August 14, 2019, responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the EIR pursuant to CEQA Guidelines Section 15088(b). Notices regarding availability of the Final EIR were also sent to property owners and occupants within a 500-foot radius of the Project Site, as well as anyone who commented on the Draft EIR, and interested parties.

Public Hearing. A noticed public hearing for the Project was held jointly by the Deputy Advisory Agency and Hearing Officer on behalf of the City Planning Commission on August 28, 2019.

City Planning Commission Hearing. A Planning Commission hearing was held by the Commission on October 10, 2019.

Errata. An Errata was released on September 6, 2019 to clarify the language of Mitigation Measure L-1.

In addition, the following documents and other materials also constitute the administrative record upon which the City approved the Project. The following information is incorporated by reference and made part of the record supporting these Findings of Fact:

- All Project plans and application materials including supportive technical reports;
- The City of Los Angeles General Plan and related EIR*;*
- The Southern California Association of Governments (SCAG)'s 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and related EIR (SCH No. 2015031035);
- Municipal Code of the City of Los Angeles, including but not limited to the Zoning Ordinance and Subdivision Ordinance;
- All records of decision, resolutions, staff reports, memoranda, maps, exhibits, letters, minutes of meetings, summaries, and other documents approved, reviewed, relied upon, or prepared by any City commissions, boards, officials, consultants, or staff relating to the Project;
- Any documents expressly cited in these Findings of Fact, in addition to those cited above; and
- Any and all other materials required for the record of proceedings by Public Resources Code Section 21167.6(e).

Pursuant to CEQA Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e), the documents and other materials that constitute the record of proceedings upon which the City has based its decision are located in and may be obtained from the Department of City Planning, as the custodian of such documents and other materials that constitute the record of proceedings,

located at the City of Los Angeles, Figueroa Plaza, 221 North Figueroa Street, Room 1350, Los Angeles, CA 90012.

In addition, copies of the Draft EIR and Final EIR are available on the Department of City Planning's website at https://planning.lacity.org/development-services/eir/olympic-tower-la-project and https://planning.lacity.org/development-services/eir/olympic-tower-la-project-0. The Draft and Final EIR are also available at the following Library Branches:

Los Angeles Central Library—630 West Fifth Street, Los Angeles, CA 90071

Pico Union Branch Library—1030 South Alvarado Street, Los Angeles, CA 90006

Little Tokyo Branch Library—203 South Los Angeles Street, Los Angeles, CA 90012

Echo Park Branch Library—1410 West Temple Street, Los Angeles, CA 90026

Chinatown Branch Library—639 North Hill Street, Los Angeles, CA 90012

Felipe de Neve Branch Library—2820 West 6th Street, Los Angeles, CA 90057

Project Description

The Project Site is located at 813-815 W. Olympic Boulevard and 947-951 S. Figueroa Street in the City of Los Angeles (City) and within the Central City Community Plan Area of the City. The Project Site is located on the northwest corner of the intersection of Olympic Boulevard and Figueroa Street. The Project Site is bounded by Figueroa Street on the east, Olympic Boulevard on the south, Cottage Place on the west, and an adjacent hotel (Hotel Figueroa) on the north. The Project Site comprises approximately 37,031 net square feet (or 0.85 acres). The Project Site is zoned C2-4D (Commercial, Height District 4 with Development Limitation) and is designated Regional Center Commercial in the Central City Community Plan. The Project Site is completely developed with a single concrete block type structure containing a commercial car wash and detailing center and three smaller businesses.

The Project includes demolition and removal of all existing development on the Project Site and development of a single 57-story high-rise tower building containing up to 65,074 square feet of retail/commercial space (in three stories); 33,498 square feet of office space (in six stories); 10,801 square feet of hotel conference center/ballroom space (on one story); 8,448 square feet of residential condominium amenities (on the same story as the hotel conference center); 373 hotel rooms (216,065 square feet in 17 stories, including lobby/amenities level); 374 residential condominium units (435,731 square feet in 24 stories); and 9,556 square feet of penthouse amenity area (in two stories). A six-level subterranean parking garage would be located beneath the building, and eight levels of above ground parking would be provided within the podium level of the building. Six levels of the above ground parking would be wrapped with office uses on the Olympic Boulevard street frontage. Two additional stories dedicated to mechanical facilities would also be included in the proposed structure.

No Impact or Less than Significant without Mitigation

Impacts of the Project that were determined to have no impact or be less than significant in the EIR (including having a less than significant impact as a result of implementation of project design features and regulatory compliance measures) and that require no mitigation are identified below. The City has reviewed the record and agrees with the conclusion that the following environmental issues would not be significantly affected by the Project and therefore, no additional findings are needed. The following information does not repeat the full discussions of environmental impacts

contained in the EIR. The City ratifies, adopts, and incorporates the analysis, explanation, findings, responses to comments, and conclusions of the EIR.

Impact Summary

Aesthetics

In 2013, the State of California enacted Senate Bill 743 (SB 743), which added Public Resources Code Section 21099, providing s that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill Site within a transit priority area shall not be considered significant impacts on the environment." Because the Project Site is located approximately three blocks from the Metro's Blue, Expo, and Red rail line station at 7th Street/Metro Center Station along Figueroa Street, the Project Site is situated within a transit priority area as defined in Public Resources Code Section 21099. Further, the Project Site is located in an urban area on a lot currently developed with existing buildings and surface parking uses. Therefore, based on the above, the analysis in these CEQA findings is for informational purposes only and not for determining whether the Project would result in significant impacts to the environment.

The Project would not have a substantial adverse effect on a scenic vista. Due to topography, vegetation, and development, medium and long-distance views are not available from the Project Site area. Also, the Project Site is not visible within any scenic views. The Project would not result in any impacts related to scenic vistas.

The Project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings or other locally recognized desirable aesthetic natural feature within a state-designated scenic highway. The Project Site is not located on a state designated scenic highway. Further, the Project Site does not contain any rock outcroppings or historic buildings, nor are any recognized scenic resources present within the immediate area.

The Project would not substantially degrade the existing visual character or quality of the Site or its surroundings. While the Project would increase building heights on the Project Site when compared to the tallest existing building on the Project Site, it would not be out of proportion with respect to some of the other structures in the general vicinity. The Project would comply with Section 8 of the Downtown Design Guide by utilizing a variety of building materials, colors, and elements, such as balconies, the exoskeleton itself, green walls within the exoskeleton, and various wall planes.

The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views of the area. The Project would include interior and exterior lighting that complies with the LAMC provision that requires minimizing the effect of the new sources of lighting. Consequently, no substantial changes in nighttime illumination would occur that would adversely affect nighttime views in the area and prevent spillover lighting. Also, the Project would be required to use non-reflective glass, pursuant to LAMC Section 93.0117. The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The Project would not result in any impacts related to light and glare.

The Project would not have cumulative aesthetic impacts. Since the Project falls within the applicable definitions in SB 743, the Project would not have the potential to contribute to any cumulative aesthetics impacts. Also, any of the related projects that fall within the applicable definitions in SB 743 also would not have the potential to contribute to any significant cumulative aesthetics impacts.

Cumulative Impacts

As discussed in Draft EIR Section A, Aesthetics the project would not considerably contribute to a cumulative impact related to Aesthetics.

Agriculture and Forestry Resources

The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site is not included in the Important Farmland category. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, and no impact would occur.

The Project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract. The Project Site is not zoned for agricultural use, and the Site is not under a Williamson Act Contract. Thus, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract. Therefore, no impacts related to this issue would occur.

The Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 [g]). The Project Site is not zoned as forest land or timberland. Therefore, no impacts related to this issue would occur.

The Project would not result in the loss of forest land or conversion of forest land to non-forest use. The Project Site does not contain any forest land. Therefore, no impacts related to this issue would occur.

The Project would not involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use. The Project Site and surrounding area are within an urban environment. No agricultural uses are located on the Project Site or within the area. Therefore, no impacts related to this issue would occur.

Cumulative Impacts

As discussed in above, the project would not considerably contribute to a cumulative impact related to Agriculture and Forestry Resources.

Air Quality

The Project would not conflict with or obstruct implementation of the applicable air quality plan. The Project would neither conflict with SCAQMD's 2016 AQMP nor jeopardize the region's attainment of air quality standards. The Project's proposed land uses are allowed under the existing land use designation and zoning, and the Project's population growth would fall within the forecasted growth for the City.

The Project would not violate any air quality standard related to operational emissions or contribute substantially to an existing or projected air quality violation related to operational emissions. The Project's operational emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions. Likewise, localized emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from on-Site sources would not approach the SCAQMD's localized significance thresholds.

The Project would not expose sensitive receptors to substantial pollutant concentrations from operational emissions or toxic air contaminants. The Project would generate on-going emissions from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. The Project would not result in any substantial emissions of toxic air contaminants ("TACs") during the construction or operations phase. Based on a screening assessment of the potential for human health impacts from the temporary emissions of diesel particulate matter from construction activities on sensitive receptors, the Project would not warrant the need for a health risk assessment associated with on-Site activities because the Project's construction phase would be temporary and because the Project's construction activities would not generate high concentrations of pollutants.

The Project would not create objectionable odors affecting a substantial number of people. While the Project does include restaurant uses, compliance with industry standard odor control practices, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Project's long-term operations phase to a less than significant level.

The Project would not have significant cumulative impacts on air quality from operational emissions. Individual projects that generate emissions below SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. The Project would not produce cumulatively considerable emissions of non-attainment pollutants at the regional or local level.

Cumulative Impacts

As discussed in Draft EIR Section B, Air Quality, the project would not considerably contribute to a cumulative impact related to obstruction or conflict with implementation of an applicable air quality plan, violation or any air quality standard related to operation emissions or contribute substantially to an existing or projected air quality violation related to operational emissions, exposure of sensitive receptors to substantial pollutant concentrations from operation emissions or toxic air contaminants, or creation of objectionable odors.

Biological Resources

The Project would not have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

The Project Site is located in an urbanized area of the City and is currently developed with buildings, paving, and minimal landscaping. The Project Site does not contain any natural open spaces, act as a wildlife corridor, nor likely possess any areas of significant biological resource value. No hydrological features are present on the Site and there are likely no sensitive habitats present. Due to the lack of biotic resources, no candidate, sensitive, or special status species identified in local plans, policies, regulations, by the California Department of Fish and Game, the California Native Plant Society, or the U.S. Fish and Wildlife Service would be expected to occur on the Project Site.

The Project Site has minimal landscaping, nearly entirely on the outer perimeter along the parking lot. Vegetation on the Site consists of eight ornamental (non-protected) trees. Four street trees are planted in the sidewalks adjacent to the Project Site. There are no protected trees on the Site, and all existing trees would be removed as part of the Project. Due to the developed history of the Site and lack of native or substantial vegetation, the likelihood of a listed species being on-Site is negligible. Therefore, no impact would occur as a result of the Project.

The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is occupied by a car wash and associated building. No riparian or other sensitive natural communities are located on or adjacent to the Project Site. Therefore, implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities and no impact would occur.

The Project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. The Project Site is developed with a car wash and associated building, does not contain any wetlands or natural drainage channels, and is located in an urbanized area of the Central City Community Plan Area of the City. Thus, the Project Site does not have the potential to support any riparian

or wetland habitat. No federally protected wetlands (e.g., emergent, forested/shrub, estuarine and marine deep water, estuarine and marine, freshwater pond, lake, riverine) occur on or in the vicinity of the Project Site. Therefore, the Project would not result in the direct removal, filling, or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act, and no impact to federally protected wetlands would occur as a result of the Project.

The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery Sites.

Due to the developed history of the Site and lack of native or substantial vegetation, the likelihood of a migratory species being on-Site is negligible. In addition, no bodies of water exist on-Site to provide habitat for fish. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery Sites in the Project vicinity. As such, Project implementation would neither interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors nor impede the use of native wildlife nursery Sites. Therefore, the Project would not interfere with the movement of any resident or migratory fish or wildlife species. Therefore, no impact would occur.

The Project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands). Local ordinances protecting biological resources are limited to the City's Protected Tree Ordinance, as modified by Ordinance 177,404. The amended Protected Tree Ordinance provides guidelines for the preservation of all Oak trees indigenous to California (excluding the Scrub Oak or *Quercus dumosa*), as well as the following tree species: Southern California Black Walnut (*Juglans californica var. californica*); Western Sycamore (*Platanus racemosa*); and California Bay (*Umbellularia californica*).

There is no vegetation on the Project Site, with the exception of non-native trees. Four street trees are planted in the sidewalks adjacent to the Project Site. No protected trees are located on or adjacent to the Project Site. If the Project proposes the removal of the City's right-of-way trees, a permit would need to be obtained from the City's Urban Forestry Division. Further, any tree removal would need to comply with the ordinance. Therefore, the Project would not conflict with any tree preservation policy or ordinance, and no impacts would occur.

The Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project Site is located in an urbanized area of the City and is currently developed with buildings, paving, and minimal landscaping. The Site is not located in or adjacent to an existing City or County Significant Ecological Area. Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that applies to the Project Site. Implementation of the Project would not conflict with any habitat conservation plans. Therefore, no impact would occur.

Cumulative Impacts

As discussed in above, the project would not considerably contribute to a cumulative impact related to Biological Resources.

Cultural Resources

The Project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5. As discussed in Draft EIR Section D Cultural Resources, there are no historical resources on the Project Site, and no historical resources would be demolished, altered, or relocated as a result of the Project.

The Project would not directly or indirectly destroy a unique paleontological resource or Site or unique geologic feature. The Project Site is completely developed with buildings, paving, and minimal landscaping.

The Project would not disturb any human remains, including those interred outside of formal cemeteries. The Project Site is completely developed with buildings, paving, and minimal landscaping. No human remains are known to exist at the Project Site.

Cumulative Impacts

As discussed in Draft EIR Section D, Cultural Resources, the project would not considerably contribute to a cumulative impact related to Cultural Resources.

Geology and Soils

The Project would not exacerbate existing hazardous environmental conditions by bringing people or structures into areas that are susceptible to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. As discussed in Draft EIR Section E Geology and Soils, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults exist on the Project Site.

The Project would not exacerbate existing hazardous environmental conditions by bringing people or structures into areas that are susceptible to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground-shaking. Conformance with California Building Code standards would ensure that no significant impacts related to ground shaking would occur.

The Project would not exacerbate existing hazardous environmental conditions by bringing people or structures into areas that are susceptible to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. As discussed in Draft EIR Section E Geology and Soils, the Project Site is not located in an area designated as having a potential for liquefaction or ground subsidence.

The Project would not result in substantial soil erosion or the loss of topsoil. During the Project's construction phase, activities such as excavation, grading, and Site preparation could leave soils at the Project Site susceptible to soil erosion. The Project Applicant would be required to comply with SCAQMD Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the Site, as well as prepare and implement a Stormwater Pollution Prevention Plan ("SWPPP"), in accordance with the National Pollutant Discharge Elimination System ("NPDES") General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities.

The Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-Site landslide, lateral spreading, subsidence, liquefaction or collapse. As discussed in Draft EIR Section E Geology and Soils, the Project Site is not located in an area designated as having a potential for liquefaction or ground subsidence.

The Project would not be developed on a Site that is located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property caused in whole or in part by the Project exacerbating the expansive soil conditions. Based on the depth of the foundation system, as well as the vertical bearing pressure from the foundations, the proposed structure would not be prone to the effects of expansive soils.

The Project would not be developed on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. The Project would not include used of a septic tank.

Cumulative Impacts

As discussed in Draft EIR Section E, Geology and Soils, the project would not considerably contribute to a cumulative impact related to Geology and Soils.

Greenhouse Gas ("GHG") Emissions

The Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The Project would be required to comply with numerous regulatory compliance measures, particularly those associated with the City's Green Building Code, that would reduce the Project's GHG emissions profile and would represent improvements with respect to the "No Action Taken" ("NAT") scenario. In addition, the Project would include rooftop photovoltaic panels, calculated to provide power to common and amenity areas (refer to GHG-PDF-1) and façade photovoltaic panels contained within the glass panels to provide power to the building exterior lighting and LED lighting (refer to GHG-PDF-2). Thus, the Project's emissions reductions as compared to the NAT Scenario demonstrate consistency with GHG Reduction Plans, Executive Orders S-3-05 and B-30-15, SCAG's 2016-2040 RTP/SCS, and the City's Green Building Ordinance. As a result of this and the analysis of net emissions, the Project's contribution to global climate change would not be cumulatively considerable and would be less than significant.

The NAT scenario was provided in the Draft EIR for informational purposes and to support the City's evaluation of the Project's emissions and consistency with applicable GHG reduction plans and policies. The Draft EIR's analysis included potential emissions under the NAT scenario and from the Project at build-out based on actions and mandates expected to be in force in 2020. Early-action measures identified in CARB's Climate Change Scoping Plan that have not yet been approved were not credited in that analysis. By not speculating on potential regulatory conditions, the analysis took a conservative approach that likely overestimated the Project's GHG emissions at build-out.

The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. As discussed in Draft EIR Section F, Greenhouse Gas Emissions, the Project's impact attributable to GHG emissions was evaluated based on consistency with applicable regulatory plans and policies to reduce GHG emissions, and was found not in conflict:

The Project would not have a significant cumulative impact on GHG emissions. As discussed in Draft EIR Section F, Greenhouse Gas Emissions, the Project would be consistent with the approach outlined in CARB's *Climate Change Scoping Plan*.

Currently, there are no applicable CARB, SCAQMD, or City significance thresholds or specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative levels. Therefore, consistent with CEQA Guideline Section 15064h(3), the City as Lead Agency has determined that the Project's contribution to cumulative GHG emissions and global climate change would be less than significant if the Project would be consistent with the applicable regulatory plans and policies to reduce GHG emissions, pursuant to Senate Bill 97, as described in the previous sub-section.

As noted earlier, the Project would be consistent with these climate action plans at the state, regional, and local level. As such, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the Project's impacts are not cumulatively considerable.

Project Design Features

With the implementation of GHG-PDF-1 and GHG-PDF-2, the Project and cumulative impacts related to GHG emissions are less than significant and no mitigation measures are required.

GHG-PDF-1: The Project includes rooftop photovoltaic panels, calculated to provide power to common and amenity areas (refer to Figure III-4 and Figure III35 in Section III [Project Description] of the Draft EIR).

GHG-PDF-2: The Project includes façade photovoltaic panels contained within the glass panels to provide power to the building exterior lighting and LED lighting (refer to Figure III-32 and Figure

III-33 in Section III [Project Description] of the Draft EIR).

Cumulative Impacts

As discussed in Draft EIR Section F, Greenhouse Gas Emissions, the project would not considerably contribute to a cumulative impact related to Greenhouse Gas Emissions.

Hazards and Hazardous Materials

The Project would not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. As discussed in Draft EIR Section G Hazards and Hazardous Materials, compliance with applicable city, state, and federal regulations related to the handling, storage, transport, and disposal of hazardous materials and waste during operation of the Project would ensure that no significant hazard to the public or the environment occurs. Therefore, Project impacts related to this issue would be less than significant.

The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The school closest to the Project Site is the Los Angeles Universal Pre-school, located approximately one block northeast of the Project Site. Therefore, no impacts related to this issue would occur.

The Project Site is not included on a list of hazardous materials Sites compiled pursuant to Government Code Section 65962.5 and as a result, the Project would not create a significant hazard to the public or the environment. The Project is not included on any list compiled pursuant to Government Code Section 65962.5. Thus, the Project would not create a significant hazard to the public or the environment as a result of being listed on a list of hazardous materials Sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

The Project would not result in an airport safety hazard for people residing or working in the Project Site area. The Project Site is not located within two miles of a public airport. The closest airport is the Bob Hope Airport located approximately 15.6 miles northwest of the Site. Thus, the Project would not result in a safety hazard associated with an airport for people residing or working in the Project Site area. Based on the above, development of the Project would not have the potential to exacerbate current environmental conditions as to result in a safety hazard for people residing or working the Project Site area. Therefore, no impacts related to this issue would occur.

The Project would not result in a private airstrip safety hazard for people residing or working in the Project Site area. The Project Site is not located within the vicinity of a private airstrip. The closest airport is the Bob Hope Airport located approximately 15.6 miles northwest of the Site. Thus, the Project would not result in a safety hazard associated with an airport for people residing or working in the Project Site area. Based on the above, development of the Project would not have the potential to exacerbate current environmental conditions as to result in a safety hazard for people residing or working the Project Site area. Therefore, no impacts related to this issue would occur.

The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. During the Project's construction phase, the Project could require temporary roadway lane closures that run adjacent to the Project Site. Additionally, because the Project would exceed 75 feet in height, potential impacts associated with the Project's height and limitations of emergency response equipment could occur. However, prior to the issuance of a building permit, the Project Applicant would be required by the City of Los Angeles Fire Department ("LAFD") and the City's Department of Building and Safety to develop an emergency response plan for the Project in consultation with the LAFD. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments. Preparation and implementation of the Project-specific emergency response plan would ensure that Project impacts related to emergency response would be less than significant.

The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The Project is located in a highly urbanized area of the City that is not subject to wildland fires. Therefore, the Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Based on the above, development of the Project would not have the potential to exacerbate existing environmental conditions so as to increase the potential to expose people or structures to significant risk of loss, injury or death involving wildland fires.

Cumulative Impacts

As discussed in Draft EIR Section G, Hazards and Hazardous Materials, the project would not considerably contribute to a cumulative impact related to Hazards and Hazardous Materials.

Hydrology and Water Quality

The Project would not violate any water quality standards or waste discharge requirements.

As discussed in the project initial study, the project would be required to comply with NPDES requirements and BMPs for construction, as well as LID requirements during operation. Conformance with these regulations would ensure construction and operational activities would result in less-than-significant impacts and would not violate water quality standards, waste discharge requirements, or otherwise substantially degrade water quality.

The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). There are no permeable surfaces on the Project Site. Both currently, and after construction groundwater recharge from the site would be negligible. The regional aquifer in the Los Angeles Basin that is a supply of drinking water for the region is located anywhere from approximately 300 to 1,000 feet below the surface of the Project Site. The Project includes excavation to approximately 64 below ground surface. Groundwater encountered within this depth would be perched groundwater, which would be removed from the Site in accordance with applicable LARWQCB requirements. Additionally, all water consumption associated with the Project would be supplied by the Metropolitan Water District (MWD) and not from groundwater beneath the Project Site. Thus, there would be no impact to groundwater supplies.

The Project would not substantially alter the existing drainage pattern of the Site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-Site. There are no natural watercourses on the Project Site or in the vicinity of the Site. The Project Site is developed with paved surfaces and current stormwater runoff flows to the local storm drain system. Further, the project would comply with NPDES best management practices during construction and LID regulations during operations. Therefore, the Project would result in a less than significant impact in relation to surface water hydrology and would not result in substantial erosion or siltation on- or off-Site.

The Project would not substantially alter the existing drainage pattern of the Site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-Site., Construction and operation of the Project would not result in a significant increase in Site runoff or any changes in the local drainage patterns that would result in flooding on- or off-Site. The Project Applicant would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the Project. Compliance with the LID Ordinance would also reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Impacts related to substantial alteration or drainage patterns or increase in runoff, which would cause flooding would be less than significant.

The Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Runoff from the Project Site currently is and would continue to be collected on the Site and directed towards existing storm drains in the Project vicinity that have adequate capacity to serve the Site. Pursuant to City policy, stormwater retention would be required as part of the LID/SUSMP implementation features (despite no increase of imperviousness surfaces on the Site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, pollutants from the subterranean parking garage and surface parking lot would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance requirements. The Project would not create or contribute surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

The Project would not otherwise substantially degrade water quality. During construction, groundwater dewatering would be required on the Project Site and would occur in compliance with requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032 NPDES No. CAG994004) or subsequent permit. The Project would be required to comply with the NPDES General Construction Permit, the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494), and the City's LID Ordinance. Compliance with these plans would ensure that operation of the Project would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality. Impacts would be less than significant.

The Project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. As discussed in the Initial Study prepared for the project, the Project Site is located in an area of insignificant flood risk (Zone X) and is not located within a 100-year zone, as mapped by the Federal Emergency Management Agency (FEMA). Thus, the Project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. Therefore, no impacts related to this issue would occur.

The Project would not place within a 100-year flood hazard area structures which would impede or redirect flood flows. As discussed above, the Project Site is not located within a 100-year flood hazard area. Thus, the Project would not place housing within a 100-year flood hazard area and structures would not impede or redirect flood flows. Therefore, no impacts related to this issue would occur.

The Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. The Project Site is not located in any area susceptible to floods associated with a levee or dam. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

The Project would not expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow. As discussed in the Initial Study prepared for the project, the Project Site is not in an area susceptible to seiches, tsunamis, or mudflows, because the Project Site is not located in proximity to any large bodies of water and is not located near any hillsides. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

Cumulative Impacts

As discussed in above, the project would not considerably contribute to a cumulative impact related to Hydrology and Water Quality.

Land Use and Planning

The Project would not physically divide an established community. The Project Site is located in an urbanized area of the City in the Central City Community Plan Area. The Project would not create a physical barrier causing an impediment to travel or access the area surrounding the Project Site. Thus, the Project would not physically divide, disrupt, or isolate an established community. Therefore, no impacts related to this issue would occur.

The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. As discussed in Draft EIR Section H, Land Use and Planning, the Project's conformance with applicable land use plans was analyzed, and found to be in conformance. Therefore, impacts related to conflict with any applicable land use plan, policy, , or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.

The Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. The Project Site is located in an urbanized area of the City and developed a building, paving, and minimal landscaping. The Project Site does not support any natural habitat and/or natural community. There are no sensitive ecological areas and/or other biological resources on and/or near the Project Site. Thus, development of the Project Site is not subject to any applicable habitat conservation plan or natural community conservation plan. The Project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

The Project would not have significant cumulative impacts on land use and planning. Cumulative land use impacts could occur if any of the related projects would result in incompatible land uses, or result in land uses that are inconsistent with adopted land use plans when combined with the impacts of the Project. As discussed in Draft EIR Section H, Land Use, the project would not result in a physical separation of a community, conflict with plans, policies, or regulations adopted to avoid or mitigate environmental effects, or an adopted habitat plan, therefore, the project would not contribute considerably to cumulative land use and planning impact. The associated related projects would be required to address land use and planning concerns in the respective environmental documents prepared for those projects, while discretionary projects would be in conformance will plans and unlikely to physically separate a community.

Mineral Resources

The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. As discussed in the Initial Study prepared for the project, there are no known mineral resources on the Project Site or in the vicinity. Thus, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, no impacts related to issue would occur.

The Project would not result in the loss of availability of a locally-important mineral resource recovery Site delineated on a local general plan, specific plan or other land use plan. As discussed in the Initial Study prepared for the project, the Project Site is not identified as a mineral resource recovery Site. Thus, the Project would not result in the loss of availability of a locally-important mineral resource recovery Site delineated on a local general plan, specific plan or other land use plan. Therefore, no impacts related the loss of availability of a locally important mineral resource recovery site delineated on a local plan would occur.

Noise

The Project would not result in a substantial permanent increase in ambient noise levels in the

Project Site vicinity above levels existing without the Project. As discussed in Draft EIR Section I, Noise, the Project would not result in a substantial increase in ambient noise levels in the vicinity of the Project.

The Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project Site vicinity above levels existing without the Project. As discussed in Draft EIR Section I, Noise, the Project would not result in a substantial increase in ambient noise levels in the vicinity of the Project.

The Project would not expose people residing or working in the Project Site area to excessive noise levels associated with an airport or private airstrip. As discussed in Draft EIR Section I, Noise, the Project Site is not located within an airport land use plan or within two miles of a public airport or public use airport. The closest airport to the Project Site is the Bob Hope Airport located approximately 15.4 miles northwest of the Site. Based on the above the Project would not exacerbate the existing airport noise conditions so as to expose people residing or working in the Project Site area to excessive noise levels. Therefore, the Project would not expose people residing or working in the Project Site area to excessive noise levels and no impact would occur.

The Project would not have significant cumulative impacts related to noise. As discussed in Draft EIR Section I, Noise, the project would not result in a cumulatively considerable contribution to a cumulative impact.

Population and Housing

The Project would not induce substantial population growth in the area, either directly (for example, by proposing new homes or businesses) or indirectly (for example, through extension of roads or other infrastructure. As discussed in Draft EIR Section J, Population and Housing, the project's population is accounted for in SCAG growth projections for the City and region. Thus, the Project would not result in unexpected population growth. Therefore, Project impacts related to population and housing would be less than significant.

The Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. As discussed in Draft EIR Section J, Population and Housing, no housing currently exists on the Project Site. The Project Site is currently developed with a commercial building, paving, and minimal landscaping. The Project would not displace any existing housing, necessitating the construction of replacement housing elsewhere. Thus, no impact would occur.

The Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. The Project Site is not developed with any residential units. Therefore, the Project would not displace any residents, necessitating the construction of replacement housing elsewhere. Thus, no impact would occur.

The Project would not have significant cumulative impacts on population and housing. As discussed in Draft EIR Section J, Population and Housing, the Project's housing and population growth would be consistent with the anticipated growth for the Community Plan Area and the City. The Project would not create unplanned growth, and impacts related to population and housing would be less than significant. As such, regardless of whether the related projects would result in unplanned growth, the Project would not have the potential to contribute to any potential cumulative impact.

Public Services – Fire Protection

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. As discussed in Draft EIR Section K.1, Fire Protection, project impacts with respect to the provision of new or altered governmental facilities (Fire facilities) would be less than

significant.

The Project would not have significant cumulative impacts related to the provision of fire protection public services. As discussed in Draft EIR Section K.1, Fire Protection,. cumulative impacts on fire protection services would be less than significant.

Public Services – Police Protection

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection. As discussed in Draft EIR Section K.2, Police Protection, project impacts with respect to the provision of new or altered governmental facilities (Police facilities) would be less than significant.

The Project would not have significant cumulative impacts on the provision of police protection public services As discussed in Draft EIR Section K.2, Police Protection, cumulative impacts related to police protection services would be less than significant.

Public Services – Schools

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered schools facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or performance objectives for the school district. As discussed in Draft EIR Section K.3, School Services, project impacts with respect to the provision of new or altered governmental facilities (School facilities) would be less than significant, in addition the project would be required to pay fees pursuant to state law (SB 50). Therefore, impacts are less than significant.

The Project would not result in significant cumulative impacts on the provision of public school services. As discussed in Draft EIR Section K.3, School Services, compliance with the provisions of SB 50 is deemed to provide full and complete mitigation of school facilities impacts. Therefore, cumulative impacts to school services would be less than significant.

Public Services – Parks and Recreational Services

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. As discussed in Draft EIR Section K.4, Parks and Recreational Services, the Project Applicant would be required to pay Parkland Fee to the City to mitigate for the Project's demand for parks and recreational facilities. Additionally, as shown on Table IV.K.4-2 of the Draft EIR, the Project would include open space in excess of LAMC requirements. Therefore, no significant impacts related to this issue would occur.

The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. As discussed in Draft EIR Section K.4, Parks and Recreational Services, the Project Applicant would be required to pay Parkland Fee to the City to mitigate for the Project's demand for parks and recreational facilities. Additionally, as shown on Table IV.K.4-2 of the Draft EIR, the Project would include open space in excess of LAMC requirements. Therefore, no significant impacts related to this issue would occur.

The Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. As discussed in Draft EIR Section K.4, Parks and Recreational Services, the Project does not include

recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment, and no impacts related to this issue would occur.

The Project would not have a significant cumulative impact on the provision of public parks and recreational services. As discussed in Draft EIR Section K.4, Parks and Recreational Services, the Project Applicant would be required to pay Parkland Fee to the City to mitigate for the Project's demand for parks and recreational facilities. Additionally, the related projects would similarly be required to comply with regulatory open space requirements and impact fees. Therefore, cumulative impacts on parks and recreational facilities would be less than significant.

Public Services – Other Public Facilities

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services. As discussed in Draft EIR Section K.5, Library services, the Project would not result in the alteration or provision of new governmental facilities (libraries) which would result in significant environmental impacts. Therefore, Project impacts on library services would be insignificant.

The Project would not have significant cumulative impacts on the provision of public library services. As discussed in Draft EIR Section K.5, Libraries, the Project would not result in the provision of new or altered government facilities. Therefore, the projects contribution to cumulative impacts to library services would not be considerable.

Transportation/Traffic

The Project would not conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. As discussed in Draft EIR Section L, Transportation/Traffic, the Project would not conflict with the 2010 Congestion Management Plan. Therefore, impacts would be less than significant.

The Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. As discussed in Draft EIR Section L, Transportation/Traffic, the nearest airport is Bob Hope Airport, 15.6 miles away. Therefore, no impacts related to this issue would occur.

The Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). As discussed in Draft EIR Section L, Transportation/Traffic, the Project does not include development of any new roadways or intersections. Therefore, Project impacts related to roadway hazards would be less than significant.

The Project would not result in inadequate emergency access. As discussed in Draft EIR Section L, Transportation/Traffic, through compliance with existing City regulations, the Project would not result in any significant impacts related to emergency access.

The Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. As discussed in Draft EIR Section L, Transportation/Traffic, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and impacts would be less than significant.

Tribal Cultural Resources

The Project would not cause a substantial adverse change in the significance of a tribal cultural

resource, defined in Public Resources Code section 21074 as either a Site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). As discussed in Draft EIR Section N, Tribal Cultural Resources, no previously recorded tribal cultural resources were identified within the Project Site area. The Project would not adversely affect known tribal cultural resources. As such, no significant impacts related to a substantial adverse change in the significance of a defined tribal cultural resource would occur.

The Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a Site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native tribe, and that is resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. As discussed in Draft EIR Section N, Tribal Cultural Resources, no significant impacts related to a substantial adverse change in the significance of a defined tribal cultural resource would occur.

The Project would not have significant cumulative impacts related to tribal cultural resources. As discussed in Draft EIR Section N, Tribal Cultural Resources, the degree to which tribal cultural resources exist or could potential exist at the Sites of the related projects listed on Table II-2 in Section II (Environmental Setting) of the Draft EIR is unknown. However, as with the Project, the City would be required comply with AB 52 and contact appropriate tribal parties to offer consultation and conduct the consultation, if requested by the tribal parties. If consultation for those related projects identifies tribal cultural resources, then those related projects would be required to implement appropriate mitigation, as recommended/required by the tribal parties and/or City. As discussed above, the Project would not result in any significant impacts to any tribal cultural resource. Thus, the Project would not have the potential to contribute toward any significant cumulative impacts related to tribal cultural resources. Therefore, cumulative impacts related to tribal cultural resources would be less than significant.

Utilities and Service Systems

The Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. As discussed in Draft EIR Section M, Utilities and Services Systems – Wastewater, the Project would be required to comply with the NPDES General Construction Permit including the preparation of a SWPPP and implementation of BMPs, required to minimize soil erosion and sedimentation from entering the storm drains during the construction period. In addition, the Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements. During operation, the Project would be required to comply with the City's LID Ordinance. Compliance with the LID Plan and SUSMP, including the implementation of BMPs, would ensure that operation of the Project would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality. The Project would not result in any significant impacts related to wastewater treatment requirements.

The Project would not require or result in the construction of a new water or wastewater treatment facility or expansion of existing facilities, the construction of which could cause significant environmental effects. As discussed in Draft EIR Sections M.1-M.2, Utilities and Services systems, sufficient water and wastewater facilties exist to serve the project site.. Therefore, Project impacts related to construction of new water or wastewater facilities would be less than significant.

The Project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. As discussed in Draft EIR Sections M.1-M.2, Utilities and Services systems, pursuant to City policy, stormwater retention would be required as part of the LID/SUSMP implementation features. Additionally, the Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters inch of rainfall in a 24-hour period. The Project would not create or contribute surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

There would be sufficient water supplies available to serve the Project from existing entitlements and resources, or new or expanded facilities were needed. Pursuant to SB 610 and SB 221, a Water Supply Assessment was prepared for the Project by LADWP (refer to Appendix J of the Draft EIR). As shown on Table IV.M.2-3 of the Draft EIR, LADWP estimates that the Project would consume approximately 218 acre-feet per year ("AFY") of water.

The Project Applicant has voluntarily agreed to incorporate the water conservation measures listed below into the Project that are beyond those required by law (refer to WATER-PDF-1). The estimated additional water conservation calculations associated with these measures outlined on Table IV.M.2-4 of the Draft EIR.

As discussed in Draft EIR Sections M.1-M.2, Utilities and Services Systems, according to LADWP, the Project's water demand has been accounted for in the City's overall total demand projections in the LADWP 2015 UWMP using a service area-wide approach that does not rely on individual development demand. The LADWP 2015 UWMP used SCAG's RTP data that provide for more reliable water demand forecasts, taking into account changes in population, housing units, and employment.

Based on Planning Department's determination that the Project is consistent with the demographic forecasts for the City from SCAG's 2012-2035 RTP/SCS, LADWP finds that the Project's water demand is included in the City's LADWP 2015 UWMP water demand projection. Furthermore, the LADWP 2015 UWMP forecasts adequate water supplies to meet all projected water demand in the City through the year 2040.

LADWP concludes that the 218 AFY increase in the total water demand for the Project falls within the available and projected water supplies for normal, single-dry, and multiple-dry years through the year 2040, as described in LADWP's 2015 UWMP. LADWP finds it will be able to meet the proposed water demand of the Project, as well as existing and planned future water demands of its service area. Thus, the Project would not require new or expanded water supplies. Therefore, Project impacts related to water supply would be less than significant.

Project Design Features

With the implementation WATER-PDF-1, the Project and cumulative impacts related to water supplies are less than significant and no mitigation measures are required.

WATER-PDF-1: Water Conservation Measures:

- High Efficiency Toilets with a flush volume of 1.1 gallons per flush or less
- Urinals – Waterless
- Showerheads with a flow rate of 1.5 gallons per minute or less
- ENERGY STAR Certified Residential Clothes Washers – Integrated Water Factor of 3.7 or less, front-loading, and capacity of 2.3 cubic feet
- ENERGY STAR Certified Residential Dishwashers – 3.07 gallons per cycle or less, standard type
- Centralized Domestic Water Heating System with hot water return branches

- Point of Use Water Heaters may be used where conditions warrant
- Individual metering and billing for water use for every residential dwelling unit and commercial unit
- Water-Saving pool filter
- Pool/Spa recirculating filtration equipment
- Pool splash troughs around the perimeter that drain back into the pool
- Install a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired
- Reuse pool backwash water for irrigation
- Leak Detection System for swimming pools and Jacuzzi
- Micro-Spray
- Hydro-zoning Irrigation – Commercial zoning with plant factor 0.3 and Residential zoning with plant factor 0.4
- Drip/Subsurface Irrigation to Commercial zone (4,251 square feet) and Residential zone (8,474 square feet)
- Primary (On-Site) Waste Water Treatment Systems – Possible uses are public toilets and irrigation. Exact usage information not yet known.

The Project would not result in a determination by the wastewater treatment provider which serves or may serve the Project that is has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. As described above, the Project would not result in any significant impacts related to wastewater treatment requirements.

The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. As discussed in Draft EIR Sections M.3, Utilities and Services Systems – Solid Waste, sufficient capacity at existing landfills exists to serve the project. Therefore, Project impacts related to solid waste would be less than significant.

The Project would comply with federal, state, and local statutes and regulations related to solid waste. As discussed in Draft EIR Sections M.3, Utilities and Services Systems – Solid Waste, The Project would fully comply with all federal, state, and local statutes and regulations regarding proper disposal. Impacts would be less than significant.

The Project would not result in significant cumulative impacts related to utilities and service systems. As discussed in Draft EIR Sections M.1 – M.3, Utilities and Services Systems, project level impacts would be less than significant, and project contribution to cumulative impacts would be less than considerable.

Utilities (Energy)

The Project would not cause wasteful, inefficient, or unnecessary use of energy. As discussed in Draft EIR Sections M.4, Utilities and Services Systems – Energy Conservation, the project would not cause waste, inefficient, or unnecessary use of energy for each category of energy use.

The Project would not result in significant cumulative impacts on energy sources or facilities. As discussed in Draft EIR Sections M.4, Utilities and Services Systems – Energy Conservation, the project would not result in a cumulatively considerable contribution to impacts on energy sources or facilities.

Less than Significant Impacts with Mitigation

The EIR determined that the Project has potentially significant environmental impacts in the areas discussed below. The EIR identified feasible mitigation measures to avoid or substantially reduce

the environmental impacts in these areas to a level of less than significant. Based on the information and analysis set forth in the EIR, the Project would not have any significant environmental impacts in these areas, as long as all identified feasible mitigation measures are incorporated into the Project. The City again ratifies, adopts, and incorporates the full analysis, explanation, findings, responses to comments, and conclusions of the EIR.

Air Quality

Description of Effects

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

Construction Phase Impacts – Regional Impacts

Construction-related emissions were estimated for the Project using SCAQMD's CalEEMod 2016.3.1 model based on assumptions from the Project Applicant, including the Project's construction schedule of 34 months. Construction-related emissions were estimated based on an estimated number of truck haul trips totaling 11,550 truck trips (assuming 115,500 cubic yards of export and use of 10-cubic-yard-capacity haul trucks), using a conservative haul trip length of 40 miles for all disposal requirements. The estimate of 115,000 cubic yards of export assumes bulk excavation of the basement (36,246 sf) at a depth of 64 feet, which results in an export of 85,916 cubic yards. Further, the Draft EIR estimated a soil swell factor of 20% (an additional 17,183 cubic yards) for a total of 103,099 cubic yards. An additional 12,000 cubic yards was included in the 115,000-cubic-yard estimate of the Draft EIR for potential export associated with the foundation design that will vary in depth. Table IV.C-6 of the Draft EIR summarizes the Project's construction schedule.

As shown on Table IV.C-7 of the Draft EIR, the construction of the Project would not produce VOC, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions in excess of SCAQMD's regional thresholds. However, the Project's NO_x emissions would exceed the regional significance threshold. Therefore, prior to mitigation, the Project's construction-related regional emissions impact would be significant.

Construction Phase Impacts – Localized Impacts

In terms of local air quality, as shown on Table IV.C-7 of the Draft EIR, the Project would not produce significant emissions in excess of SCAQMD's recommended localized standards of significance for CO during the construction phase. However, construction activities could produce NO_2, PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds ("LSTs") recommended by the SCAQMD, primarily from vehicle exhaust and fugitive dust emissions from off-road construction vehicles during the brief overlap of construction phases in 2018. Without mitigation, the Project's construction-related localized emission impact would be significant.

Construction Phase Impacts – Sensitive Receptors

As illustrated on Table IV.C-7 of the Draft EIR, nearby sensitive receptors could be exposed to substantial concentrations of localized pollutants NO_2, PM_{10} and $PM_{2.5}$ from construction of the Project. Specifically, without mitigation, construction activities would exceed SCAQMD LSTs for NO_2, PM_{10} and $PM_{2.5}$ and represent a significant impact.

Construction Phase – Cumulative

Cumulative construction emissions are considered when projects within close proximity of each other could result in larger impacts on local sensitive receptors. There are five related projects within 1,000 feet of the Project Site. If any of these projects were to undertake construction concurrently with the Project, localized CO, NO_2, PM_{10} and $PM_{2.5}$ concentrations

from those projects would not exceed ambient air quality standards at nearby receptors. The application of LST thresholds to each cumulative project in the local area would help ensure that each project does not produce localized hotspots of CO, NO_2, PM_{10} and $PM_{2.5}$. Any projects that would exceed LST thresholds would perform dispersion modeling to confirm whether health-based air quality standards would be violated and mitigate any significant localized emissions accordingly. Receptors that are located further away would not be threatened with exceedances of health-based standards, and emissions significantly disperse as a function of atmospheric stability, mixing heights, and other variables, with distance a critical factor. As such, the cumulative impact of construction projects on local sensitive receptors would be considered less than significant.

Construction of the Project would produce cumulatively considerable emissions of localized nonattainment pollutants NO_2, PM_{10} and $PM_{2.5}$, as the anticipated emissions would exceed LST thresholds set by the SCAQMD. Without mitigation, this would be considered a significant impact.

Operation

As discussed in Draft EIR Section C, Air Quality, operational emissions for the Project were found to be in compliance with air quality standards.

Project Design Features – No project design features are included in the Draft EIR with regard to air quality.

Mitigation Measures - Because the Project could result in significant construction-related emissions impacts and associated impacts on sensitive receptors, the following mitigation measures are required:

Mitigation Measure C-1 - All off-road construction equipment greater than 50 horsepower shall be required to meet USEPA Tier 4 emission standards to reduce NO_x, PM_{10} and $PM_{2.5}$ emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

During plan check, the Project Applicant shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower that shall be used during any portion of demolition/excavation activities and concrete pour days for mat foundation for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and CARB or SCAQMD operating permit shall be available on-Site at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off road diesel-powered equipment within the construction inventory list described above shall meet Tier 4 CARB/U.S. EPA standards.

Mitigation Measure C-2 - The Project Applicant shall use 2010 model year or newer diesel haul trucks (e.g., material delivery trucks and soil import/export), and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet USEPA 2007 model year NO_x emissions requirements.

Finding - Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.

Rationale for Finding - Mitigation Measure C-1 requires the use of readily-available

construction equipment that uses EPA-certified Tier 4 engines to reduce combustion-related NO_2, PM_{10} and $PM_{2.5}$ emissions from all off-road construction equipment greater than 50 horsepower. Tier 4-certified engines have been phased in nationwide since 2008 for all engine types. Today, all off-road engines are required to be manufactured to meet these standards using feasible technologies that reduce NO_x and particulate emissions by 99 percent from pre-1996 standards. Manufacturers of equipment with 56 to 130 horsepower engines had until the end of 2018 to phase in Tier 4-certified engines, while the manufactured of equipment with larger engines (130 horsepower or greater) had until the end of 2017. As a result, Tier 4-certified equipment is a commercially-available from all manufacturers. Tier 4 equipment is commercially-available product from multiple manufacturers. Enforcement of Mitigation Measure C-1 would occur through implementation of the Project's Mitigation Monitoring Plan (MMP) (refer to Section V [Mitigation Monitoring Plan] of the Final EIR). As part of the MMP, the City's Department of Building and Safety would confirm the use of Tier 4-certified equipment by reviewing certification of the tier specifications for engines in construction equipment prior to issuance of construction-related permits and throughout the construction process.

As shown on Table IV.C-9 of the Draft EIR, with implementation of Mitigation Measure C-1, the Project's regional emissions of NO_x and localized emissions of NO_x, PM_{10} and $PM_{2.5}$ would not exceed SCAQMD's significance thresholds. No additional mitigation measures are required to reduce the Project's construction-related air quality impacts. Therefore, the Project's regional and localized construction-related emissions impacts would be less than significant.

Mitigation Measure C-2 is a measure that SCAQMD recommends that Lead Agencies implement. However, the effectiveness of this measure at reducing emissions cannot be calculated. As such, although the measure would likely contribute to a reduction in emissions, the effectiveness of the measure has not been accounted for in the calculation of the Project's post-mitigation emissions shown on Table IV.C-9. Additionally, the emissions shown on Table IV.C-9 do not take into account application of SCAQMD's Rule 403, which calls for Best Available Control Measures (BACM) that include watering portions of the Site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. This watering process would further reduce localized emissions of PM_{10} and $PM_{2.5}$.

Reference - For a complete discussion of the Project's impacts associated with air quality, see Section IV.C (Air Quality) of the Draft EIR. See also Appendix C (Air Quality Technical Modeling Results February 2017) of the Draft EIR and Appendix B-4 (Revised Air Quality Technical Modeling Results [January 2019]) and Appendix B-5 (Air Quality Technical Modeling Results for Haul Trips [January 2019]) of the Final EIR, as well as the Section III (Responses to Comments) of the Final EIR

Cultural Resources

Description of Effects

Substantial Adverse Change in the Significance of an Archaeological Resource

A CHRIS records search and archival research identified one historic archaeological resource (P-19-003287) within a 0.5-mile radius of the Project Site area. P-19-003287 was identified during construction monitoring and consisted of five refuse deposits and a scatter of artifacts dating to between ca. 1858 and 1971, though much of the sampled assemblage was dated around 1910. Importantly, the Site was located along an alignment of the West Branch of Zanja No. 8-R and later occupied by 1890s residences. No traces of the zanja were observed during construction monitoring for the Project.

Though no archaeological resources have been previously recorded within the Project Site area, it is possible that historic archaeological resources could be preserved below the current ground surface that are attributable to the structural remains, features, and artifacts

associated with the residential and commercial use of the Project Site area beginning in the 1890s (higher likelihood), but also those attributable to Zanja No. 8-R in the area immediately fronting Figueroa Street (lower likelihood). Overall, the Project Site area has an elevated sensitivity for containing historic archaeological resources. Without mitigation, Project impacts related to historic archaeological resources could be significant.

Cumulative –Archaeological Resource

The Project itself would not result in indirect or direct impacts to any significant prehistorical or historical resource. However, it is possible that some of the related projects listed on Table II-2 in Section II (Environmental Setting) of the Draft EIR could result in significant impacts on prehistorical or historical resources. However, with the implementation of Mitigation Measures D-1 through D-4, Project impacts related to prehistoric and historic archaeological resources would be less than significant. Thus, the Project would not have the potential to contribute toward any significant cumulative impacts related to prehistoric or historic archaeological resources. Therefore, cumulative impacts related to archaeological resources would be less than significant.

Project Design Features – No project design features are included in the Draft EIR with regard to archaeological resources.

Mitigation Measures - To ensure that Project impacts related to archaeological resources would be less than significant, the following mitigation measures are required:

Mitigation Measure D-1 - Retain a Qualified Archaeologist. The Project Applicant shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology, during the initial excavation phase to carry out all mitigation measures related to archaeological resources.

Mitigation Measure D-2 - Prepare a Monitoring and Mitigation Plan. Before excavation, an Archaeological Resources Monitoring and Mitigation Plan (Monitoring Plan) shall be prepared. The Monitoring Plan shall include, but not be limited to, monitoring protocol for excavation, a construction worker training program, and discovery and processing protocol for inadvertent discoveries of archaeological resources. The Monitoring Plan shall identify areas with moderate to high sensitivity determined for cultural resources that require monitoring and detail a protocol for determining circumstances in which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate. Specifically, the Monitoring Plan shall include a framework for assessing the geo-archaeological setting to determine whether sediments capable of preserving archaeological remains are present, and the depth at which these sediments would no longer be capable of containing archaeological material.

Mitigation Measure D-3 - Worker Training. Before excavation, 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 shall be provided contact information and protocols to follow if inadvertent discoveries are made. In addition, workers shall be shown examples of the types of archaeological resources that would require notification of the Project archaeologist.

Mitigation Measure D-4 - Monitoring for Archaeological Resources. Before ground disturbance, an archaeological monitor shall be present during initial excavation activities as stipulated in the Monitoring Plan. The qualified archaeologist may designate an archaeologist to conduct the monitoring under their direction. Specifically, field observations regarding the geo-archaeological setting shall be conducted to determine the presence of undisturbed sediments capable of preserving archaeological remains, and the depth at which these sediments would no longer be capable of containing archaeological material. The

duration and timing of the monitoring shall be determined by the qualified archaeologist in consultation with the Department of City Planning and the Project Applicant. At the conclusion of monitoring activities, a technical report shall be prepared documenting the methods and results of all work completed under the Monitoring Plan. The report shall be prepared under the supervision of a qualified archaeologist and submitted to City Planning and the South Central Coastal Information Center.

Finding - Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.

Rationale for Finding - With implementation of Mitigation Measures D-1 though D-4, Project impacts related to archaeological resources and related cumulative impacts would be less than significant. Though no archaeological resources have been previously recorded within the Project Site area, it is possible that prehistoric or historic archaeological resources could be preserved below the current ground. Mitigation Measures D-1 through D-4 establish comprehensive measures to ensure that, if uncovered on the Project Site, prehistoric or historic archaeological resources would be properly treated without any significant impact on the significance of the archaeological resources, thereby ensuring no significant cumulative impact.

Reference - For a complete discussion of the Project's impacts associated with air quality, see Section IV.D (Cultural Resources) of the Draft EIR. See also Appendix D-B (Archaeological Resources Assessment for the Olympic Tower LA Project) of the Draft EIR.

Hazards and Hazardous Materials

Description of Effects

Reasonably Foreseeable Upset Conditions Involving the Release of Hazardous Materials – Soil Contamination

As discussed previously, the Project Site was used for residential and commercial purposes as early as 1890. By 1967, no buildings remained, and the Site was used for parking until it was redeveloped into a carwash and gasoline station in approximately 1979-1981. This land use configuration included five underground storage tanks (“USTs”) associated with the gasoline station. These USTs were removed in 1998 and replaced with one split (9,000/6,000) gasoline UST and one 10,000 gasoline UST. The new USTs were placed in the location of the historic five USTs. At that time, a leaking UST case was opened with the LAFD based on the presence of gasoline and related constituents in Site soils.

A soil and groundwater investigation was conducted in 2002, and five rounds of quarterly groundwater sampling were conducted from 2002-2003. Oversight was transferred from LAFD to the LARWQCB. Soil and groundwater sampling was conducted in late 2011. The two tanks installed in 1998 were removed in January 2013. The LARWQCB closed the leaking UST case in July 2013. The monitoring wells were abandoned in September 2013.

Maximum residual concentrations in soil and groundwater are summarized on Table IV.G-5 of the Draft EIR. (See Section IV [Revisions, Clarifications, and Corrections] of the Final EIR.) The most recent maximum residual concentrations in soil and groundwater all fell below the applicable screening levels for soil and maximum contaminant levels for groundwater, as summarized on Table IV.G-5 of the Draft EIR. However, the presence of these residual concentrations constitutes a historical recognized environmental concern (“REC”). Residual contamination in the subsurface remains at the site that could pose an unknown environmental risk under certain site development activities such as site grading, excavation, and/or extraction of groundwater.

Operational Impacts

As discussed in Draft EIR Section G Hazards and Hazardous Materials, the Project Site is located

in a City-designated Methane Buffer Zone/Methane Zone. As such, to ensure that no significant impacts related to this designation occurs as a result of the Project, the Project Applicant would be required to comply with Section 91.71 of the LAMC, which includes methane mitigation requirements and current construction standards to control potential methane intrusion into buildings. General requirements include measuring the concentration and pressure of methane gas and integration of an appropriate methane mitigation system into the design and construction of the Project as approved by the City's Department of Building and Safety. Through compliance with LAMC Section 91.71, Project impacts related to methane would be less than significant. Further as discussed in Draft EIR Section G Hazards and Hazardous Materials, other materials were evaluated and it was determined that the project would not create a significant hazard to the public or environment through upset, or accident conditions.

Project Design Features – No project design features are included in the Draft EIR with regard to hazards and hazardous materials.

Mitigation Measures - Because residual gasoline-related constituents in soil at the Project Site could pose an environmental hazard, the following mitigation measure is required:

Mitigation Measure G-1 - Prior to issuance of a grading permit, the Project Applicant shall prepare a Soil Management Plan (SMP) for the Project, which shall be approved by the Los Angeles Fire Department and the Department of Public Works. The SMP shall set forth procedures to be followed during the Project's excavation and development phases to properly manage the soil and minimize risks to workers and the public during construction in accordance with any requirements set forth by the Los Angeles Fire Department and/or Department of Public Works. The SMP shall address the delineation of the vertical and lateral extent of residual gasoline-related constituent impacts in Project Site soil. Soil management procedures shall be described so that hazardous soil can be separated from non-hazardous soil during excavation tasks. The SMP shall describe the transport and disposal of the soil at an appropriate waste management facility(ies). The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCQAMD) Rule 1166, Volatile Organic Compound Emissions for Decontamination of Soil.

Finding - Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.

Rationale for Finding - With implementation of Mitigation Measure G-1, impacts related to hazards and hazardous materials would be less than significant. The residual concentrations of subsurface contaminants could pose unknown environmental risks during Site activities such as Site grading, excavation, and/or extraction of groundwater. By preparing the SMP subject to approval by the LA Fire Department and Department of Public Works, in accordance with SCQAMD Rule 1166, the Project Site will be graded, excavated and otherwise developed in accordance with proper regulatory requirements to minimize any risks posed by the upset or accidental release of hazardous materials. The SMP will have sufficiently objective standards to ensure mitigation of any potential significant effects.

Reference - For a complete discussion of the Project's impacts associated with hazards and hazardous materials, see Section IV.G (Hazards and Hazardous Materials) of the Draft EIR. See also Appendix E-A (Geotechnical Investigation) and Appendix E-B (GEOCON Email) of the Draft EIR, as well as the Section III (Responses to Comments) of the Final EIR.

Noise

Description of Effects

Generation of Excessive Noise – Construction

During all construction phases, noise-generating activities could occur at the Project Site between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, and from 8:00 AM to 6:00 PM on Saturdays, with no construction activities on Sundays or national holidays, in

accordance with Section 41.40(a) of the LAMC. On-Site activities could include the use of heavy equipment such as excavators, loaders, and graders, as well as smaller equipment such as saws, hammers, and pneumatic tools. The Project's construction equipment source noise levels for excavators and front-end loaders would nonetheless exceed LAMC Section 112.05's 75 dBA limit for powered construction equipment operating within 500 feet of residential zones, and thus require mitigation to limit the Project's construction equipment source noise levels to below 75 dBA.

Generation of Groundborne Vibration – Construction

As discussed previously, construction of the Project would require equipment such as excavators and loaders. These types of heavy-duty vehicles can produce peak vibration velocities of up to 0.089 inches per second at a distance of 25 feet. Auger drilling/boring rigs can produce similar vibration levels. Table IV.I-8 shows the Project's estimated construction vibration impacts at the nearest off-Site structures. Hotel Figueroa, built in 1926, could experience groundborne vibrations in excess of Caltrans' 0.25 inches per second PPV damage threshold for "Historic and some old buildings." Without mitigation, this impact could be significant.

Operational Impacts

As discussed in Draft EIR Section I, Noise, operational impacts for the Project with respect to vibration, were found to be in compliance with air quality standards.

Project Design Features – No project design features are included in the Draft EIR with regard to noise.

Mitigation Measures - To ensure that the Project's construction-related noise levels do not exceed 75 dBA or exceed groundborne vibration thresholds, the following mitigation measures are required:

Mitigation Measure I-1 - All diesel-powered construction vehicles shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA. Should they be required, generators shall be solar-powered.

Mitigation Measure I-2 - Temporary sound barriers capable of achieving a sound attenuation of at least 5 dBA shall be erected along the Project's boundaries.

Mitigation Measure I-3 - Construction activities that produce vibration, such as demolition, excavation, and earthmoving, shall be sequenced so that vibration sources within 10 feet of Hotel Figueroa do not operate simultaneously.

Mitigation Measure I-4 - No pile driving shall occur as part of Project construction.

Mitigation Measure I-5 - Pre-construction surveys shall be performed to document the conditions of Hotel Figueroa. A structural monitoring program shall be implemented and recorded during part or all of the Project's construction phase. The performance standards of the structure-monitoring plan shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the building.
- A registered civil engineer or certified engineering geologist shall develop recommendations for a structure-monitoring program, including a timeline for monitoring.
- The structure-monitoring program shall survey for vertical and horizontal movement,

as well as vibration thresholds (0.25 PPV in/sec) established specifically for the Project's construction activities and proximity to the Hotel Figueroa. If the thresholds are met or exceeded, or if noticeable structural damage becomes evident to the Project contractor, work shall stop in the area of the affected building until measures have been taken to prevent construction-related damage to the structure.

• The structure-monitoring program shall be submitted to the Department of Building and Safety for review and approval and received into the case file for the associated discretionary action permitting the Project prior to initiating any construction activities.

Finding - Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant impacts as identified in the EIR.

Rationale for Finding - Table IV.I-11 of the Draft EIR shows the Project's construction noise impacts with the implementation of Mitigation Measures I-1 and I-2. Implementation of these mitigation measures would reduce the Project's on-Site construction equipment source noise levels to below the LAMC's 75 dBA limit for powered equipment operations within 500 feet of residential zones. Though no sensitive receptor would experience a significant increase in noise as a result of the Project's unmitigated construction activities, these measures would further reduce the Project's impacts at these receptors. Therefore, the Project's construction-related noise impact would be less than significant.

Mitigation Measures I-3 through I-4 would reduce the Project's vibration sources near the Hotel Figueroa receptor. The monitoring program included as Mitigation Measure I-5 would ensure that vibration associated with Project construction would not cause any damage to the Hotel Figueroa. With implementation of Mitigation Measures I-3 through I-5, impacts related to construction vibration would be less than significant.

Reference - For a complete discussion of the Project's impacts associated with noise, see Section IV.I, Noise, of the Draft EIR. See also Appendix G, of the Draft EIR, as well as the Section III of the Final EIR, Responses to Comments.

Significant and Unavoidable Impacts

The Final EIR determined that the environmental impacts set forth below are significant and unavoidable. In order to approve the project with significant unmitigated impacts, the City is required to adopt a Statement of Overriding Considerations, which is set forth below. No additional environmental impacts other than those identified below will have a significant effect or result in a substantial or potentially substantial adverse effect on the environment as a result of the construction or operation of the project.

Transportation and Traffic

Description of Effects

Intersection LOS – Operational

The future with Project (existing, ambient growth, related projects and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated on Figures IV.L-17 and IV.L-18 of the Draft EIR, respectively. As shown in column [4] on Table IV.L-16 of the Draft EIR, application of the City's threshold criteria for intersection levels of service ("LOS") to the "Future With Project" scenario indicates that the Project would result in significant impacts at two of the 18 study intersections as follows: Figueroa Street/9th Street and Figueroa Street/Olympic Boulevard.

Although not required by LADOT, a supplemental traffic analysis of all of the study intersections was prepared assuming that access to/from the Cottage Place/Olympic Boulevard intersection (alley driveway intersection) would be restricted to right-turn ingress and egress turning movements for the Project. As shown in column [4] of Appendix Table D-1 of the Traffic Study, Appendix I of the Draft EIR, similar to the results for the "Future With Project" scenario, the same

two study intersections are forecast to be significantly impacted under this supplemental traffic analysis scenario: Figueroa Street/9th Street and Figueroa Street/Olympic Boulevard.

Although not required by LADOT, a supplemental traffic analysis of all of the study intersections was also prepared assuming implementation of the Figueroa Streetscape (My Figueroa) project, since (i.e., at the time of the preparation of the Draft EIR), the City's project is starting construction. The My Figueroa project has since been completed. The supplemental traffic analysis determined the My Figueroa project would not affect the distribution of trips to and from the Project site (i.e., assuming that the Cottage Place/Olympic intersection was not restricted to right-turn ingress and egress turning movements). The general, directional traffic distribution patterns for the Project would be consistent with Figures IV.L-6 and IV.L-7 of the Draft EIR for the commercial and residential land use components, respectively. However, the lane configurations at some of the study intersections, particularly those along Figueroa Street, would be affected by the My Figueroa project. As shown in column [4] of Appendix Table E-1 of the Traffic Study, Appendix I of the Draft EIR, similar to the results for the "Future With Project" scenario, the same two study intersections are forecast to be significantly impacted under this supplemental traffic analysis scenario: Figueroa Street/9th Street and Figueroa Street/Olympic Boulevard. One more significant impact was identified as well: Figueroa Street/Pico Boulevard.

Cumulative – Construction

As noted above, under the "Future With Project" (i.e., cumulative) traffic scenario, the Project would result in significant impacts at the Figueroa Street/9th Street-James M. Wood Boulevard and the Figueroa Street/Olympic Boulevard study intersections. The Project's peak hour construction traffic generation would be much less than the Project's peak hour operational traffic generation, and would not be expected to result in any significant intersection LOS impacts. Further, vehicular movements into and out of the Project Site would be provided via three access points along Cottage Place: one driveway providing access for the residential land use component, a porte cochere (i.e., main drop-off and pick-up area) for all of the commercial land use components, and a loading driveway for loading, trash collection, and waste management. Descriptions of the Project's vehicular access points are provided on pages 11 and 12 of the Traffic Impact Study included as Appendix I-A of the Draft EIR. Project Site access is also addressed on pages IV.L-59 and IV.L-60 of the Draft EIR. None of the Project's driveways are planned along either the Olympic Boulevard or Figueroa Street frontages. As such, no interference with existing bus transit stops would occur as a result of the Project.

Further, the City requires all projects to implement a Construction Traffic Management Plan, as described in Mitigation Measure L-2 (i.e., preparation and implementation of a Construction Traffic Management Plan) (refer to page IV.L-126). This measure would limit peak hour construction traffic trips and require all on-going cumulative construction projects within proximity to the Project Site to account for the nature and timing of specific related projects' construction activities. However, given the Project's peak hour construction traffic generation in combination with the peak hour construction traffic associated with the related projects, it is possible that this cumulative traffic generation could result in significant intersection LOS impacts at the study intersections mentioned above. Therefore, it is conservatively concluded that cumulative construction traffic impacts would be potentially significant.

Project Design Features – – No project design features are included in the Draft EIR with regard to transportation.

Mitigation Measures - To minimize the Project's operational and construction traffic impacts, the following mitigation measures are required:

Mitigation Measure L-1 – The Project Applicant shall prepare and provide to LADOT a preliminary Transportation Demand Management (TDM) Program to the satisfaction of LADOT and in accordance with the City's Trip Reduction Ordinance to reduce the Project's traffic generation. The final TDM Program shall be approved by LADOT prior to issuance of any

Certificate of Occupancy. The preliminary TDM Program shall include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. LADOT shall determine and approve the specific contents of the TDM Program and traffic-reduction strategies, which could include the following, as examples:

- *On-Site Employee Transportation Coordinator.* An on-site Employee Transportation Coordinator (ETC) could be designated for the Project. The ETC would manage all aspects of an enhanced TDM program and also would participate in City-sponsored workshops and information roundtables. The ETC would establish a Transportation Information Center and Transportation Fairs. The Transportation Information Center would provide on-site information at its buildings for employees and visitors about local public transit services (including bus lines, rail lines and connections, rideshare programs and shuttles), and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers). Walking and biking maps also would be provided for employees, visitors and residents, which would include but not be limited to information about convenient local services and restaurants within walking distance of the project. Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the ETC located at the Project site. Transportation information should be maintained at the administrative offices of the buildings, or by directing inquiries to the building's web site as a portal.
- *TDM Website Information.* Transportation information should be provided in a highly visible and accessible location on the building's web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees, visitors and residents of available alternative transportation modes to access the project, other amenities in the area and travel opportunities in the area. The website also should highlight the environmental benefits of utilization of alternative transportation modes.
- *TDM Promotional Material.* Provide and exhibit in public places information materials on options for alternative transportation modes and opportunities. In addition, transit fare media and day/month passes should be made available to employees and visitors during typical business hours.
- *Transit Welcome Package*. All new employees could be provided with a Transit Welcome Package (TWP) in addition to holding Transportation Fair on an annual basis. The TWP at a minimum could include information regarding employer's arrangements for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the Project site.
- *Carpool Program for Employees.* Provide preferential parking within the parking garages for employees who commute to work in registered carpools. An employee who drives to work with at least one other employee to the site may register as a carpool entitled to preferential parking within the meaning of this provision.
- *Public Transit Stop Enhancements.* Working in cooperation with the City and other transit agencies to improve existing bus stops with enhanced shelters and transit information within the immediate vicinity of the buildings. Enhancements could include enhanced weather/sun protection, lighting, benches, and trash receptacles. These improvements would be intended to make riding the bus a safer and more attractive alternative.
- *Convenient Parking/Amenities for Bicycle Riders.* Provide locations at the Project site for convenient parking for bicycle commuters for working employees and visitors. The bicycle parking should be located within the buildings such that long-term and short-term parkers could be accommodated. Bicycle parking may mean bicycle racks, a locked cage, or other similar parking area. Provide shower facilities for employees who commute to work via

bicycle.

- *Local Hiring Program.* To the extent feasible, when hiring, conduct outreach to residents who live within Downtown Los Angeles based on satisfaction of other requirements of the available positions.
- *Flexible/Alternative Work Schedules.* Encourage tenants in the building to offer flexible or alternative work schedules, as well as the opportunity to telecommute if feasible.
- *Parking Cash-Out Program.* Require in all leases it executes as landlord for space within the project that tenants offer a parking cash-out program. Parking cash-out program means an employer-funded program under which an employer offers in-lieu of any parking subsidy, a transit subsidy or cash allowance (for use of alternative modes such as walking and bicycling) of equal or greater value.
- *Unbundling and Lease of Parking Spaces for the Residential Land Use.* Offer options for buyers of the residential condominium dwelling units to purchase parking separately (i.e., unbundle parking from the unit price).
- *Participation in a Transportation Management Organization (TMO)*, if one is established and the Project Site included. 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.
- *Record a Covenant and Agreement* to ensure that the TDM Program shall be maintained.

The following improvements shall be part of the TDM Program:

- *Contribution to the Los Angeles Bicycle Plan* – Prior to the issuance of any certificates of occupancy, the Project Applicant shall contribute a one-time fixed-fee of $100,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the Project Site area.
- The Project Applicant shall 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).

Transportation Systems Management (TSM) Improvements

Some of the signalized intersections within the Project Site study area require an upgrade to the traffic signal equipment and hardware. Some of the traffic signals in the study area currently operate using a Type 170 traffic signal controller. Newer controllers (e.g., Type 2070) provide for enhanced and real-time operation of the traffic signal timing. Also, when supplemented by additional roadway system loops and closed-circuit television (CCTV) cameras at key locations, LADOT can identify the causes of delay and implement instant signal timing remedies to improve the traffic flow of vehicles and buses. These traffic signal upgrades provide a system-wide benefit by reducing delays experienced by motorists. 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 shall be implemented by the Project Applicant:

- Install a new CCTV at Figueroa Street and Venice Boulevard, the cost of which is approximately $40,000,
- Upgrade the fiber optic cable from 12SM to 48SM on Figueroa Street between Venice and Olympic Boulevards, the cost of which is approximately $40,000.

The Project 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 described above. All improvements and associated traffic signal work within the

City 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 Project Applicant, provided that, in each case, the Project Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a predesign meeting to finalize the proposed design needed for the project. If a proposed transportation improvement does not receive the required approval, a substitute may be provided subject to the approval of LADOT upon demonstration that the substitute is environmentally equivalent or superior to the original

Mitigation Measure L-2 - Prior to issuance of a demolition permit, in coordination with LADOT and the Department of Building and Safety, the Project Applicant shall prepare a detailed Construction Traffic Management Plan, including street closure information, detour plans, haul routes, and staging plans The Construction Traffic Management Plan shall outline how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of specific construction activities and other projects in the vicinity, and shall include the following elements as appropriate:

- Provide for temporary traffic control during all construction activities within public rights-of-way to improve traffic flow on public roadways (e.g., flagmen);
- Schedule of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Reroute construction trucks to reduce travel on congested streets to the extent feasible;
- Prohibit construction-related vehicles from parking on surrounding public streets;
- Provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Accommodate all equipment on-Site; and
- Obtain the required permits for truck haul routes from the City prior to issuance of any permit for the Project.

Finding

Intersection LOS – Operational

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

Cumulative – Construction

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

Rationale for Finding

Intersection LOS – Operational

Under the Future With Project traffic scenario, the Draft EIR determined the Project would result in significant impacts at 2 of the 18 study intersections (Int. No. 7: Figueroa Street/9th Street and Int. No. 8: Figueroa Street/Olympic Boulevard). Under a scenario where access to/from the Cottage Place/Olympic Boulevard intersection (alley driveway intersection) would be restricted to right-turn ingress and egress turning movements for the Project, the Project would

result in significant impacts at 2 of the 18 study intersections (Int. No. 7: Figueroa Street/9th Street and Int. No. 8: Figueroa Street/Olympic Boulevard). Under the My Figueroa project scenario, the Project would result in significant impacts at 3 of the 18 study intersections (Int. No. 7: Figueroa Street/9th Street, Int. No. 8: Figueroa Street/Olympic Boulevard and Int. No. 9: Figueroa Street). Because the My Figueroa project has now been completed, the Project would result in significant impacts at 3 of the 18 study intersections (Int. No. 7: Figueroa Street/9th Street, Int. No. 8: Figueroa Street/Olympic Boulevard and Int. No. 9: Figueroa Street).

Implementation of Mitigation Measure L-1 would reduce the Project's traffic generation. However, the specific degree to which traffic trips would be reduced through these mitigation measures cannot be calculated at this time. As such, the effectiveness of these mitigation measures at reducing the Project's significant impacts under the Future With Project traffic condition at Intersection No. 7 (Figueroa Street/9th Street) during the AM and PM peak hours and at Intersection No. 8 (Figueroa Street/Olympic Boulevard) during the AM and PM peak hours cannot be determined at this time. Mitigation measures such as road widening or other physical improvements were evaluated and determined infeasible for economic or technical reasons. Therefore, Project impacts at these intersections would be significant and unavoidable.

Cumulative – Construction

The City requires all projects to implement a Construction Traffic Management Plan, as described in Mitigation Measure L-2. This measure would limit peak hour construction traffic trips and require all on-going cumulative construction projects within proximity to the Project Site to account for the nature and timing of specific related projects' construction activities. However, the Project's peak hour construction traffic generation in combination with the peak hour construction traffic associated with the related projects plus the potential limited roadway capacity through the Project Site area, it is possible that this cumulative traffic generation could result in significant intersection LOS impacts at Intersection No. 7 (Figueroa Street/9th Street) and at Intersection No. 8 (Figueroa Street/Olympic Boulevard). Therefore, it is conservatively concluded that cumulative construction traffic impacts would be potentially significant.

Reference - For a complete discussion of the Project's impacts associated with traffic and transportation, see Section IV.L (Transportation/Traffic) of the Draft EIR. See also Appendix I-A (Traffic Impact Study) and I-B (Traffic Impact Study Appendices) of the Draft EIR, as well as the Section III (Responses to Comments) of the Final EIR.

Alternatives

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting the project's basic objectives. An EIR must identify ways to substantially reduce or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1). Accordingly, the discussion of alternatives shall focus on alternatives to a project or its location which are capable of avoiding or substantially reducing any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly. The alternative analysis included in the Draft EIR, therefore, identified a reasonable range of project alternatives focused on avoiding or substantially reducing the project's significant impacts.

Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines Section 15096(g)(2), that no feasible alternative or mitigation measure will substantially lessen any significant effect of the Project, reduce the significant unavoidable impacts of the Project to a level that is less than significant, or avoid any significant effect the Project would have on the

environment.

Project Objectives

Section 15124(b) of the CEQA Guidelines states that a project description shall contain "a statement of the objectives sought by the proposed project." In addition, Section 15124(b) of the CEQA Guidelines further declares that "the statement of objectives should include the underlying purpose of the project." The objectives of the Project are as follows:

1. Develop an iconic, architecturally-compelling tower that adds visual distinction and a unique feature to the Downtown Los Angeles skyline.
2. Capitalize on a smart growth opportunity by intensifying a currently underutilized Site with residential, office, and visitor-serving hotel uses near public transit lines (Metro Rail and Bus) and the Los Angeles Sports and Entertainment District.
3. Create a pedestrian friendly commercial retail zone that is accessible to future residents, hotel guests, and L.A. Live patrons.
4. Contribute unique housing opportunities toward the City's Regional Housing Needs Assessment allocation.
5. Provide residential uses in the same location as commercial and office uses.
6. Contribute to the City's economic growth by developing commercial, residential, and hotel uses that generate local tax revenues, provide new construction jobs, and generate residents who support local businesses.
7. Provide a variety of residential unit sizes to cover the needs of different size households.

Alternatives Analyzed in the Draft EIR and Final EIR

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that could substantially reduce or avoid the significant impacts of a project while also meeting a project's basic objectives.

Each decision-making body of the City finds that given the potential impacts of the Project, the Final EIR considered a reasonable range of alternatives to the Project to provide informed decision-making in accordance with Section 15126.6 of the CEQA Guidelines.

Based on the significant environmental impacts of the Project and the objectives established for the Project, the following alternatives to the project were evaluated in the Final EIR:

- Alternative A: No Project (Continuation of Existing Project Site Conditions)
- Alternative B: No Transfer of Floor Area Ratio and No Hotel
- Alternative C: No Office and Reduced Retail

Alternative A - No Project (Continuation of Existing Project Site Conditions)

Description of Alternative

CEQA requires the alternatives analysis to include a "no project" alternative, which is the circumstance under which the Project does not proceed. The purpose of analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project (CEQA Guidelines Section 15126.6[e][1]). Pursuant to CEQA Guidelines Section 15126.6(e)(2), requirements of the analysis of the "no project" alternative are as follows:

> The "no project" analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would

reasonably be expected to occur in the foreseeable future if the proposed project were not approved, based on current plans, and consistent with available infrastructure and community services.

At the time the notice of preparation ("NOP") was published for the Project, there was no evidence that another development at the Project Site would be forthcoming in the event the Project is not approved. Thus, for the purposes of the Draft EIR, Alternative A assumes that the Project Site would remain in its current condition as described in Section II (Environmental Setting) of the Draft EIR. Although no new development would occur on the Project Site under Alternative A, this alternative assumes the development of the related projects in the area of the Project Site. The potential environmental impacts associated with Alternative A are described below and are compared to the environmental impacts associated with the Project (also refer to Table VI-15 of the Draft EIR). No discretionary actions would be required by local, state, or federal agencies for this alternative.

Impact Summary of Alternative

Aesthetics - Alternative A includes continuation of the existing conditions at the Project Site; no new development would occur. As such, this alternative would avoid the less than significant impacts related to scenic vistas, visual character, light and glare, and shade and shadow that would occur under the Project. Further, no scenic resources are located on the Project Site. Similar to the Project, no impacts related to scenic resources would occur under Alternative A.

Air Quality - Alternative A includes continuation of the existing conditions at the Project Site; no new development would occur. Alternative A would not add any population growth to the Project Site and would not have the potential to conflict with SCAQMD's AQMP. As such, this alternative would avoid the less than significant impact related to consistency with SCAQMD's AQMP that would occur under the Project. Also, this alternative would avoid the less than significant (with mitigation) impact related to construction emissions/sensitive receptors that would occur under the Project. Further, this alternative would not generate any new operational emissions. As such, this alternative would avoid the less than significant impact related to operational emissions/sensitive receptors that would occur under the Project. Similarly, this alternative would not generate any new operational emissions. As such, this alternative would avoid the less than significant impact related to operational emissions/sensitive receptors that would occur under the Project.

Cultural Resources - Alternative A includes continuation of the existing conditions at the Project Site; no new development would occur. As such, this alternative would avoid the less than significant impact related to historical resources that would occur under the Project. Also, Alternative A would not have the potential to encounter any archaeological resources that could exist at the Project Site. As such, this alternative would avoid the less than significant (with mitigation) impact related to archaeological resources that would occur under the Project.

Geology and Soils - Alternative A includes continuation of the existing conditions at the Project Site; no new development would occur. As such, this alternative would avoid the less than significant impact related to geology and soils that would occur under the Project.

GHG Emissions - Alternative A includes continuation of the existing conditions at the Project Site; no new development would occur, and no additional GHG emissions would occur at the Project Site. As such, this alternative would avoid the less than significant impact related to GHG emissions that would occur under the Project.

Hazards and Hazardous Materials - Alternative A includes continuation of the existing conditions at the Project Site; no new development would occur, and no additional transport, use, storage, disposal, and/or emissions of hazardous materials would occur at the Project Site. As such, this alternative would avoid the less than significant impact related to transport,

use, storage, disposal, and/or emissions of hazardous materials that would occur under the Project. Further, this alternative would avoid the less than significant (with mitigation) impact related to residual soil contamination and the less than significant impacts related to methane and asbestos-containing materials and lead-based paint that would occur under the Project. Also, this alternative would avoid the less than significant impact related to interfering with an emergency response plan that would occur under the Project.

Land Use and Planning - Alternative A includes continuation of the existing conditions at the Project Site; no new development would occur that would have the potential to conflict with applicable plans, policies, and regulations associated with development of the Project Site. As such, this alternative would avoid the less than significant impact related to consistency with applicable plans, policies, and regulations that would occur under the Project.

Noise - Alternative A includes continuation of the existing conditions at the Project Site; no new development would occur, and no construction noise would be generated. As such, this alternative would avoid the less than significant (with mitigation) impact related to construction noise that would occur under the Project. Further, this alternative would avoid the less than significant impact related to operational noise that would occur under the Project. Also, this alternative would avoid the less than significant (with mitigation) impact related to construction groundborne vibration and the less than significant impact related to operational groundborne vibration that would occur under the Project.

Population and Housing - Alternative A includes continuation of the existing conditions at the Project Site; no new land uses would be developed and no residential population would be added to the Project Site. As such, this alternative would avoid the less than significant impact related to population and housing that would occur under the Project.

Public Services - Alternative A includes continuation of the existing conditions at the Project Site; no new land uses would be developed, and there would be no increase in the need for fire protection services at the Project Site. As such, this alternative would avoid the less than significant impacts related to fire protection services, police protection services, school services, parks and recreational services, and library services that would occur under the Project.

Transportation/Traffic - Alternative A includes continuation of the existing conditions at the Project Site; no new land uses would be developed, and this alternative would not generate any new traffic trips. As such, this alternative would avoid the significant and unavoidable impacts related to intersection LOS and construction traffic that would occur under the Project. Further, this alternative would avoid the less than significant impacts on CMP roadway facilities, CMP transit facilities, and Caltrans facilities that would occur under the Project.

Tribal Cultural Resources - Alternative A includes continuation of the existing conditions at the Project Site; no grading or excavation would occur. Thus, A would not have the potential to encounter any unknown tribal cultural resources that could exist at the Project Site. As such, this alternative would avoid the less than significant impact related to tribal cultural resources that would occur under the Project.

Utilities and Service Systems - Alternative A includes continuation of the existing conditions at the Project Site; no additional wastewater would be generated. As such, this alternative would avoid the less than significant impact related to wastewater services that would occur under the Project. Similarly, no additional water would be consumed, and this alternative would avoid the less than significant impact related to water services that would occur under the Project. Further, no additional solid waste would be generated, and this alternative would avoid the less than significant impact related to solid waste services that would occur under the Project. Finally, no additional energy would be consumed, and this alternative would avoid the less than significant impact related to energy that would occur under the Project.

Finding

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

Rationale for Finding

No new development would occur under the No Project Alternative (Alternative A) and the Project Site would continue to operate as it does currently. As such, Alternative A would not meet the underlying purpose of the Project or the Project objectives. While Alternative A would avoid the Project's significant environmental impacts, it would not meet the Project's underlying purpose and would not attain any of the Project's objectives. For these reasons, each decision making body of the City rejects the No Project Alternative (Alternative A) as infeasible.

Reference

For a complete discussion of impacts associated with Alternative A, see Section VI (Alternatives to the Proposed Project) of the Draft EIR.

Alternative B: No Transfer of Floor Area Ratio and No Hotel

Description of Alternative

The No TFAR and No Hotel (Alternative B) assumes development of the Project Site with land uses that are similar to those proposed under the Project and consistent with the existing zoning and land use designation for the Project Site, but without the requested TFAR and subsequently, reduced residential and retail development and reduced residential and retail development and no development of hotel land uses. Alternative B would include development of a 222,186-square-foot mixed-use building with 150 multi-family dwelling units, 20,000 square feet of ground floor retail land uses, 5,000 square feet of ground floor office land uses, and two levels of subterranean parking. The building would be 14 stories and 190 feet in height. The overall design, architecture, siting, and vehicle/bicycle/pedestrian would be substantially similar to that described for the Project. A comparison of the general land uses proposed as part of the Project to those under Alternative B is shown on Table VI-1 of the Draft EIR.

Impact Summary of Alternative

Aesthetics - As stated previously, due to topography, vegetation, and development, medium and long-distance views are not available from the Project Site area. Also, the Project Site is not visible within any scenic views. Thus, Alternative B would not result in any impacts related to scenic vistas, similar to the Project. Further, no scenic resources are located on the Project Site. Similar to the Project, no impacts related to scenic resources would occur under Alternative B. Also, the building under Alternative B would be 124 feet shorter than the building under the Project. Alternative B would be considered a transit priority project located in a designated transit-priority area for which aesthetic impacts (including those related to visual character) shall not be considered significant. Because Alternative B includes development of the Project Site with land uses that similar to those proposed as part of the Project but reduced in size, impacts related to visual character under this alternative would be less than significant. Similarly, because Alternative B includes development of the Project Site with land uses that similar to those proposed as part of the Project but reduced in size, the amount of lighting and sources of glare, as well as shade and shadow associated with Alternative B would be less than under the Project.

Air Quality - Based on an estimated persons-per-household for the year 2016 of 1.89 persons per household, Alternative B would add approximately 284 residents to the Project Site, 423 fewer residents than under the Project. As such, Alternative B would not result in unexpected population growth, and impacts related to consistency with SCAQMD's AQMP would be less than significant, similar to the Project. Further, although this alternative would require less excavation than the Project and would include construction of less overall square footage, the

maximum construction day scenario under Alternative B could generate regional NO_x emissions and localized NO_x, PM_{10}, and $PM_{2.5}$ emissions in excess of SCAQMD's significance thresholds, similar to the Project. Without mitigation, sensitive receptors near the Project Site could be exposed to these construction emissions. However, Mitigation Measure C-1 identified for the Project also would apply to this alternative and would reduce the referenced emissions to below the relevant significance thresholds. Thus, impacts related to construction emissions/sensitive receptors under Alternative B would be less than significant, similar to the Project. Additionally, because this alternative includes land uses that are similar to those proposed as part of the Project but less overall square footage, Alternative B would generate less area source, energy source, and mobile source emissions than under the Project. As such, operational emissions under Alternative B would not exceed SCAQMD's significance thresholds. Sensitive receptors in the vicinity of the Project Site would not be exposed to substantial operational emissions. Thus, operational emissions/sensitive receptors impacts under Alternative B would be less than significant, similar to the Project. Finally, the amount of TACs generated under Alternative B would be less than under the Project. Thus, impacts related to TACs under this alternative would be less than significant, similar to the Project.

Cultural Resources - No historical resources would be demolished, altered, or relocated as a result of Alternative B. The building under Alternative B would be substantially smaller in scale and height than under the Project, but would be of similar design and architecture. The building under Alternative B would meet LAMC setback requirements, similar to the Project, and would not affect the physical integrity or historical significance of any of the three historical resources near the Project Site. Thus, Alternative B would not result in any direct or indirect impacts to historical resources, similar to the Project. Yet, because the Project Site area has a high sensitivity for containing historic archaeological resources, any development of the Project Site that includes ground-disturbing activities such as grading and excavation could result in encounters with unknown historic archaeological resources. Mitigation Measures D-1 through D4 would apply to any development of the Project Site (including that under Alternative B), and impacts would be less than significant, similar to the Project.

Geology and Soils - Because the Project Site is the same under Alternative B as it is for the Project, any development of the Project Site would be subject to the same geotechnical issues identified for the Project and would be subject to the most recently adopted California Building Code design parameters to ensure that impacts related to geology and soils would be less than significant.

GHG Emissions - Because Alternative B includes the construction and operation of land uses that are similar to those proposed as part of the Project but less in overall square footage, the amount of GHG emissions that would be generated as a result of construction and long-term operation of the alternative would be less than those of the Project. Similar to the Project, Alternative B would be required to comply with numerous regulatory compliance measures, particularly those associated with the City's Green Building Code that would reduce the alternative's GHG emissions profile and would represent improvements with respect to the NAT scenario. Thus, Alternative B's GHG emissions reductions as compared to the NAT scenario demonstrate consistency with GHG Reduction Plans, Executive Orders S-3- 05 and B-30-15, SCAG's Sustainable Communities Strategy, and the City's Green Building Ordinance. Thus, Alternative B's contribution to global climate change would not be cumulatively considerable and would be less than significant, similar to the Project.

Hazards and Hazardous Materials - Similar to the Project, during the construction and operational phases for Alternative B, this alternative would involve the transport, use, and storage of relatively small amounts of potentially hazardous materials, such as paints, adhesives, surface coatings, cleaning agents, waxes, fuels, and oils. However, compliance with applicable city, state, and federal regulations related to the handling, storage, transport, and disposal of hazardous materials and waste during operation of this alternative would ensure that no significant hazard to the public or the environment occurs. Therefore, impacts

related to the transport, use, storage, disposal, and/or emissions of hazardous materials under Alternative B would be less than significant, similar to the Project. Additionally, any development of the Project Site (including development under Alternative B) that includes ground-disturbing activities would result in the same potential to encounter residual soil contamination, as identified for the Project. Mitigation Measure G-1 identified for the Project would also apply to Alternative B and would ensure that impacts related to residual soil contamination would be less than significant. Also, any development of the Project Site (including development under Alternative B) would be required to comply with LAMC Section 91.71 to ensure that impact related to methane would be less than significant. Because the existing structure on the Project Site was constructed after 1978, no development of the Project Site would result in impacts related to asbestos-containing materials or lead-based paint. Finally, as with the Project, preparation and implementation of an emergency response plan would ensure that impacts related to emergency response would be less than significant under Alternative B, similar to the Project.

Land Use and Planning - Similar to the Project, Alternative B also would be substantially consistent with all applicable plans, policies, and regulations (such as SCAG policies that call for developing mixed-use projects near transit to reduce vehicle miles traveled and associated pollutant emissions) that govern development of the Project Site. Thus, impacts related to land use and planning under Alternative B would be less than significant, similar to the Project.

Noise - This alternative would require the use of the same mix of construction equipment identified for the Project. As such, similar to the Project, use of construction equipment under Alternative B would exceed 75 dBA limit in LAMC Section 112.05 limit for powered construction equipment operating within 500 feet of residential zones. Mitigation Measures I-1 and I-2 identified for the Project would also apply to Alternative B and would ensure that impacts related to construction noise would be less than significant, similar to the Project. Additionally, similar to the Project, all on-Site noises, including HVAC and mechanical equipment use, would be subject to the requirements of the City's Noise Ordinance to ensure compliance with the City's noise standards. Because Alternative B would generate less traffic than the Project, the increase in traffic noise under this alternative also would not be noticeable. Thus, impacts related to operational noise under Alternative B would be less than significant, similar to the Project. Finally, this alternative would also include the use of excavators and loaders, which could impact the Hotel Figueroa. However, Mitigation Measures I-3 through I-5 identified for the Project would also apply to Alternative B and would ensure that impacts related to construction groundborne vibration would be less than significant, similar to the Project. Additionally, Alternative B would not include the use stationary sources of groundborne vibration and would generate less traffic than the Project. As such, impacts related to operational groundborne vibration under Alternative B would be less than significant with mitigation, similar to the Project.

Population and Housing - Using the same persons-to-household number used for the Project (1.89), Alternative B would add approximately 284 residents to the Project Site, 423 fewer than under the Project. As shown on Table VI-3 of the Draft EIR, Alternative B would generate approximately 55 employees, 503 fewer than under the Project. Because this alternative would add fewer residents and employees to the Project Site than would the Project, the growth associated with Alternative B would fall within growth projections for the Community Plan area and the City, as well. Thus, impacts related to population and housing under Alternative B would be less than significant, similar to the Project.

Public Services - The construction phase associated with Alternative B would be shorter in duration than that under the Project. As such, impacts on fire protection services associated with construction under this alternative would be less than significant, similar to the Project. Additionally, any and all development of the Project Site (including development under Alternative B) would be required to comply with City Fire Code, California Fire Code, City Building Code, and National Fire Protection Association standards, thereby ensuring that new

development would not create any undue fire hazard. Also, LAFD would require Alternative B to incorporate a sprinkler system into the development to assist with fire suppression, in the event of a fire. Similar to the Project, Alternative B would not require the need for new or altered fire station facilities, and impacts would be less than significant.

Similarly, impacts on police protection services associated with construction under this alternative would be less than significant, similar to the Project. Additionally, all of the security and crime prevention features described above for the Project also would be incorporated into Alternative B. Further, Alternative B would be required to comply with LAPD review requirements and emergency access requirements and would be required to contribute funding to police protection services in the area by generating annual revenue from property taxes that would be deposited into the City's General Fund, which could be used to hire additional police officers. Alternative B's direct population increase and associated demand for police services, along with the provision of on-Site security features, coordination with LAPD, and incorporation of crime prevention features, would not require the provision of new or physically altered police stations in order to maintain acceptable service ratios or other performance objectives for police protection. Therefore, impacts related to police protection services under Alternative B would be less than significant.

Furthermore, as shown on Table VI-5 of the Draft EIR, Alternative B would generate approximately 39 students (19 high school students, 10 middle school students, and 10 elementary school students). Similar to the Project, based on the remaining capacity of the schools serving the Project Site, the Belmont High School Zone would have sufficient capacity to accommodate Alternative B's student generation. However, the elementary school and middle school serving the Project Site could experience further overcrowding in accommodating Alternative B's student generation. Nonetheless, pursuant to the California Government Code, the Project Applicant's payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, provide full and complete mitigation for Alternative B's direct and indirect impacts to schools. Therefore, impacts to school services under Alternative B would be less than significant, similar to the Project.

Also, similar to the Project, the increased residential population associated with Alternative B (approximately 411 residents) in a currently underserved area would potentially increase the demand on existing parks and recreational facilities. However, in accordance with the City's applicable codes for mitigating impacts to parks, the Project Applicant would be required to pay Parkland Fee to the City to mitigate for the Project's demand for parks and recreational facilities. Additionally, Alternative B would be required to meet/exceed LAMC requirements for open space at the Project Site. Through compliance with LAMC requirements, impacts related to parks and recreational services under Alternative B would be less than significant, similar to the Project. Similarly, Alternative B would generate further residents than would the Project and would have less of an impact on library services than the Project. Therefore, impacts related to library services under Alternative B would be less than significant, similar to the Project.

Transportation/Traffic - As shown on Table VI-6 of the Draft EIR, Alternative B would generate a net decrease of approximately 37 daily trips (4,460 fewer than the Project), a net increase of 51 AM peak hour trips (285 fewer than the Project), and a net decrease of 9 PM peak hour trips (383 fewer than the Project). Because Alternative B would generate fewer peak hour trips than the Project, this alternative would not result in any significant intersection LOS impacts under the Existing Plus Project traffic scenario, similar to the Project. In addition, as shown on Table VI-7 of the Draft EIR, Alternative B would not result in any significant intersection LOS impacts under the Future Plus Project traffic scenario, unlike the Project. Thus, Alternative B would avoid the significant and unavoidable intersection LOS impacts that would occur under the Project.

A supplemental analysis was prepared to address impacts under the Future Condition "with the My Fig project" given the completion of the My Fig project. This supplemental analysis is also consistent with the inclusion of that supplemental analysis for the Project in the Draft EIR (Section IV.L Transportation/Traffic) for informational purposes, even though such analysis was not required by LADOT. As shown on Table VI-8, assuming completion and operation of the My Fig project, Alternative B would not result in any significant impacts at any of the study intersections and would avoid the Project's significant unavoidable impacts at Intersection No. 7 (AM and PM peak hours), Intersection No. 8 (AM and PM peak hours), and Intersection No. 9 (AM and PM peak hours).

Similarly, because of the reduced amount of construction traffic and construction phase duration, alternative-specific and cumulative construction traffic impacts under Alternative B would be less than significant. As such, Alternative B would avoid the significant and unavoidable cumulative construction traffic impact that would occur under the Project.

Furthermore, Alternative B would generate fewer peak hour trips than the Project. As such, impacts related to CMP roadway facilities under Alternative B would be less than significant, similar to the Project. Given that Alternative B would generate fewer daily transit trips than the Project, the 46 transit lines serving the Project Site would be able to accommodate Alternative B, and impacts related to transit services under this alternative would be less than significant, similar to the Project. Similarly, because this alternative would generate fewer daily and peak hour trips than the Project, impacts related to Caltrans facilities would be less than significant under Alternative B, similar to the Project.

Tribal Cultural Resources - Any development of the Project Site that includes ground-disturbing activities such as grading and excavation could result in encounters with unknown tribal cultural resources. As such, any developer of the Project Site would be required to comply with the City's Standard Condition of Approval for the Inadvertent Discovery of Tribal Cultural Resources, and any potential impacts would be reduced to less than significant, similar to the Project.

Utilities and Service Systems - As shown on Table VI-12 of the Draft EIR, Alternative B would generate a net total of approximately 19,047 gpd of wastewater (or 0.019 mgd), 154,450 gpd of wastewater less than the Project. Thus, impacts related to wastewater service under Alternative B would be less than significant, similar to the Project. Further, as shown on Table VI-14 of the Draft EIR, Alternative B would consume a net total of approximately 14,772 gpd of water (or 0.014 mgd), 179,804 gpd of water less than the Project. Thus, impacts related to water supply under Alternative B would be less than significant, similar to the Project. Similarly, the amount of demolition and construction waste and long-term operational waste generation under Alternative B would be less than under the Project. As such, impacts related to solid waste under Alternative B would be less than significant, similar to the Project. Finally, because LADWP and SoCalGas could accommodate the Project's demand for electricity and natural gas (respectively), the demand for electricity and natural gas associated with Alternative B also could be accommodated. Thus, the demand for electricity and natural gas under Alternative B would not result in a wasteful or inefficient use of energy, similar to the Project.

Finding

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

Rationale for Finding

Given the reduced residential and retail development and no development of hotel uses under Alternative B, this Alternative would only partially meet most of the Project Objectives and would meet those objectives to a lesser degree as compared to the Project.

Alternative B could be developed to meet Project Objective 1 (DTLA skyline). However, due to the reduction in building height as compared to the Project, the building under Alternative B might not contribute to the Downtown Los Angeles skyline. Given the reduced height, Alternative B would not achieve this objective to the same degree as the Project. It would partially meet Project Objective 2 (smart growth) because the alternative includes a reduced amount of housing, office, and retail land uses. However, Alternative B would not meet this objective to the extent the objective supports developing visitor-serving hotel uses near public transit and the Los Angeles Sports and Entertainment District. Given the reduced residential, retail, and office uses, and no hotel uses, Alternative B would achieve Project Objective 3 (pedestrian-friendly retail zone) to a lesser degree as compared to the Project. Alternative B would partially meet this objective because the alternative includes a reduced amount of housing, office, and retail land uses. However, Alternative B would not meet this objective to the extent the objective supports developing a pedestrian friendly commercial retail zone accessible to future hotel guests. Given the reduced residential, retail, and office uses, and no hotel uses, Alternative B would achieve this objective to a lesser degree as compared to the Project. Alternative B would meet Project Objective 4 (unique housing), but to a lesser degree as compared to the Project, because the alternative reduces the number of proposed residential units by more than half of the units proposed in the Project. It would partially meet Project Objective 5 (multi-use location) because the alternative includes a reduced amount of housing, office, and retail land uses on the Project Site. Given the reduced number of residential units and reduced commercial and office uses, Alternative B would meet this objective to a lesser degree as compared to the Project. Alternative B would partially meet Project Objective 6 (City economic growth) because the alternative includes a reduced amount of housing, office, and retail land uses. However, Alternative B would not meet this objective to the extent the objective supports contributing to the City's economic growth by developing hotel uses. Given the reduction in proposed uses, Alternative B would meet this objective to a lesser degree as compared to the Project. Alternative B would meet Project Objective 7 (different sized residential units) but to a lesser degree as compared to the Project, because the alternative reduces the number of proposed residential units by more than half of the units proposed in the Project.

In addition, the City's planning goals and policies indicate that redevelopment of the Project Site should be high-density. Alternative B would not maximize developable area on the Project Site due to the reduced proposed density of the alternative. Moreover, the City's has stated its vision for the Project Site in several documents, which indicate that the Project Site should contain high density uses to maximize density on redevelopment sites located adjacent to transit and within the transit core areas identified in the City's planning and policy documents. (See e.g., 2008 RCP Land Use and Housing Policy LU-4; General Plan Framework Element: Land Use Chapter, Policies 3.1.1, 3.2.2; General Plan Housing Element, Policy 1.3.5; Central City Community Plan Residential Policy 1-1.1.) The reduced density associated with Alternative B conflicts with the City's planning goals and is undesirable from a policy standpoint.

Furthermore, regarding social and other considerations, the Project Site is located in an area of the City that is undergoing rapid change and densification. The existing conditions and development trends immediately surrounding the Project Site are maximizing density because the area is transit rich, located adjacent to the Los Angeles Convention Center and regional entertainment venues. Thus, there are several social and other considerations that warrant maximizing the density of development on the Project Site to implement a hotel project that can deliver the amount and type of hotel rooms and amenities desired by the City to support hotel room demand caused by convention business, regional entertainment venues, domestic and international tourism, and the Olympics.

Reference

For a complete discussion of impacts associated with Alternative B, see Section VI (Alternatives to the Proposed Project) of the Draft EIR.

Alternative C: No Office and Reduced Retail

Description of Alternative

The No Office and Reduced Retail (Alternative C) assumes implementation of the Project as described in Section III (Project Description) of the Draft EIR but without any of the proposed office land uses and with a reduced amount of retail square footage. Alternative C would include development of a 710,675-square-foot mixed-use building with 374 multi-family dwelling units (and 18,004 square feet of residential amenities), 30,074 square feet of retail land uses, a 373-room hotel (and a 10,801-square-foot conference center/ballroom and 13,029 square feet of lobby/hotel amenities), four levels of subterranean parking, and 6 levels of above -ground parking. The building would be 54 stories and 682 feet in height. The overall design, architecture, siting, and vehicle/bicycle/pedestrian would be substantially similar to that described for the Project. A comparison of the general land uses proposed as part of the Project to those under Alternative C is shown on Table VI-2 of the Draft EIR.

Impact Summary of Alternative

Aesthetics - As stated previously, due to topography, vegetation, and development, medium and long-distance views are not available from the Project Site area. Also, the Project Site is not visible within any scenic views. Thus, Alternative C would not result in any impacts related to scenic vistas, similar to the Project. Further, no scenic resources are located on the Project Site. Similar to the Project, no impacts related to scenic resources would occur under Alternative C. Also, because Alternative C includes development of the Project Site with land uses that similar to those proposed as part of the Project but reduced in size, impacts related to visual character under this alternative would be less than significant. Finally, because Alternative C includes development of the Project Site with land uses that similar to those proposed as part of the Project but reduced in size, the amount of lighting and sources of glare, as well as shade and shadow associated with Alternative C would be less than under the Project. Thus, impacts related to light and glare, as well as shade and shadow under this alternative would be less than significant, similar to the Project.

Air Quality - Alternative C includes the same number of residential dwelling as the Project and would add the same number of residents to the Project Site, 707. As such, Alternative C would not result in unexpected population growth, and impacts related to consistency with SCAQMD's AQMP would be less than significant, similar to the Project. Further, although this alternative would require less excavation than the Project and would include construction of less overall square footage, the maximum construction day scenario under Alternative C could generate regional NOx emissions and localized NOx, PM10, and PM2.5 emissions in excess of SCAQMD's significance thresholds, similar to the Project. Without mitigation, sensitive receptors near the Project Site could be exposed to these construction emissions. However, Mitigation Measure C1 identified for the Project also would apply to this alternative and would reduce the referenced emissions to below the relevant significance thresholds. Thus, impacts related to construction emissions/sensitive receptors under Alternative C would be less than significant, similar to the Project. Additionally, because this alternative includes land uses that are similar to those proposed as part of the Project but less overall square footage, Alternative C would generate less area source, energy source, and mobile source emissions than under the Project. Sensitive receptors in the vicinity of the Project Site would not be exposed to substantial operational emissions. As such, operational emissions under Alternative C would not exceed SCAQMD's significance thresholds. Thus, operational emissions/sensitive receptors impacts under Alternative C would be less than significant, similar to the Project. Finally, the amount of TACs generated under Alternative C would be less than under the Project. Thus, impacts related to TACs under this alternative would be less than significant, similar to the Project.

Cultural Resources - No historical resources would be demolished, altered, or relocated as a result of Alternative C. The building under Alternative C would meet LAMC setback

requirements, similar to the Project, and would not affect the physical integrity or historical significance of any of the three historical resources near the Project Site. Thus, Alternative C would not result in any direct or indirect impacts to historical resources, similar to the Project. Yet because the Project Site area has a high sensitivity for containing historic archaeological resources, any development of the Project Site that includes ground-disturbing activities such as grading and excavation could result in encounters with unknown historic archaeological resources. Mitigation Measures D-1 through D-4 would apply to any development of the Project Site (including that under Alternative C), and impacts would be less than significant, similar to the Project.

Geology and Soils - Because the Project Site is the same under Alternative C as it is for the Project, any development of the Project Site would be subject to the same geotechnical issues identified for the Project and would be subject to the most recently adopted California Building Code design parameters to ensure that impacts related to geology and soils would be less than significant.

GHG Emissions - Because Alternative C includes the construction and operation of land uses that are similar to those proposed as part of the Project but somewhat less in overall square footage, the amount of GHG emissions that would be generated as a result of construction and long-term operation of the alternative would be less than those of the Project. Similar to the Project, Alternative C would be required to comply with numerous regulatory compliance measures, particularly those associated with the City's Green Building Code that would reduce the alternative's GHG emissions profile and would represent improvements with respect to the NAT scenario. Thus, Alternative C's GHG emissions reductions as compared to the NAT scenario demonstrate consistency with GHG Reduction Plans, Executive Orders S-3-05 and B-30-15, SCAG's Sustainable Communities Strategy, and the City's Green Building Ordinance. Thus, Alternative C's contribution to global climate change would not be cumulatively considerable and would be less than significant, similar to the Project.

Hazards and Hazardous Materials - Similar to the Project, during the construction and operational phases for Alternative C, this alternative would involve the transport, use, and storage of relatively small amounts of potentially hazardous materials, such as paints, adhesives, surface coatings, cleaning agents, waxes, fuels, and oils. However, compliance with applicable city, state, and federal regulations related to the handling, storage, transport, and disposal of hazardous materials and waste during operation of this alternative would ensure that no significant hazard to the public or the environment occurs. Therefore, impacts related to the transport, use, storage, disposal, and/or emissions of hazardous materials under Alternative C would be less than significant, similar to the Project. Additionally, any development of the Project Site (including development under Alternative C) that includes ground-disturbing activities would result in the same potential to encounter residual soil contamination, as identified for the Project. Mitigation Measure G-1 identified for the Project would also apply to Alternative C and would ensure that impacts related to residual soil contamination would be less than significant. Also, any development of the Project Site (including development under Alternative C) would be required to comply with LAMC Section 91.71 to ensure that impact related to methane would be less than significant. Because the existing structure on the Project Site was constructed after 1978, no development of the Project Site would result in impacts related to asbestos-containing materials or lead-based paint. Finally, Preparation and implementation of an emergency response plan would ensure that impacts related to emergency response would be less than significant under Alternative C, similar to the Project.

Land Use and Planning - Similar to the Project, Alternative C would be substantially consistent with all applicable plans, policies, and regulations that govern development of the Project Site. Thus, impacts related to land use and planning under Alternative C would be less than significant, similar to the Project.

Noise - This alternative would require the use of the same mix of construction equipment identified for the Project. As such, similar to the Project, use of construction equipment under Alternative C would exceed LAMC Section 112.05's 75 dBA limit for powered construction equipment operating within 500 feet of residential zones. Mitigation Measures I-1 and I-2 identified for the Project would also apply to Alternative C and would ensure that impacts related to construction noise would be less than significant, similar to the Project. Furthermore, similar to the Project, all on-Site noises, including HVAC and mechanical equipment use, would be subject to the requirements of the City's Noise Ordinance to ensure compliance with the City's noise standards. Additionally, because Alternative C would generate less traffic than the Project, the increase in traffic noise under this alternative also would not be noticeable. Thus, impacts related to operational noise under Alternative C would be less than significant, similar to the Project. Finally, this alternative would also include the use of excavators and loaders, which could impact the Hotel Figueroa. However, Mitigation Measures I-3 through I-5 identified for the Project would also apply to Alternative C and would ensure that impacts related to construction groundborne vibration would be less than significant, similar to the Project. Additionally, Alternative C would not include the use stationary sources of groundborne vibration and would generate less traffic than the Project. As such, impacts related to operational groundborne vibration under Alternative C would be less than significant with mitigation, similar to the Project.

Population and Growth - Because Alternative C includes the same number of residential dwelling units as does the Project, this alternative would add the same number residents to the Project Site – 707 residents. As shown on Table VI-4, Alternative C would generate approximately 344 employees, 214 fewer than under the Project. Because this alternative would add the same number of residents and fewer employees to the Project Site than would the Project, the growth associated with Alternative C would fall within growth projections for the Community Plan area and the City, as well. Thus, impacts related to population and housing under Alternative C would be less than significant, similar to the Project.

Public Services - The construction phase associated with Alternative C would likely be somewhat similar in duration than that under the Project. As such, impacts on fire protection services associated with construction under this alternative would be less than significant, similar to the Project. Additionally, any and all development of the Project Site (including development under Alternative C) would be required to comply with City Fire Code, California Fire Code, City Building Code, and National Fire Protection Association standards, thereby ensuring that new development would not create any undue fire hazard. Also, LAFD would require Alternative C to incorporate a sprinkler system into the development to assist with fire suppression, in the event of a fire. Similar to the Project, Alternative C would not require the need for new or altered fire station facilities, and impacts would be less than significant.

Similarly, impacts on police protection services associated with construction under this alternative would be less than significant, similar to the Project. Additionally, all of the security and crime prevention features described above for the Project also would be incorporated into Alternative C. Further, Alternative C would be required to comply with LAPD review requirements and emergency access requirements and would be required to contribute funding to police protection services in the area by generating annual revenue from property taxes that would be deposited into the City's General Fund, which could be used to hire additional police officers. Alternative C's direct population increase and associated demand for police services, along with the provision of on-Site security features, coordination with LAPD, and incorporation of crime prevention features, would not require the provision of new or physically altered police stations in order to maintain acceptable service ratios or other performance objectives for police protection. Therefore, impacts related to police protection services under Alternative C would be less than significant.

Additionally, because Alternative C includes the same number of dwelling units as the Project, the number of students generated under Alternative would be the same as for the Project.

Therefore, impacts to school services under Alternative C would be less than significant, similar to the Project. Similar to the Project, the increased residential population associated with Alternative C (approximately 707 residents) in a currently underserved area would potentially increase the demand on existing parks and recreational facilities. Through compliance with LAMC requirements, impacts related to parks and recreational services under Alternative C would be less than significant, similar to the Project. Finally, Alternative C would generate the same number of residents as the Project and would generate a similar demand for library services as the Project. Therefore, impacts related to library services under Alternative C would be less than significant, similar to the Project.

Transportation/Traffic - As shown on Table VI-9 of the Draft EIR, Alternative C would not result in any significant intersection LOS impacts under the Existing Plus Project traffic scenario, similar to the Project. Alternative C would result in significant unavoidable impacts during the AM peak hour at Intersection No. 7 and during the PM peak hour at Intersection No. 8 (similar to the Project), but Alternative C would avoid the significant unavoidable impacts during the PM peak hour at Intersection No. 7 and the AM peak hour at Intersection No. 8 that would occur under the Project.

A supplemental analysis was prepared to address impacts under the Future Condition "with the My Fig project" given the completion of the My Fig project. This supplemental analysis is also consistent with the inclusion of that supplemental analysis for the Project in the Draft EIR (Section IV.L Transportation/Traffic) for informational purposes, even though such analysis was not required by LADOT. As shown on Table VI-11, assuming completion and operation of the My Fig project, Alternative C would result in significant impacts at three study intersections – Intersection No. 7 (AM peak hour), Intersection No. 8 (AM and PM peak hours), and Intersection No. 9 (AM and PM peak hours) – resulting in the reduction of one peak-hour impact as compared to the Project (i.e., peak-hour impact at Intersection No. 7).

Further, although Alternative C includes development of 68,498 less square feet than the Project, the overall amount of construction traffic that would be generated and the overall construction phase duration under Alternative C would be substantially similar to those under the Project. Similar to the Project, Alternative C would be required to implement a Construction Traffic Management Plan (Mitigation Measure L-1), which would minimize construction traffic impacts on the roadways in the Project Site area. Also similar to the Project, alternative-specific construction traffic impacts would be less than significant. However, cumulative construction traffic impacts under Alternative C would be significant and unavoidable.

Alternative C would generate fewer peak hour trips than the Project. As such, impacts related to CMP roadway facilities under Alternative C would be less than significant, similar to the Project. Further, given that Alternative C would generate fewer daily transit trips than the Project, the 46 transit lines serving the Project Site would be able to accommodate Alternative C, and impacts related to transit services under this alternative would be less than significant, similar to the Project. Finally, because this alternative would generate fewer daily and peak hour trips than the Project, impacts related to Caltrans facilities would be less than significant under Alternative C, similar to the Project.

Tribal Cultural Resources - Any development of the Project Site that includes ground-disturbing activities such as grading and excavation could result in encounters with unknown tribal cultural resources. As such, any developer of the Project Site would be required to comply with the City's Standard Condition of Approval for the Inadvertent Discovery of Tribal Cultural Resources, and any potential impacts would be reduced to less than significant, similar to the Project.

Utilities and Service Systems - As shown on Table VI-13 of the Draft EIR, Alternative C would generate a net total of approximately 92,802 gpd of wastewater (or 0.09 mgd), 80,695 gpd of wastewater less than the Project. Thus, impacts related to wastewater service under Alternative C would be less than significant, similar to the Project. Also, Alternative C would

consume approximately 157,556 gpd of water, 37,020 gpd of water less than the Project. Thus, impacts related to water supply under Alternative C would be less than significant, similar to the Project. Further, because this alternative includes development of the same Site as under the Project and with similar land uses but with less overall square footage, the amount of demolition and construction waste and long-term operational waste generation under Alternative C would be less than under the Project. As such, impacts related to solid waste under Alternative C would be less than significant, similar to the Project. Finally, because LADWP and SoCalGas could accommodate the Project's demand for electricity and natural gas (respectively), the demand for electricity and natural gas associated with Alternative C also could be accommodated, as it includes less overall square footage as the Project on the same Site. Thus, the demand for electricity and natural gas under Alternative C would not result in a wasteful or inefficient use of energy, similar to the Project.

Finding

Specific economic, legal, social, technological, other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the EIR.

Rationale for Finding

Given the reduced residential and retail development and no development of hotel uses under Alternative C, this Alternative would only partially meet most of the Project Objectives and would meet those objectives to a lesser degree as compared to the Project.

Alternative C could be developed to meet Project Objective 1 (DTLA skyline). However, due to the reduction in building height as compared to the Project, the building under Alternative C might not contribute to the Downtown Los Angeles skyline. Given the reduced height, Alternative C would not achieve this objective to the same degree as the Project. It would partially meet Project Objective 2 (smart growth) because the alternative includes a reduced amount of retail land uses and does not include any office uses. Given the reduced retail and elimination of hotel uses, Alternative C would meet this objective to a lesser degree as compared to the Project. It would meet Project Objective 3 (pedestrian-friendly retail zone), although possibly to a lesser degree as compared to the Project due to the reduction retail square footage. Alternative C would meet Project Objective 4 (unique housing). Alternative C would partially meet Project Objective 5 (multi-use location) because the alternative includes residential uses in the same location as commercial uses. However, Alternative C would not meet this objective to the extent the objective supports providing residential uses in the same location as office uses. Given the reduction in commercial uses and elimination of office uses, this Alternative will meet this objective to a lesser degree as compared to the Project. Alternative C would meet Project Objective 6 (City economic growth), but to a lesser degree than the Project due to the reduced retail uses and elimination of office uses. It would meet Project Objective 7 (different sized residential units).

In addition, the City's planning goals and policies indicate that redevelopment of the Project Site should be high-density. Alternative B would not maximize developable area on the Project Site due to the reduced proposed density of the alternative. Moreover, the City's has stated its vision for the Project Site in several documents, which indicate that the Project Site should contain high density uses to maximize density on redevelopment Sites located adjacent to transit and within the transit core areas identified in the City's planning and policy documents. (See e.g., 2008 RCP Land Use and Housing Policy LU-4; General Plan Framework Element: Land Use Chapter, Policies 3.1.1, 3.2.2; General Plan Housing Element, Policy 1.3.5; Central City Community Plan Residential Policy 1-1.1.) The reduced density associated with Alternative C conflicts with the City's planning goals and is undesirable from a policy standpoint.

Furthermore, regarding social and other considerations, the Project Site is located in an area of the City that is undergoing rapid change and densification. The existing conditions and development trends immediately surrounding the Project Site are maximizing density because

the area is transit rich, located adjacent to other major office buildings and regional entertainment venues. Thus, there are several social and other considerations that warrant maximizing the density of development on the Project Site to implement an office project that can deliver the amount and type of office rooms and amenities desired by the City to support business demand.

Reference

For a complete discussion of impacts associated with Alternative C, see Section VI (Alternatives to the Proposed Project) of the Draft EIR.

Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines indicates that an analysis of alternatives to a project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR. The CEQA Guidelines also state that should it be determined that the No Project Alternative is the Environmentally Superior Alternative, the EIR shall identify another Environmentally Superior Alternative among the remaining alternatives. An environmentally superior alternative is an alternative to a project that would reduce and/or eliminate the significant, unavoidable environmental impacts associated with the project without creating other significant impacts and without substantially reducing and/or eliminating the environmental benefits attributable to the project.

Alternative A (the No Project Alternative) would be environmentally superior to the Project, since this alternative would avoid all of the significant (but mitigatable) impacts, including Air Quality (Regional and Localized Construction Emissions and Sensitive Receptors), Cultural Resources (Archaeological Resources) Hazards and Hazardous Materials (Upset Conditions Involving the Release of Hazardous Materials), Noise (Construction Noise and Construction Vibration), and Utilities and Service Systems (Water Services), and the significant unavoidable impacts related to Transportation/Traffic (Operational Intersection LOS and Construction Traffic) that would occur under the Project. Also, Alternative A would not achieve any of the Project objectives.

In accordance with CEQA Guidelines Section 15126.6(e), if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives, which include Alternative B and Alternative C.

Because Alternative B would likely lessen the degree to which any impact would occur under the Project, given the reduction in overall square footage, and would avoid the significant unavoidable construction traffic and intersection LOS impacts that would occur under the Project, Alternative B is the Environmentally Superior Alternative. However, Alternative B would only partially meet the Project Objectives and would meet those objectives to a lesser degree as compared to the Project.

Alternatives Rejected as Being Infeasible

Section 15126.6(c) of the CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible, and briefly explain the reasons underlying the lead agency's determination. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration are the alternative's failure to meet project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives can be rejected by the City for specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, that make infeasible the project alternatives identified in the final EIR. Alternatives to the Project that have been considered and rejected as infeasible include the following:

Alternate Project Site - This alternative considered development of the Project on an alternate Site within the Project Site area. However, this alternative was rejected for further analysis, because the Project Applicant does not own or have control over any other developable property in the Project Site area and cannot “reasonably acquire, control or otherwise have access

to [an] alternative Site" (refer to Section 15126.6[f][1] of the CEQA Guidelines). Thus, this alternative was deemed infeasible.

All Office Alternative - This alternative considered development of the Project Site with only an office land use and associated parking. However, this alternative was rejected for further analysis, because developing a single land use at the Project Site would not meet nearly all of the Project Objectives, including the most basic and important purpose the Project, which is to develop a mix of land uses at the Project Site that aim to ensure the activation of the City streetscape, where retail land uses on the first three levels, followed by office land uses, and topped with hotel and residential land uses would attract pedestrians from within the Project Site area, while providing support to local businesses, attractions, and places of employment. Because this alternative would not meet nearly all of the Project Objectives, this alternative was considered infeasible.

Significant Irreversible Environmental Changes

Section 15126.2(c) of the CEQA Guidelines indicates that an EIR should evaluate any significant irreversible environmental changes that would occur should the proposed project be implemented. The types and level of development associated with the project would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during construction of the project and would continue throughout its operational lifetime. The development of the Project would require a commitment of resources that would include: (1) building materials and associated solid waste disposal effects on landfills; (2) water; and (3) energy resources (e.g., fossil fuels) for electricity, natural gas, and transportation.

Pursuant to section 15126.2(c) of the CEQA Guidelines, the City considered the potential significant irreversible environmental changes that could result from the Project. Construction of the Project would require the use of nonrenewable resources (i.e., wood, metals, sand, gravel, fossil fuels) for building materials and to fuel construction vehicles and equipment. Subsequent use and maintenance of the Project would also require the long-term consumption of these non-renewable resources at reduced levels. Recently, shortages of water, steel, and concrete ingredients have been issues of concern. The commitment of resources required for the construction and operation of the Project would limit the availability of such resources for future generations or for other uses during the life of the Project. Although these resource commitments and environmental changes would occur gradually, their combined loss could be considered significant and irreversible. However, continued use of such resources is consistent with the anticipated growth and planned changes on the Project Site and in the City. As such, any irreversible damage caused by the Project from use of nonrenewable resources, including irretrievable commitments of nonrenewable resources, would be less than significant.

The Project would also result in commitment of the land at the Project Site, eliminating other options for its use. The existing Site would be replaced with a new mixed-use development. Along with the long-term commitment of land uses is an increased commitment of certain public services to the Project. This includes the provision of police, fire and emergency medical services, water supply services, wastewater treatment services, and solid waste disposal. As explained above, the Project would not create significant or irreversible damage resulting from the commitment of land at the Project Site, including the increased commitment of certain public services.

The Project would allow for the development of residential and retail land uses. During long-term operation of the Project, some hazardous materials such as solvents, cleaners, and petroleum products could be used and stored at the Site. However, the amounts of these materials that would be present at the Site would be insignificant, and the users of these materials would be required to comply with all local, state, and federal laws pertaining to the management of hazardous materials and wastes. Through compliance with these laws, the

Project would not create irreversible damage resulting from environmental accidents associated with the Project.

Growth-Inducing Impacts

Pursuant to section 15126.2(d) of the CEQA Guidelines, the City considered the Project's potential growth-inducing impacts. Generally, a Project may foster or encourage population growth in a geographic area if it meets any of the following criteria: (i) economic expansion or growth (e.g., changes in revenue base, employment expansion, etc.); (ii) removal of an impediment to growth (e.g., establishment of an essential public service or the provision of new access to an area); (iii) establishment of a precedent-setting action (e.g., an innovation, a change in zoning, or general plan amendment approval); or (iv) development of or encroachment on an isolated adjacent area of open space (being distinct from an "infill" type of encroachment).

As discussed in Section IV.J (Population and Housing) of the Draft EIR, based on the 2016 persons-per household rate for the Central City Community Plan, the Project would add a residential population of approximately 707 people to the Project Site. The Project's residential population would represent approximately 0.73 percent of the forecasted growth between 2016 and 2040 in the Central City Community Plan Area. The Project's housing units would represent approximately 0.37 percent of forecasted growth between 2016 and 2040 in the Community Plan area. Thus, the Project's population growth would fall within the forecasted growth for the Community Plan area.

The Project's residential population would represent 0.21 percent of the forecasted growth between 2020 and 2035 in the City and 0.11 percent of the forecasted growth between 2020 and 2040. The Project's housing units would represent approximately 0.21 percent of forecasted growth between 2020 and 2035 in the City and 0.15 percent between 2020 and 2040. The Project's employment would represent approximately 0.62 percent of the forecasted growth between 2020 and 2035 in the City and 0.15 percent between 2020 and 2040. Thus, the Project's population growth would fall within the forecasted growth for the City.

The land use designation for the Project Site in the Community Plan is Regional Center Commercial, with an underlying corresponding C2-4D (Commercial, Height District 4 with Development Limitation) zoning designation. The Project's proposed land uses are allowed under the existing land use designation and zoning. The Development Limitation associated with the existing zoning of the Project Site limits the developable FAR to 6:1. However, pursuant to Section 14.5 of the LAMC, the Project Applicant is seeking a TFAR of 559,452 square feet from a "donor" Site to the Project Site that would allow an increase in the FAR associated with the Project to 13:1. With the TFAR, the Project would not result in an increase in housing and associated residential population within the Community Plan area or City that was not already anticipated. Thus, the Project would not result in unexpected population growth. Therefore, Project impacts related to population and housing would be less than significant.

The Project would include improvements to infrastructure, including drainage, sewer, water, electricity, and natural gas near and at the Project Site to serve the Project only. Such infrastructure improvements would be limited to the Project Site and would not extend onto adjacent parcels. Therefore, Project impacts related to substantial population growth resulting from infrastructure improvements would be less than significant.

Additionally, as discussed in Section IV.I (Noise) of the Draft EIR, the Project's commercial development would generate approximately 558 employees. However, the types of jobs associated with the Project (i.e., hotel employees, retail cashiers and clerks, office workers) could be accommodated by people in the existing workforce in the Project Site vicinity and/or other areas of the City.

Statement of Overriding Considerations

The Final EIR for the Project has identified unavoidable and significant impacts that will result from implementation of the Project. Section 21081 of the Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when a public agency's decision allows the occurrence of a significant impact identified in a Final EIR that is not at least substantially mitigated to an insignificant level or eliminated, the lead agency must state in writing the reasons to support its action based on the completed EIR and/or other information in the record. Article I of the City of Los Angeles CEQA Guidelines incorporates all of the State CEQA Guidelines contained in title 15, California Code of Regulations, sections 15000 et seq., and hereby requires, pursuant to CEQA Guidelines Section 15093(b) that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects have been identified in the Final EIR that cannot be substantially mitigated to an insignificant level or be eliminated. These Findings and the Statement of Considerations are based on the record of proceedings, including, but not limited to, the Final EIR, and other documents and materials that constitute the record of proceedings.

Based on the analysis provided in the Final EIR, implementation of the Project would result in significant impacts that cannot be feasibly mitigated with respect to Traffic and Transportation.

Accordingly, the City adopts this Statement of Overriding Considerations. Having (i) adopted all feasible mitigation measures; (ii) determined that Alternatives A, B and C would not meet the Project objectives to the same degree as the Project, as discussed above in Section VII; (iii) recognized the significant and unavoidable impacts; and (iv) balanced the benefits of the Project against its significant and unavoidable impacts, the City hereby finds that each of the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

The City further finds and determines that:

a) All significant environmental impacts that can be feasibly avoided have been eliminated, or substantially lessened through implementation of the project design features and/or mitigation measures; and

b) Based on the Final EIR, the Statement of Overriding Considerations herein, and other documents and information in the record with respect to the construction and operation of the project, all remaining unavoidable significant impacts, as set forth in these findings, are overridden by the benefits of the project as described in the Statement of Overriding Considerations for the construction and operation of the project and implementing actions.

The below stated reasons summarize the benefits, goals, and objectives of the Project and provide the rationale for the benefits of the Project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits listed below would be sufficient to outweigh the adverse environmental impacts of the Project and justify its approval.

1. **Smart Growth.** The Project is consistent with the City's current and long-term planning visions for the Project Site. The City desires to locate density near mass transit to reduce environmental impacts and implement smart growth planning decisions. This strategy is particularly relevant to reduce traffic, air quality, greenhouse gas, and health impacts that are caused by vehicular travel. The Project is near Metro Expo Line and Blue Line transit stations and existing and new pedestrian and bicycle infrastructure developed as part of the MyFigueroa project. In addition, the Project is within the downtown Los Angeles regional center, and in proximity to the Los Angeles Convention Center and the Los Angeles Sports and Entertainment District, including the L.A. Live complex. In these

respects, the Project is consistent with planning goals and policies to improve the area, and results in a beneficial reduction in Vehicle Miles Travelled and related environmental and land use impacts. Implementation of the Project will capitalize on smart growth by substantially improving existing conditions on the site, which contains limited residential and commercial opportunities, with an infill mixed-use development containing residential, office, and visitor-serving hotel uses that fulfill policy directives to focus housing and employment growth within High-Quality Transit Areas (HQTAs) designated by the Southern California Association of Governments (SCAG).

2. **Supports City's Hotels Goals and Tourism.** The City has an established mandate to develop 8,000 hotel rooms within walking distance to the Los Angeles Convention Center, and the Project provides a material benefit to the City accomplishing this goal by contributing 373 hotel guest rooms located near he Los Angeles Convention Center. Hence, the Project is a substantial benefit for the City by accommodating visitors and tourism and to become more competitive with other cities that attract large conventions and the related direct and indirect economic benefits.

3. **Supports City's Housing Goals.** The Project helps achieve the Mayor's goal to build 100,000 units of housing by 2021 and provide support toward the City's Regional Housing Needs Assessment allocation, by developing 374 new multi-family residential condominiums, in a mix of unit sizes, thereby significantly enhancing the diversity and stock of housing in the downtown area.

4. **Employment and Tax Revenue.** The Project will develop new retail, restaurant, commercial office, and ancillary hotel uses that provide short- and long-term employment opportunities for the City. The Project would provide substantial economic benefits for the City as it would generate construction jobs, and operation will create 558 permanent jobs. In addition, the Project would result in construction revenues of approximately $4.4 million and annual generation of approximately $8.3 million. In addition, the Project will attract new hotel guests and residents which are likely to support the local businesses contained within the mixed-use project and in the vicinity of the site.

5. **Pedestrian Enhancements.** The project proposes ample bike parking, a pedestrian-friendly environment, and a Traffic Demand Management (TDM) program that supports multi-modal options for residents, employees, and visitors of the site, including payments for bicycle infrastructure improvements and pedestrian continental crosswalks in the vicinity. The Project would also focus growth along major transportation corridors and within walking distance of a transit station, and would provide bicycle facilities in proximity to the MyFigueroa project, supporting multi-modal mobility options and enhancing the predominantly restaurant and hotel options presently available in and around L.A. Live.

6. **Public Benefits.** The project will contribute $23,203,404.68 as part of the Transfer of Development Rights proposed in public benefits, with 50% of that total being assigned to the Public Benefit Payment Trust Fund, and other payments assigned to specific initiatives in the downtown area, which may include affordable housing and public park improvements.

7. **Contribution to Downtown Architecture.** Implementation of the Project will include the development of an iconic, architecturally-compelling tower, which contributes visual distinction and a unique feature to the Downtown Los Angeles skyline, particularly when viewed from the south.

8. **Sustainability.** The Project will be consistent with the City's Green Building Code and Mayor's Green New Deal by incorporating sustainable and green building design and construction to promote resource conservation, including electric-vehicle charging, solar-panels, and water conservation measures in excess of Code requirements.

General Findings

1. The City, acting through the Department of City Planning, is the "Lead Agency" for the project evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the project, that the Draft EIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.

2. The EIR evaluated the following potential project and cumulative environmental impacts: Aesthetics, Air Quality, Cultural Resources, Geology and Soils, Greenhouse Gases, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, Energy conservation and Infrastructure, alternatives, and other CEQA considerations. Additionally, the EIR considered, in separate sections, Significant Irreversible Environmental Changes and Growth Inducing Impacts. The significant environmental impacts of the project and the alternatives were identified in the EIR.

3. The City finds that the EIR provides objective information to assist the decision makers and the public at large in their consideration of the environmental consequences of the project. The public review periods provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review periods and responds to comments made during the public review periods.

5. The Department of City Planning evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Department of City Planning prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Department of City Planning reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft EIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

6. The Final EIR documents changes to the Draft EIR. Having reviewed the information contained in the Draft EIR, the Final EIR, and the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impact, substantial increase in the severity of a previously disclosed impact, significant new information in the record of proceedings or other criteria under CEQA that would require additional recirculation of the Draft EIR, or that would require preparation of a supplemental or subsequent EIR. Specifically, the City finds that:

7. The Responses to Comments contained in the Final EIR fully considered and responded to comments claiming that the project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the project would result in changed

circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.

- The City has thoroughly reviewed the public comments received regarding the project and the Final EIR as it relates to the project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.
- None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.
- The mitigation measures identified for the project were included in the Draft EIR and Final EIR. As revised, the final mitigation measures for the project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the project. The City finds that the impacts of the project have been mitigated to the extent feasible by the mitigation measures identified in the MMP.

8. CEQA requires the Lead Agency approving a project to adopt a MMP or the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City and revised in the MMP as adopted by the City serve that function. The MMP includes all of the mitigation measures and project design features adopted by the City in connection with the approval of the project and has been designed to ensure compliance with such measures during implementation of the project. In accordance with CEQA, the MMP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the MMP.

9. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the project.

10. The custodian of the documents or other materials which constitute the record of proceedings upon which the City decision is based is the City of Los Angeles, Department of City Planning.

11. The City finds and declares that substantial evidence for each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.

12. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the project.

13. The EIR is a project EIR for purposes of environmental analysis of the project. A project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the project by the City and the other regulatory jurisdictions.

PUBLIC HEARING AND COMMUNICATIONS

A joint public hearing was held at City Hall for the proposed project entitlements on August 28, 2019 and was attended by the applicant, their representatives, and approximately 40 members of the public. At the public hearing, the applicant and their representatives provided testimony. A total of 18 speakers addressed the project, 17 members of the public spoke in favor of the Project. A representative from the Central City Association spoke in favor of the Project.

Summary of Public Hearing Testimony

At the hearing, the applicant presented the Project features and 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. Unions speaking in favor of the Project included: Laborer's International Union, Laborer's Local Union 300, IBEW Local II, Iron Workers Local 416, Local 250 Welders Union, Plumber Union 78, UA Local 709, Creed LA, Ironworkers of Los Angeles, and the Sheet Metal Workers Local 105. Unions speaking against the Project included Unite Here Local 11.

A representative of the Golden State Environmental State Alliance spoke against the Project based on the Environmental Impact Report's claimed deficiencies.

A representative from HED Architects spoke in favor of the Project, particularly its design. A member of the public spoke in favor of the Project.

Communications Received

The Central City Association, the South Park Business Improvement District and the Downtown Neighborhood Council submitted letters of support for the Project at or prior to the hearing.

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

Since the October 10, 2019 City Planning Commission meeting, a representative of the owner of the adjacent Hotel Figueroa located at 939 S. Figueroa Street filed an appeal of the City Planning Commission's associated Vesting Tentative Tract Map Denial (VTT-73966-1A) and the certification of the Environmental Impact Report. The appeal will be heard at City Council at a date uncertain.

OLYMPIC TOWER - 811 W OLYMPIC BLVD., LOS ANGELES, CA 90015



PROJECT INFORMATION

PROJECT ADDRESS:

811 WEST OLYMPIC BLVD.
LOS ANGELES, CA 90015

APN # 5138003014

ZONING: C2-4D

LOT SIZE:
37,030.76 SF

AREA FROM PROPERTY LINE TO CENTERLINE OF STREET:
23,093.13 SF

TOTAL AREA FOR TFAR CALCULATION:
60,126 SF

FAR: 13:1

MAXIMUM ALLOWABLE BUILDABLE AREA:
60,126 SF x13 = 781,638 SF

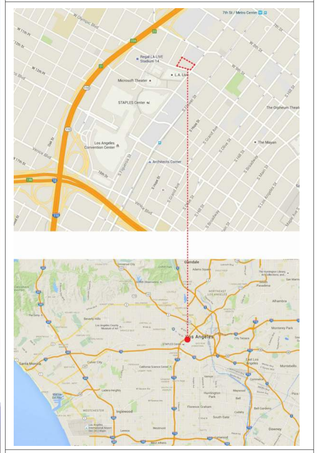
PROPOSED LIVIBLE AREA: 779,173 SF

PROPOSED CONSTRUCTION AREA: 1,317,986 SF

APPLICABLE CODES

- 2013 CALIFORNIA BUILDING CODE
- 2013 CALIFORNIA ELECTRICAL CODE
- 2013 CALIFORNIA MECHANICAL CODE
- 2013 CALIFORNIA PLUMBING CODE
- 2013 CALIFORNIA CODE OF REGULATIONS TITLE 21, PART 11

VICINITY MAP



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CIVIL ENGINEER:

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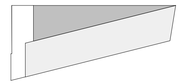
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COVER

Project number	85-10130
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Drawn by	YP
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Scale

OLYMPIC TOWER Project Narrative

Urban and Architecture Design Strategy

Located in one of the most prominent and visible corners of Downtown Los Angeles, Olympic Tower will house a variety of uses (Retail, Office, Hotel and Condominiums) compatible with the existing urban environment.

The project has been conceived (along Olympic Boulevard) as a metaphorical "bent salutation" to Downtown's Entertainment area (LA Live, Staples Center, Microsoft Theatre, etc.) while creating South facing landscaped elevated open atriums at the Condominium amenities and Hotel levels.

The 57 story iconic building is designed as a monumental urban tree (vertical gardens landmark) where real vegetation grows along its structural grid contained within its double-paned glass.

o At the street level the project is pedestrian friendly, utilizing the side alley to provide all the vehicular access to the different functions and levels while maintaining the sidewalks and parkways along Figueroa Street and Olympic Boulevard for the exclusive uses of pedestrian traffic and potentially sidewalk seating. The Retail ground level and upper two floors are designed to encourage the flowing connection to the pedestrian traffic by weaving its storefronts and accesses into the main lobbies.

o The structural component is part of the architectural expression, wrapping the building around its entire perimeter, eliminating interior columns at the free standing tower and culminating at the roof top with a structural trellis tying the vertical structural grid.

The underground parking (directly accessed from the side alley) is dedicated solely to the residential units while the above ground parking garage provides 24/7 valet service for the Commercial (Retail and Offices) and the Hotel use; both parking areas also provide valet bicycle parking.

The building design recognizes its adjacency to the historic Hotel Figueroa by detaching the tower above the hotel roof level, and the Olympic Tower's Figueroa Street facade is designed in a more sensitive scale making the first levels of the tower also more compatible with the scale of Hotel Figueroa's architectural rhythm.

Given that Olympic Tower is a multi-use complex, the building integrates several independent vertical circulations connecting the ground floor (street level). The Hotel, Office, Residential and Conference Center small access lobbies are located at the ground floor, while the large spaces dedicated to lobbies for each use and the amenities are provided in the upper floors connected through exclusive vertical circulations.

Pursuant to the city's regulations allowing the substitution of helipads by special Fire access requirements, the building design provides a fire elevator all the way up to the top of the building.

Structural Design Strategy

o Just as the architectural program of the tower is divided into three distinct vertically stacked uses, the structure has been developed following this same approach. The upper Condominium levels consist of a regular grid of steel columns supporting steel framed floors with a composite concrete metal deck floor. Below this, the column grid shifts for a more irregular layout within the hotel levels as they are positioned around spaces that are carved out of the floor plate to facilitate the vertical gardens and balconies. The frame is still conceived as a light steel frame in order to more easily accommodate the shift in the column grid. Below the Hotel levels, the structure shifts to a concrete post-tensioned flat plate construction within the parking levels to accommodate yet another shift in the columns and to minimize the structural depth for a lower floor-to-floor height. A transfer level is employed at each of these grid shifts, normally associated with a mechanical distribution floor level that also accommodate a transfer for the mechanical systems to accommodate the different programmatic MEP demands above and below it.

o Following the larger vision of the architectural expression for the project, the exterior diagonalized grid of the envelope is utilized as a key feature of the structural vertical and lateral support of the tower. The “diagrid” is in-fact a steel tube exoskeleton for the building that supports the floor at the perimeter of the building thereby requiring few columns within the narrow footprint of the tower by spanning the floor system from a central spine column grid at the corridor to the exterior diagrid.

o For lateral seismic resistance, the diagrid is also utilized as a highly efficient, and rigid exterior brace frame, again freeing the interior spaces of the tower from having to accommodate lateral force resisting systems that would otherwise create inefficiencies in the programmatic layout. Supplemental viscous damping mechanisms are anticipated to be implemented within the grid to reduce the seismic forces that would be generated with the stiff grid of steel bracing. By placing the primary lateral system at the skin of the building, it maximizes the width of the effective tower footprint to reduce the slenderness effects of the tower in the narrow direction.

o At several positions in the tower, outrigger portal frames in the short direction of the tower are used to connect the two “sides” of the exoskeleton, collecting lateral and vertical gravity loads and distributing the loads to the diagrid. These portal outrigger frames are an important component in establishing load path continuity from one program through the next, ultimately terminating at the transfer level to the parking levels below.

o Where the exoskeleton is interrupted at the north side of the building at Level 13, buttress frames are employed at the exterior of the building to transfer the forces in the diagrid to the upper northern building edge. These frames align with the positions of the lateral outrigger portal frames.

o The below grade parking levels are mild-steel reinforced concrete two-way flat slabs supported by a continuation of the concrete column grid from the above-grade parking levels. The perimeter retaining walls are envisioned to be constructed with shotcrete construction methods.

o The tower will be founded on a thick concrete mat foundation of variable thickness.

Landscape Design Strategy

The landscape concept incorporates both the Downtown Design Guidelines as well as the Streetscape Plan of the Los Angeles Sports and Entertainment District (LASED).

o The intention of the landscape design is to create a pedestrian-friendly environment which includes shade trees and landscape along the street, enhanced sidewalk paving, lighting and seating.

o A covered pedestrian walkway at the street level integrates the urban street life with the commercial areas of project. The plaza will be a rich urban environment that will support the LASED experience.

o The open spaces terrace of the building are designed to enhance the inside-outside experience to take advantage of the Southern California climate.

o The upper garden terraces are intended to create a strong residential community by including areas for socializing and experience of nature. These social and community spaces will include gardens, group gathering areas, outdoor viewing terraces, barbeque and outdoor dining areas and recreation places for fitness and yoga, as well as quiet and intimate spaces.

o At the upper Hotel lobby, a vertical garden is integrated with the architecture to enhance the public’s arrival experience while also creating filtered sunlight and air.

The landscape will include drought tolerant plants using both native and adaptive native plants materials. The design will incorporate an efficient irrigation system that will meet the SB1881 state regulation.

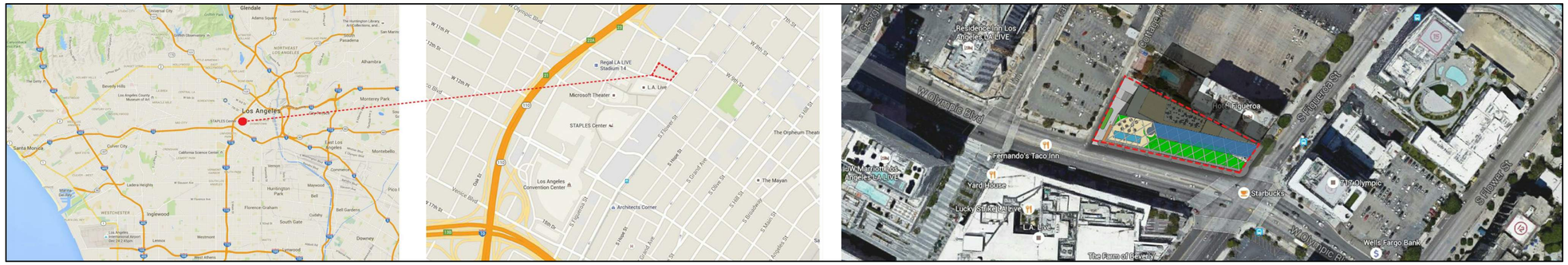
Sustainability Concepts

The project design addresses a wide range of sustainable principles as follows: (pursuing a minimum LEED Silver qualification)

o Exploring the use of photovoltaic translucent film contained within the glass panels that will provide power to the building exterior lighting and LED lighting as part of the visual continuation of the vines at lower atrium.

o Use of renewable and recyclable materials for flooring and partitions

o Drought tolerant landscape



VICINITY MAP NTS

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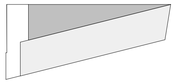
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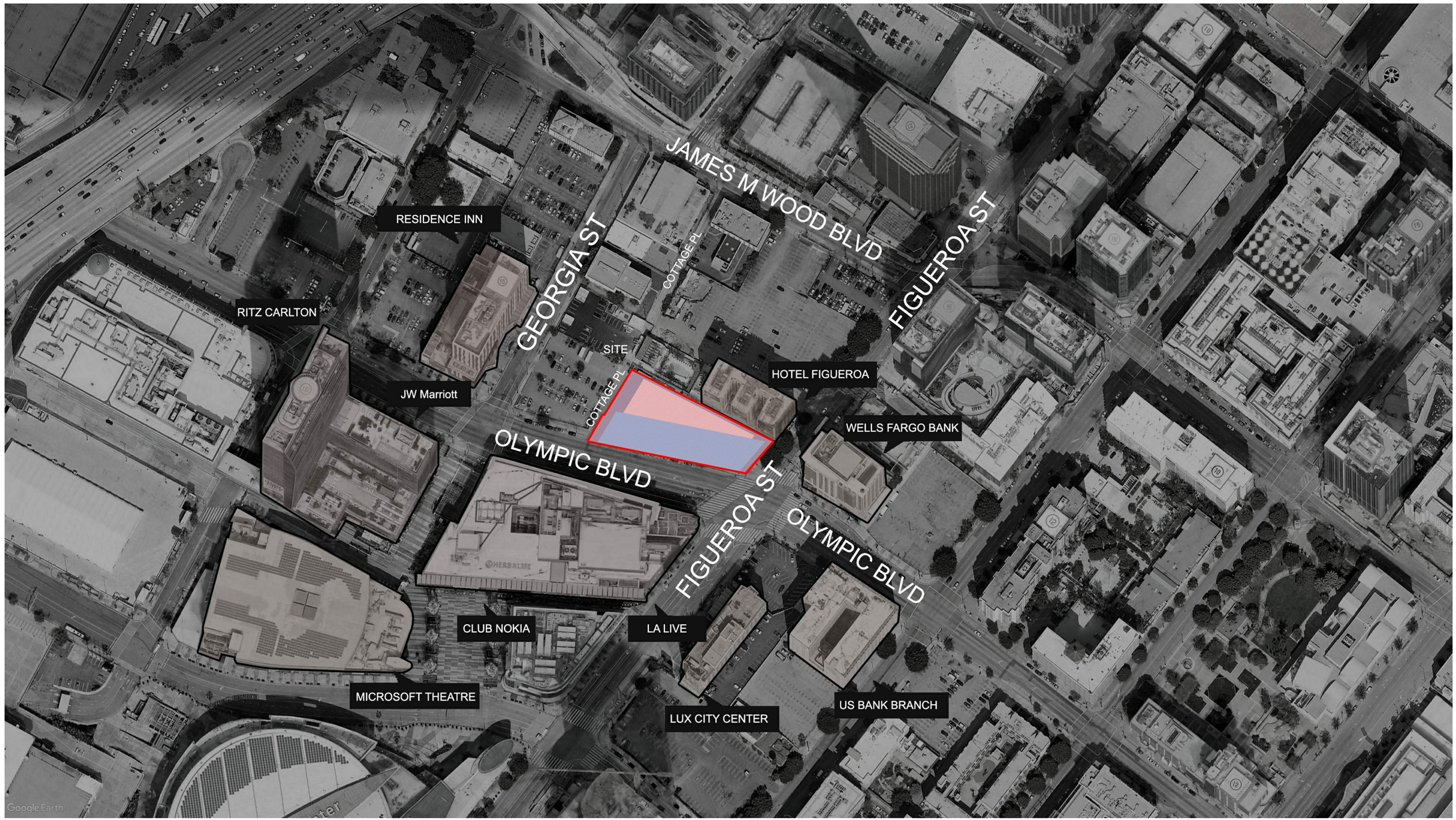
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PROJECT NARRATIVE

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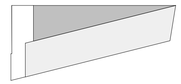
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KEY MAP:



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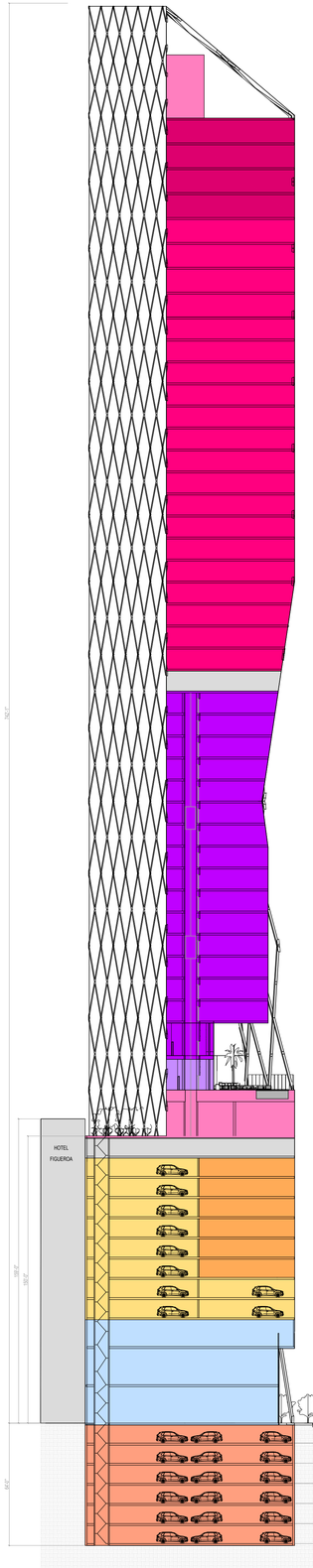
NO.	REV.	DESCRIPTION	DATE
XX		XX	XX/XX/2019

VICINITY MAP

Project number	85-10130
Date	08/22/2019
Drawn by	YP
Checked by	NFN

G0.10

Scale



	LEVEL	PROGRAM	DESCRIPTION	No. OF UNITS	SF	OPEN SPACE REQUIRED	OPEN SPACE PROVIDED	PARKING REQUIRED	PARKING PROVIDED
4-LEVEL TWO-LEVEL CONDOMINIUMS	57	PENTHOUSE CLUB HOUSE	• RESIDENTIAL CLUB HOUSE & LOUNGE	1	4,471 SF	N/A		N/A	N/A
	56	PENTHOUSE AMENITIES	• RESIDENTIAL CLUB HOUSE, POOL & OUTDOOR AREA	1	5,085 SF	N/A		N/A	N/A
	55	PENTHOUSE	• TWO STORY RESIDENCE WITH 3 BEDROOMS	15	15,823 SF	2,625 SF		30	N/A
	54	PENTHOUSE	• TWO STORY RESIDENCE WITH 3 BEDROOMS		18,640 SF				
	53	PENTHOUSE	• TWO STORY RESIDENCE WITH 3 BEDROOMS	15	15,823 SF	2,625 SF		30	N/A
	52	PENTHOUSE	• TWO STORY RESIDENCE WITH 3 BEDROOMS		18,640 SF				
24-LEVEL RESIDENTIAL	51	PENTHOUSE	• RESIDENCE WITH 2 BEDROOMS	14	18,425 SF	2,450 SF		28	N/A
	50	PENTHOUSE	• RESIDENCE WITH 2 BEDROOMS	14	18,425 SF	2,450 SF		28	N/A
	49	PENTHOUSE	• RESIDENCE WITH 2 BEDROOMS	14	18,425 SF	2,450 SF		28	N/A
	48	PENTHOUSE	• RESIDENCE WITH 2 BEDROOMS	14	18,425 SF	2,450 SF		28	N/A
	47	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	18,643 SF	2,450 SF		29	N/A
	46	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	18,643 SF	2,450 SF		29	N/A
	45	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	18,643 SF	2,450 SF		29	N/A
	44	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	18,643 SF	2,450 SF		29	N/A
	43	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	18,643 SF	2,450 SF		29	N/A
	42	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	18,643 SF	2,450 SF		29	N/A
	41	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	18,643 SF	2,450 SF		29	N/A
	40	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	18,643 SF	2,450 SF		29	N/A
	39	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	18,643 SF	2,450 SF		29	N/A
	38	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	18,643 SF	2,450 SF		29	N/A
	37	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	18,643 SF	2,450 SF		29	N/A
	36	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	18,643 SF	2,450 SF		29	N/A
	35	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	14/4	17,948 SF	2,450 SF		29	N/A
	34	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	8/64	17,504 SF	2,250 SF		25	N/A
	33	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	8/64	17,049 SF	2,250 SF		25	N/A
	32	CONDOMINIUMS	• RESIDENCE WITH ONE BEDROOM, CORNER UNITS HAVE 2 BEDROOMS	8/64	16,888 SF	2,250 SF		25	N/A
	31	TRANSITION	MECHANICAL	N/A	N/A	N/A		N/A	N/A
17-LEVEL HOTEL	30	HOTEL ROOMS	• HOTEL GUESTROOMS	27	15,376 SF	N/A		9	N/A
	29	HOTEL ROOMS	• HOTEL GUESTROOMS	27	14,963SF	N/A		9	N/A
	28	HOTEL ROOMS	• HOTEL GUESTROOMS	27	14,547 SF	N/A		9	N/A
	27	HOTEL ROOMS	• HOTEL GUESTROOMS	27	14,138 SF	N/A		9	N/A
	26	HOTEL ROOMS	• HOTEL GUESTROOMS	27	13,720 SF	N/A		9	N/A
	25	HOTEL ROOMS	• HOTEL GUESTROOMS	27	13,812 SF	N/A		9	N/A
	24	HOTEL ROOMS	• HOTEL GUESTROOMS	27	14,395 SF	N/A		9	N/A
	23	HOTEL ROOMS	• HOTEL GUESTROOMS	21	10,764 SF	N/A		7	N/A
	22	HOTEL ROOMS	• HOTEL GUESTROOMS	21	10,968 SF	N/A		7	N/A
	21	HOTEL ROOMS	• HOTEL GUESTROOMS	21	11,163 SF	N/A		7	N/A
	20	HOTEL ROOMS	• HOTEL GUESTROOMS	21	11,358 SF	N/A		7	N/A
	19	HOTEL ROOMS	• HOTEL GUESTROOMS	21	11,546 SF	N/A		7	N/A
	18	HOTEL ROOMS	• HOTEL GUESTROOMS	21	11,741 SF	N/A		7	N/A
	17	HOTEL ROOMS	• HOTEL GUESTROOMS	21	11,928 SF	N/A		10.5	N/A
	16	HOTEL ROOMS	• HOTEL GUESTROOMS	21	12,157 SF	N/A		17.5	N/A
	15	HOTEL ROOMS	• HOTEL GUESTROOMS	16	10,460 SF	N/A		16	N/A
	14	HOTEL MAIN LOBBY & AMENITIES	• HOTEL MAIN LOBBY, POOL AREA AND RESTAURANT	N/A	13,029 SF	N/A		N/A	N/A
	13	CONDO LOBBY & BALLROOM LEVEL	• RESIDENTIAL AMENITIES AND POOL AREA • HOTEL BALLROOM/CONFERENCE CENTER	1 3	8,448 SF 10,801 SF	N/A		N/A 11	N/A
	12	TRANSITION	MECHANICAL	N/A	N/A	N/A		N/A	N/A
8-LEVEL GARAGE & OFFICE	11	PARKING & OFFICE	• PARKING & OFFICE SPACE	1/1	5,583 SF	N/A		6.2	50
	10	PARKING & OFFICE	• PARKING & OFFICE SPACE	1/1	5,583 SF	N/A		6.2	50
	9	PARKING & OFFICE	• PARKING & OFFICE SPACE	1/1	5,583 SF	N/A		6.2	50
	8	PARKING & OFFICE	• PARKING & OFFICE SPACE	1/1	5,583 SF	N/A		6.2	50
	7	PARKING & OFFICE	• PARKING & OFFICE SPACE	1/1	5,583 SF	N/A		6.2	50
	6	PARKING & OFFICE	• PARKING & OFFICE SPACE	1/1	5,583 SF	N/A		6.2	50
	5	PARKING	• PARKING	1	N/A	N/A		N/A	60
	4	PARKING	• PARKING	1	N/A	N/A		N/A	40
3-LEVELS COMMERCIAL	3	RETAIL	• COMMERCIAL SPACE	N/A	22,431 SF	N/A		22.4	N/A
	2	RETAIL	• COMMERCIAL SPACE	N/A	21,898 SF	N/A		21.9	N/A
	1	RETAIL	• COMMERCIAL SPACE	N/A	20,745 SF	N/A		20.7	N/A
6-LEVELS BASEMENT	B1	UNDERGROUND	• UNDERGROUND PARKING, MECHANICAL & STORAGE	N/A	N/A	N/A		N/A	47
	B2	UNDERGROUND	• UNDERGROUND PARKING, MECHANICAL & STORAGE	N/A	N/A	N/A		N/A	67
	B3	UNDERGROUND	• UNDERGROUND PARKING, MECHANICAL & STORAGE	N/A	N/A	N/A		N/A	81
	B4	UNDERGROUND	• UNDERGROUND PARKING, MECHANICAL & STORAGE	N/A	N/A	N/A		N/A	81
	B5	UNDERGROUND	• UNDERGROUND PARKING, MECHANICAL & STORAGE	N/A	N/A	N/A		N/A	81
	B6	UNDERGROUND	• UNDERGROUND PARKING, MECHANICAL & STORAGE	N/A	N/A	N/A		N/A	81

- PENTHOUSE AMENITIES
- PENTHOUSE
- CONDOMINIUMS
- HOTEL ROOM
- HOTEL LOBBY/AMENITIES
- RETAIL
- CONFERENCE CENTER/OFFICE
- PARKING
- BASEMENT PARKING

VEHICLE PARKING CALCULATIONS PER CITY OF LOS ANGELES BUILDING CODE

RESIDENTIAL - 412 SPACES
- STUDIO W/ KITCHEN - 24 UNITS x 1.0 SPACE/UNIT = 24 SPACES
- CONDOMINIUMS (3 HABITABLE ROOMS INCLUDING KITCHEN) - 200 UNITS x 1 SPACE/UNIT = 200 SPACES
- CONDOMINIUMS (>3 HABITABLE ROOMS) - 64 UNITS x 1.25 SPACE/UNIT = 80 SPACES
- CONDOMINIUMS (>3 HABITABLE ROOMS) - 56 UNITS x 1.25 SPACE/UNIT = 70 SPACES
- PENTHOUSE CONDOMINIUMS (>3 HABITABLE ROOMS) - 30 UNITS x 1.25 SPACE/UNIT = 38 SPACES

HOTEL - 71 SPACES
- 1-20 GUEST ROOMS - 20 x 1:2 SPACE/GR = 10 SPACES
- 20-40 GUEST ROOMS - 20 x 1:4 SPACE/GR = 5 SPACES
- 40-373 GUEST ROOMS - 373 x 1:6 SPACE/GR = 56 SPACES

BALLROOM/CONFERENCE CENTER - 108 SPACES
- CONFERENCE ROOM - 10,801 SF (1:100 SF) = 108 SPACES

OFFICE - 33 SPACES
- OFFICE SPACE - 33,498 SF (1:1,000 SF) = 33 SPACES

COMMERCIAL - 65 SPACES
- COMMERCIAL - 65,074 SF (1:1,000 SF) = 65 SPACES

PARKING REQUIRED: 689 SPACES

PARKING PROVIDED = 838 SPACES
- 400 SPACES PROVIDED ABOVE GROUND
- 438 SPACES PROVIDED BELOW GROUND

BICYCLE PARKING

	LONG TERM	SHORT TERM
RESIDENTIAL (2018 CODE)	UNIT 1-25 :25 x1 S/U= 25 SPACES UNIT 26-100 :75x1 S/1.5U= 50 SPACES UNIT 101-200 :100X1 S/2U=50 SPACES UNIT 201+ :174X1 S/4U=43.5 SPACES **TOTAL 169 SPACES**	UNIT 1-25 :25 x1 S/10U= 2.5 SPACES UNIT 26-100 :75x1 S/15U= 5 SPACES UNIT 101-200 :100X1 S/20U=5 SPACES UNIT 201+ :174X1 S/40U=4.35 SPACES **TOTAL 17 SPACES**
HOTEL	373 ROOMS / 20 = 19 SPACES	373 ROOMS / 20 = 19 SPACES
OFFICE	33,498 SF / 5,000 SF/S = 7 SPACES	33,498 SF / 10,000 SF/S = 3 SPACES
COMMERCIAL	65,074 SF / 2,000 SF/S = 33 SPACES	65, 074 SF / 2,000 SF/S = 33 SPACES
TOTAL REQUIRED	228 SPACES	72 SPACES
BICYCLE PARKING PROVIDED	1ST BASEMENT LEVEL 33 2ND BASEMENT LEVEL 204 TOTAL 237	1ST BASEMENT LEVEL 72 TOTAL 72

SITE TREES

TOTAL REQUIRED — **1 TREE PER 4 DWELLING UNITS TOTAL**
374 CONDOMINIUM UNITS / 4 = 94 TREES

TOTAL PROVIDED — **63 TREES**

GENERAL INFORMATION

PROJECT ADDRESS:
811 WEST OLYMPIC BLVD.
LOS ANGELES, CA 90015
APN # 5138003014
ZONING: C2-4D
LOT SIZE: 37,030.76 SF
AREA FROM PROPERTY LINE TO CENTERLINE OF STREET: 23,093.13 SF
TOTAL AREA FOR TFAR CALCULATION: 60,126 SF
FAR: 13:1
MAXIMUM ALLOWABLE BUILDABLE AREA: 60,126 SF x13 = 781,638 SF
PROPOSED BUILDABLE AREA: 779,173 SF

BUILDING SETBACKS
FRONT: 0' / 0'
SIDE: 0' / 0'
REAR: 0' / 0'

BUILDING HEIGHT
- MAXIMUM HEIGHT - NO LIMIT
- PROPOSED HEIGHT - 742' - 1" (ABOVE GROUND)

AREAS PROJECTED BEYOND PROPERTY LINE:
- LEVEL 13TH
- BALCONY AT BALLROOM/CONFERENCE ROOM = 138 SF
(5 FEET PROJECTION TOWARDS OLYMPIC BLVD AT SE CORNER)
- BALCONY AT CONDOMINIUM AMENITY POOL = 148 SF
(5 FEET PROJECTION TOWARDS OLYMPIC BLVD AT SW CORNER)

RESIDENTIAL UNIT SUMMARY:
24 = STUDIO UNITS
200 = 1 BEDROOM UNITS
64 = 2 BEDROOM UNITS
56 = 2 BEDROOM PENTHOUSE UNITS
30 = 3 BEDROOM - TWO STORY PENTHOUSE UNITS

374 = TOTAL RESIDENTIAL UNITS

HOTEL GUEST ROOMS:
373 GUEST ROOMS

SQUARE FOOTAGE SUMMARY:

PENTHOUSE AMENITIES = 9,556 SF
PENTHOUSE = 68,926 SF
CONDOMINIUMS = 73,700 SF
CONDOMINIUMS = 293,105 SF
HOTEL GUEST ROOMS = 216,065 SF
CONDO AMENITIES = 8,448 SF
BALLROOM/CONFERENCE CENTER = 10,801 SF
OFFICE = 33,498 SF
COMMERCIAL/RETAIL = 65,074 SF

TOTAL = **779,173** SF
MAXIMUM ALLOWED PER TFAR = **781,610.57** SF

** FOR "FAR" ALLOCATION AT DIFFERENT LEVELS, PLEASE REFER TO DIAGRAM SHEETS "G0.12, G0.13 & G0.14"

OPEN SPACE

OPEN SPACE REQUIRED - 42,650 SF
- STUDIO W/ KITCHEN - 24 UNITS x 100 SF = 2,400 SF
- CONDOMINIUMS (1 BEDROOM) - 200 UNITS x 100 SF = 20,000 SF
- CONDOMINIUMS (2 BEDROOMS) - 64 UNITS x 125 SF = 8,000 SF
- CONDOMINIUMS (2 BEDROOMS) - 56 UNITS x 125 SF = 7,000 SF
- PENTHOUSE CONDOMINIUMS (3 BEDROOMS) - 30 UNITS x 175 SF = 5,250 SF

REQUIRED OPEN SPACE ALLOCATION
- OUTDOOR/OPEN TO THE SKY: 42,650 SF x 75% = 31,987.5 SF
- INDOOR/COVERED PUBLIC SPACE: 42,650 x 25% = 10,662.5 SF

OPEN SPACE PROVIDED - 73,848 SF
COMMON OPEN SPACES:

Level 13	Outdoor:	11,370 SF;	Indoor:	8,112 SF
Level 56	Outdoor:	13,703 SF;	Indoor:	5,085 SF
Level 57	Outdoor:	721 SF;	Indoor:	3,749 SF
Total:	**Outdoor:**	**25,794 SF;**	**Indoor:**	**16,946 SF**

PRIVATE OPEN SPACE:

Level 32 - 35 (x 4 Levels)	Outdoor:	400 SF;	Indoor:	1,010 SF
Level 36 - 47 (x 12 Levels)	Outdoor:	400 SF;	Indoor:	1,010 SF
Level 48 - 51 (x 4 Levels)	Outdoor:	194 SF;	Indoor:	471 SF
Level 52	Outdoor:	431 SF;	Indoor:	1,195 SF
Level 53	Outdoor:	366 SF;	Indoor:	952 SF
Level 54	Outdoor:	431 SF;	Indoor:	1,195 SF
Level 55	Outdoor:	366 SF;	Indoor:	952 SF
Total:	**Outdoor:**	**8,770 SF;**	**Indoor:**	**22,338 SF**

REQUIRED vs. PROVIDED OPEN SPACE:

- OUTDOOR/OPEN TO THE SKY = REQUIRED 31,987.5 **SF** **PROVIDED 34,564 SF** **DIFFERENCE +2,576 SF**

-INDOOR/COVER OPEN SPACE = REQUIRED 10,662.5 **SF** **PROVIDED 39,284 SF** **DIFFERENCE +23,189 SF**

***** FOR OPEN SPACE ALLOCATION AT DIFFERENT LEVELS, PLEASE REFER TO THE SECTION DIAGRAMS**

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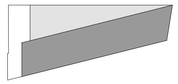
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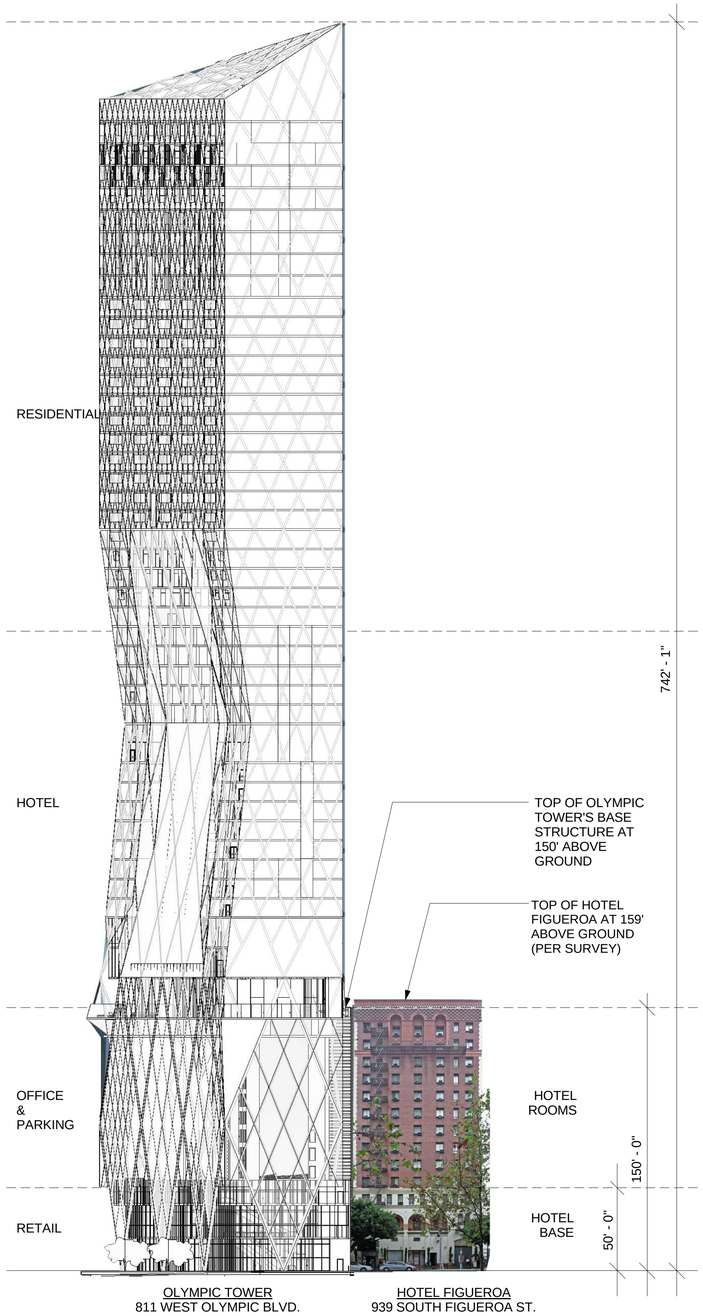
NO.	REV.	DESCRIPTION	DATE

PROJECT BREAKDOWN

Project number	85-10130
Date	07/23/2019
Drawn by	YP
Checked by	NFN

G 0.11

Scale 1/8" = 1'-0"



2 OLYMPIC TOWER RELATIONSHIP WITH HOTEL FIGUEROA ALONG FIGUEROA STREET
NTS

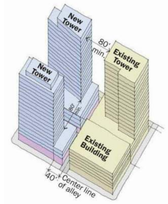
C. SPACING

Tower Spacing

Towers should be spaced to provide privacy, natural light and air, as well as to contribute to an attractive skyline.

1. Generally, the portion of a tower above 150 feet shall be spaced at least 80 feet from all existing or possible future towers, both on the same block and across the street, except where 1) the towers are offset (staggered), 2) the largest windows in primary rooms are not facing one another, or 3) the towers are curved or angled, as illustrated in Figure 6-2.

   Where there is an existing adjacent tower, the distance should be measured from the wall of the existing adjacent tower to the proposed tower. Where there is no existing adjacent tower, but one could be constructed in the future, the proposed tower must be 40 feet from an interior property line and 40 feet from the alley center line shared with the potential new tower as shown in Figure 6-2.



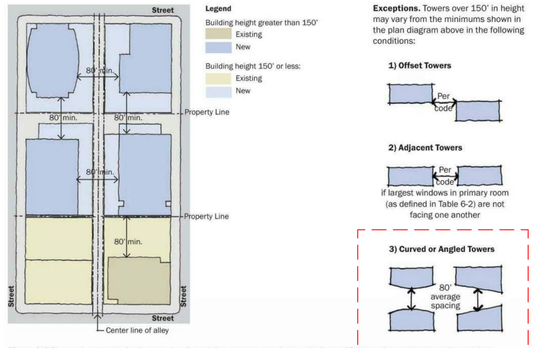
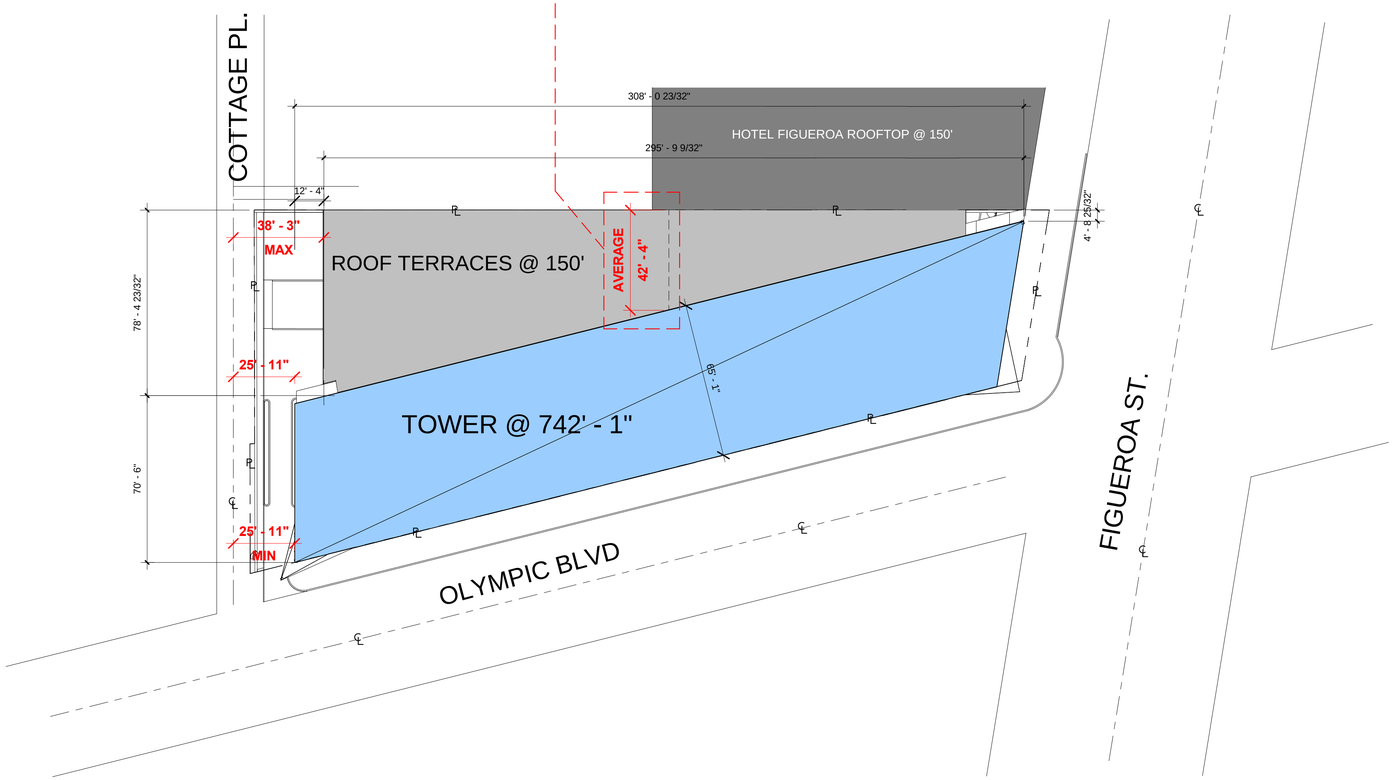


Figure 6-2 Plan and axonometric diagram showing minimum tower spacing to existing and future adjacent towers and exceptions.

LAMC 12.22 A.18 (c)(3)
(3) No yard requirement shall apply to the residential portions of buildings located in lots in the CR, C1, C1.5, C2, C4, and C5 Zones used for combined commercial and residential uses, if such portions are used exclusively for residential uses, abut a street, private street or alley, and the first floor of such buildings at ground level is used for commercial



1 TOWER SPACING DIAGRAM
1/32" = 1'-0"

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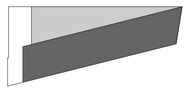
Revisions:

No	Date	Description
1	12/16/2015	1ST ENT. SUBMITTAL



Sheet Title:
TOWER DIAGRAMS

Key Plan:



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

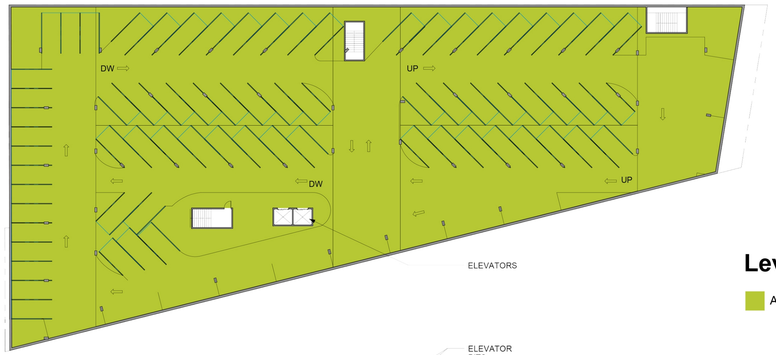
Date: 12/16/2015

Drawn by: WC

Project No: 85-10130

Phase: ENTITLEMENT

Sheet No:
G0.12



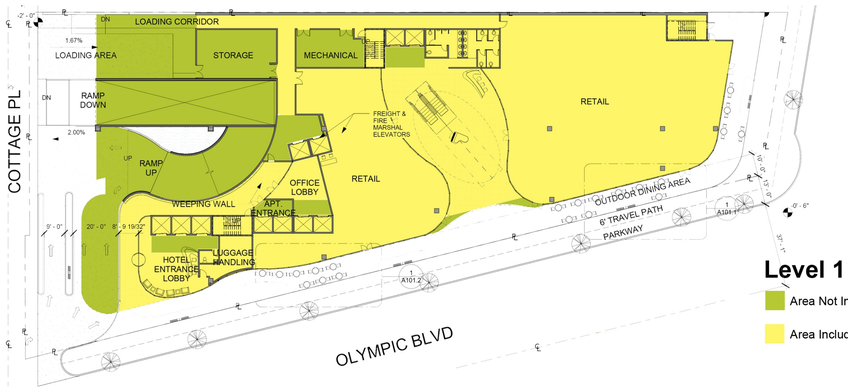
Level B 2

Area Not Included in FAR



Level B 1

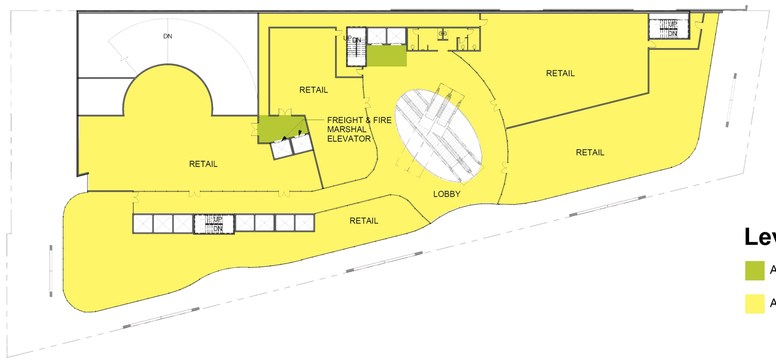
Area Not Included in FAR



Level 1

Area Not Included in FAR

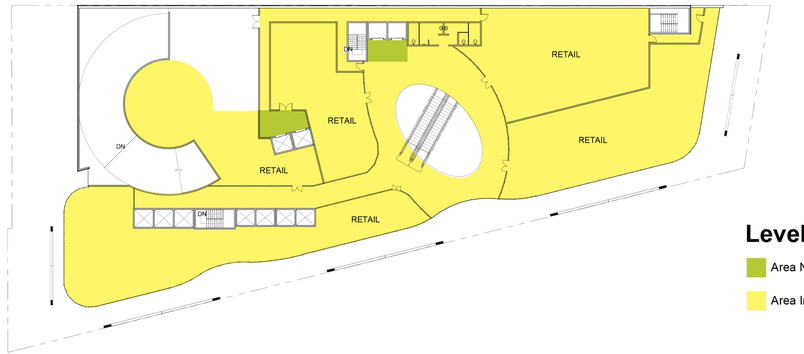
Area Included in FAR = 20,745 SF



Level 2

Area Not Included in FAR

Area Included in FAR = 21,898 SF



Level 3

Area Not Included in FAR

Area Included in FAR = 22,431 SF



Level 5

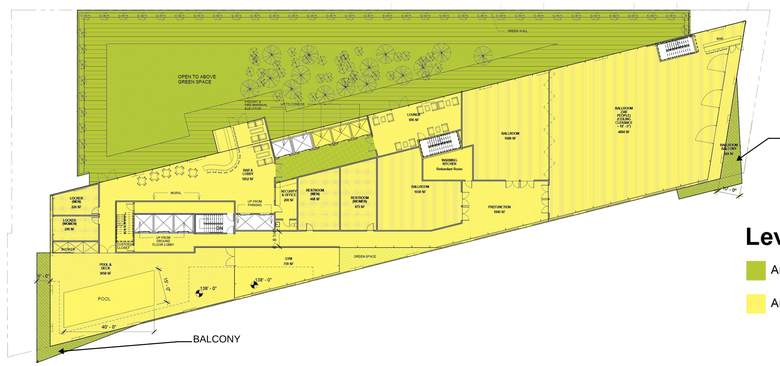
Area Not Included in FAR



Level 8

Area Not Included in FAR

Area Included in FAR = 5,583 SF



Level 13

Area Not Included in FAR

Area Included in FAR = 19,249 SF

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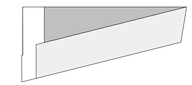
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KEY MAP:



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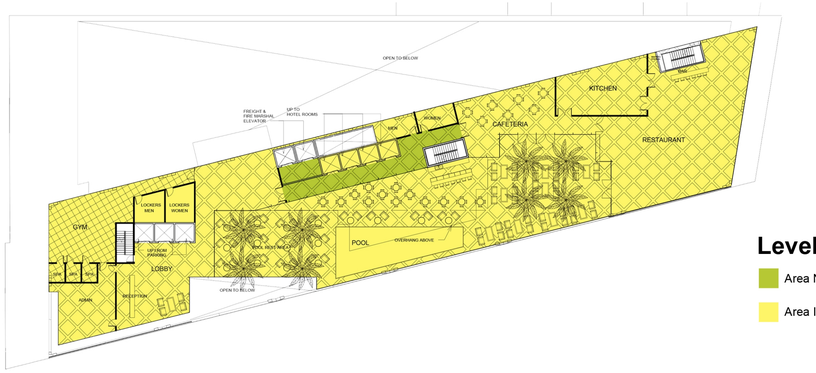
NO.	REV.	DESCRIPTION	DATE
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FAR DIAGRAMS

Project number	
Date	09 July, 2019
Drawn by	YP
Checked by	NFN

G 0.13

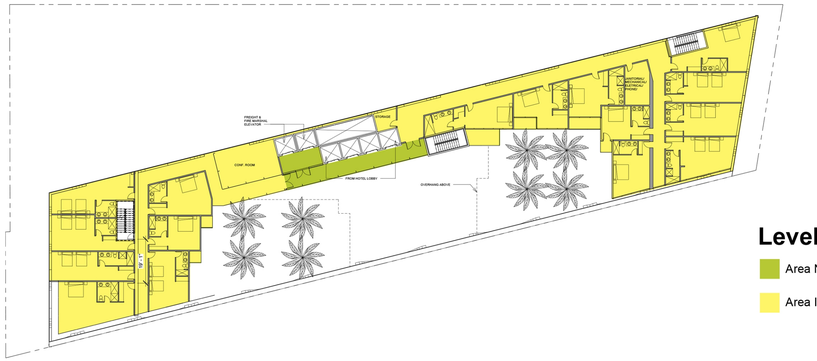
Scale



Level 14

Area Not Included in FAR

Area Included in FAR = 13,029 SF



Level 15

Area Not Included in FAR

Area Included in FAR = 10,460 SF

Level 16

Area Not Included in FAR

Area Included in FAR = 12,157 SF



Level 26

Area Not Included in FAR

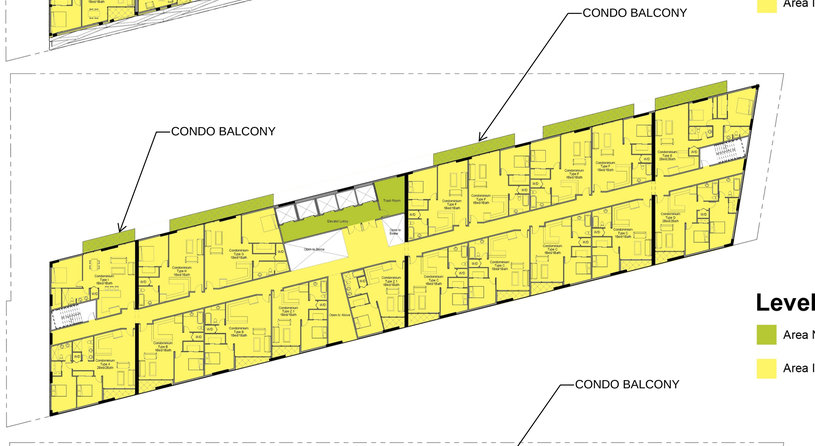
Area Included in FAR = 13,720 SF



Level 32

Area Not Included in FAR

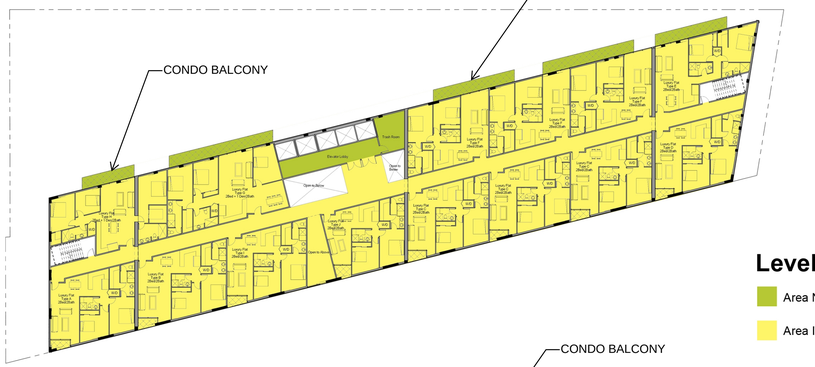
Area Included in FAR = 2,250 SF



Level 36

Area Not Included in FAR

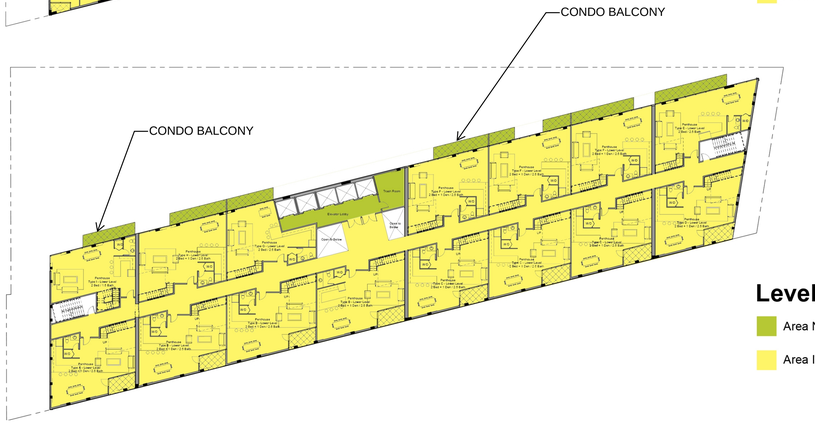
Area Included in FAR = 2,450 SF



Level 48

Area Not Included in FAR

Area Included in FAR = 18,425 SF



Level 52, 54

Area Not Included in FAR

Area Included in FAR = 18,640 SF

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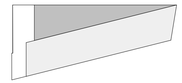
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NO.	REV.	DESCRIPTION	DATE
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FAR DIAGRAMS

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Date	09 July, 2019
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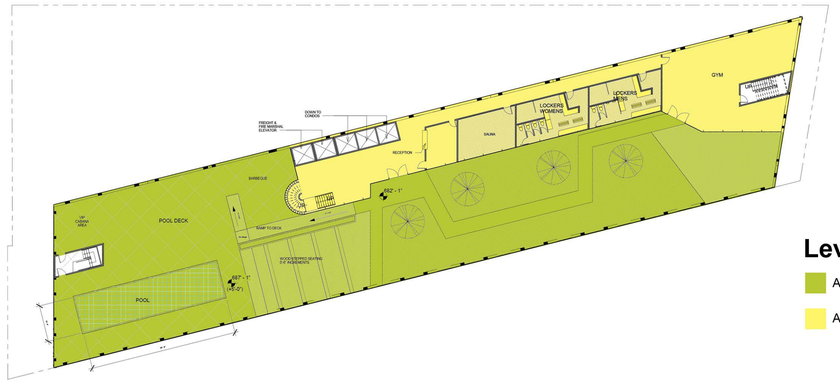
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Level 53, 55

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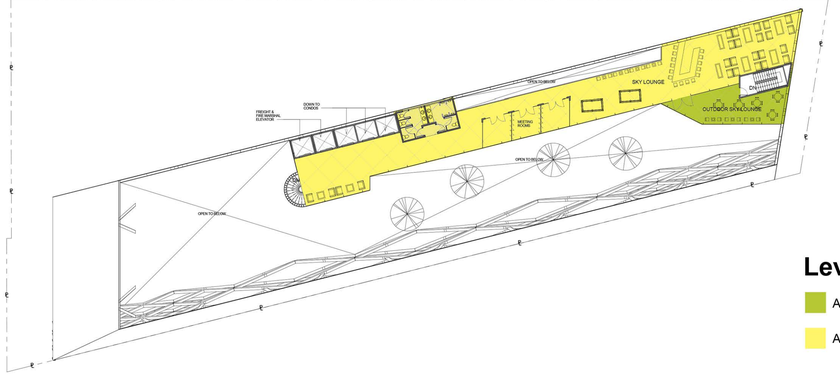
Area Included in FAR = 15,823 SF



Level 56

Area Not Included in FAR

Area Included in FAR = 5,085 SF



Level 57

Area Not Included in FAR

Area Included in FAR = 4,471 SF

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Revisions:

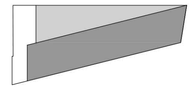
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FAR Diagrams

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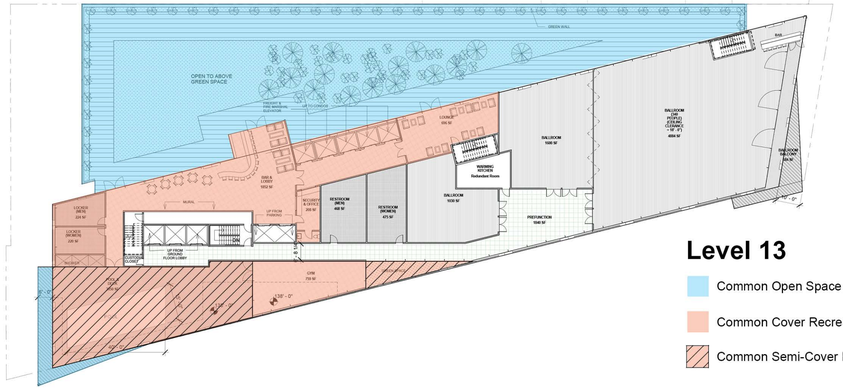
Drawn by: CR

Project No: 85-10130

Phase: ENTITLEMENT

Sheet No:

G 0.15



Level 13

Common Open Space = 11,370 SF

Common Cover Recreational Space = 5,290 SF

Common Semi-Cover Recreational Space = 2,820 SF



Level 32-35

Private Open Space = 400 SF / Floor

Private Cover Recreational Space = 1,010 SF / Floor



Level 36-47

Private Open Space = 400 SF / Floor

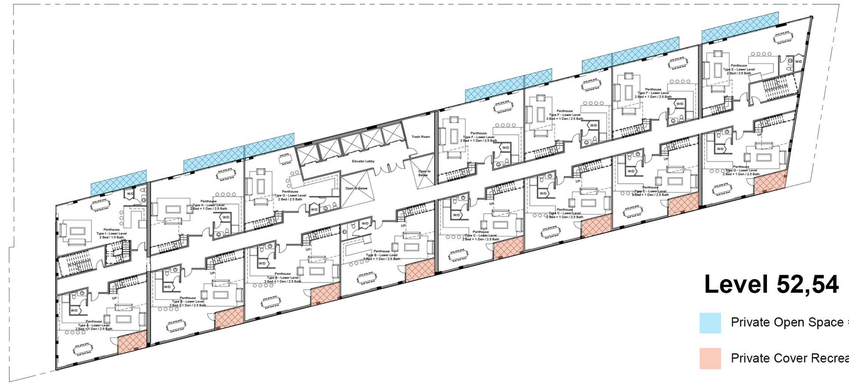
Private Cover Recreational Space = 1,010 SF / Floor



Level 48-51

Private Open Space = 194 SF / Floor

Private Cover Recreational Space = 471 SF / Floor



Level 52,54

Private Open Space = 431 SF / Floor

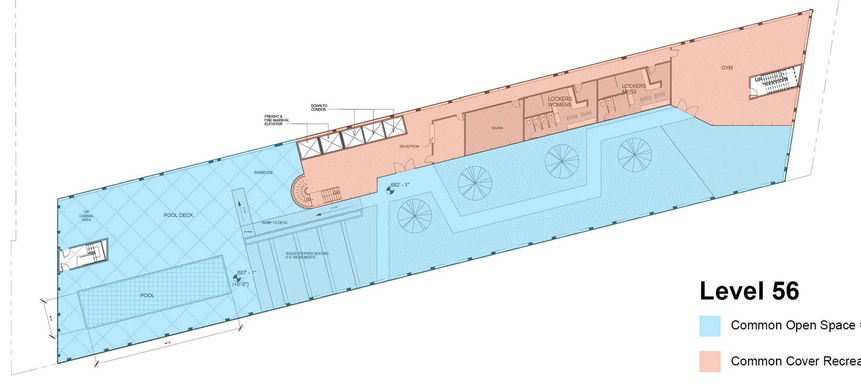
Private Cover Recreational Space = 1,195 SF / Floor



Level 53,55

Private Open Space = 366 SF / Floor

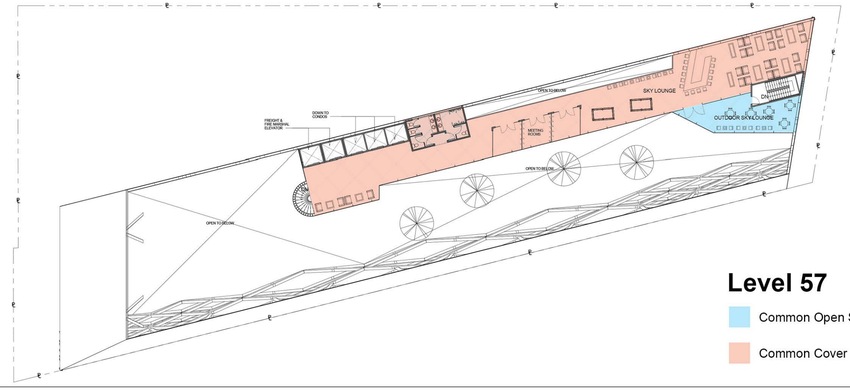
Private Cover Recreational Space = 952 SF / Floor



Level 56

Common Open Space = 13,703 SF / Floor

Common Cover Recreational Space= = 5,085 SF / Floor



Level 57

Common Open Space = 721 SF / Floor

Common Cover Recreational Space = 3,749 SF / Floor

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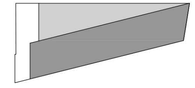
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Sheet Title:
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Key Plan:



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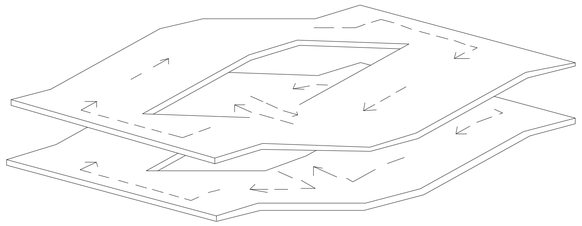
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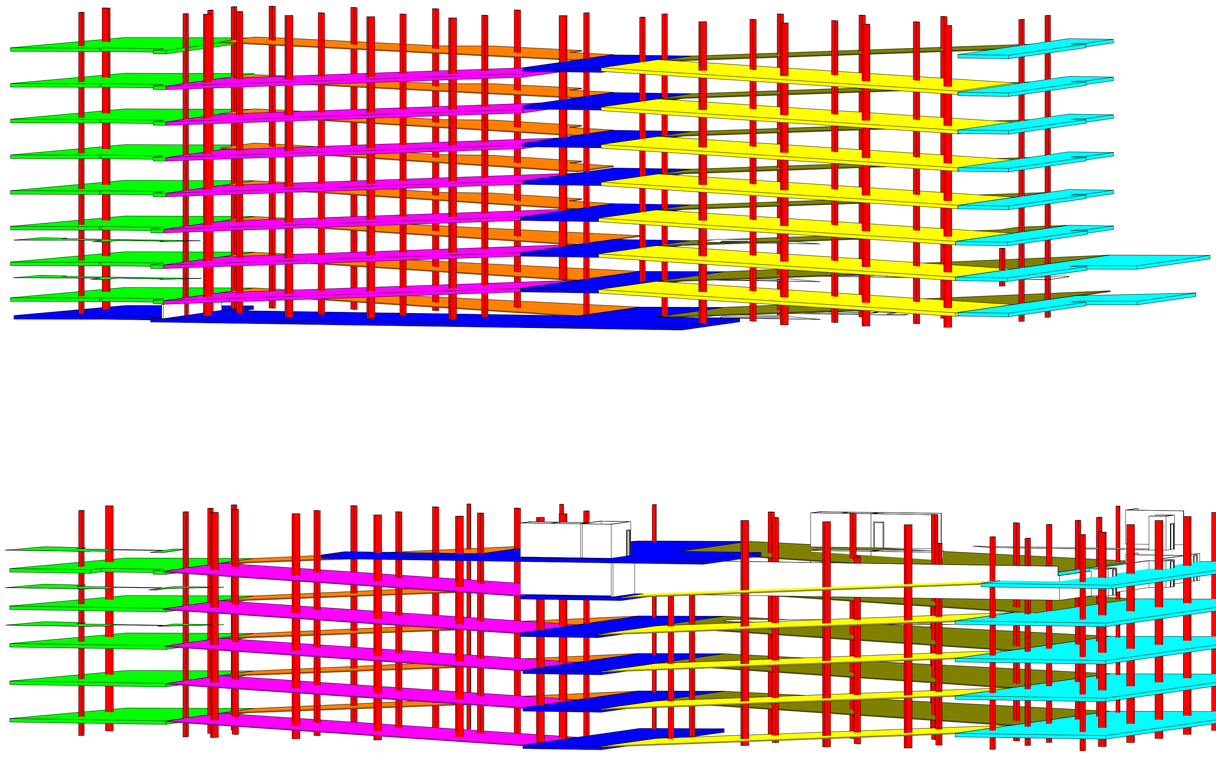
Project No: 85-10130

Phase: ENTITLEMENT

Sheet No:
G 0.16



PARKING LEVELS - FUNCTIONAL DIAGRAM



4TH TO 11TH FLOOR PARKING ABOVE GROUND

1ST TO 3RD FLOOR RETAIL LEVELS

1ST TO 6TH BASEMENT PARKING BELOW GROUND

1 PARKING COLUMN PROPOSED LAYOUT

PARKING BREAKDOWN PER FLOOR PER RAMP/PLATFORM:

LOCATION	LEVEL	RAMP/PLATFORM	No. OF PARKING SPACES
ABOVE GROUND	4	MAIN PLATFORM	12
	4	WEST PLATFORM	3
	4	EAST PLATFORM	2
	4	NORTHEAST DOWN RAMP	NA
	4	SOUTHEAST DOWN RAMP	11
	4	NORTHWEST UP RAMP	NA
	4	SOUTHWEST UP RAMP	12
	5	MAIN PLATFORM	1
	5	WEST PLATFORM	3
	5	EAST PLATFORM	2
	5	NORTHEAST DOWN RAMP	16
	5	SOUTHEAST DOWN RAMP	11
	5	NORTHWEST UP RAMP	16
	5	SOUTHWEST UP RAMP	12
	6	MAIN PLATFORM	0
	6	WEST PLATFORM	3
	6	EAST PLATFORM	2
	6	NORTHEAST DOWN RAMP	16
	6	SOUTHEAST DOWN RAMP	9
	6	NORTHWEST UP RAMP	16
	6	SOUTHWEST UP RAMP	6
	7	MAIN PLATFORM	0
	7	WEST PLATFORM	3
	7	EAST PLATFORM	2
	7	NORTHEAST DOWN RAMP	16
	7	SOUTHEAST DOWN RAMP	9
	7	NORTHWEST UP RAMP	16
	7	SOUTHWEST UP RAMP	6
	8	MAIN PLATFORM	0
	8	WEST PLATFORM	3
	8	EAST PLATFORM	2
	8	NORTHEAST DOWN RAMP	16
	8	SOUTHEAST DOWN RAMP	9
	8	NORTHWEST UP RAMP	16
	8	SOUTHWEST UP RAMP	6
	9	MAIN PLATFORM	0
	9	WEST PLATFORM	3
	9	EAST PLATFORM	2
	9	NORTHEAST DOWN RAMP	16
	9	SOUTHEAST DOWN RAMP	9
	9	NORTHWEST UP RAMP	16
	9	SOUTHWEST UP RAMP	6
	10	MAIN PLATFORM	0
	10	WEST PLATFORM	3
	10	EAST PLATFORM	2
	10	NORTHEAST DOWN RAMP	16
	10	SOUTHEAST DOWN RAMP	9
	10	NORTHWEST UP RAMP	16
	10	SOUTHWEST UP RAMP	6
	11	MAIN PLATFORM	0
	11	WEST PLATFORM	NA
	11	EAST PLATFORM	NA
	11	NORTHEAST DOWN RAMP	16
	11	SOUTHEAST DOWN RAMP	5
	11	NORTHWEST UP RAMP	16
	11	SOUTHWEST UP RAMP	2
TOTAL			400
UNDERGROUND	B1	MAIN PLATFORM	5
	B1	WEST PLATFORM	2
	B1	EAST PLATFORM	3
	B1	NORTHEAST UP RAMP	NA
	B1	SOUTHEAST UP RAMP	11
	B1	NORTHWEST DW RAMP	NA
	B1	SOUTHWEST DW RAMP	11
	B2	MAIN PLATFORM	2
	B2	WEST PLATFORM	2
	B2	EAST PLATFORM	3
	B2	NORTHEAST UP RAMP	16
	B2	SOUTHEAST UP RAMP	11
	B2	NORTHWEST DW RAMP	16
	B2	SOUTHWEST DW RAMP	17
	B3	MAIN PLATFORM	2
	B3	WEST PLATFORM	17
	B3	EAST PLATFORM	3
	B3	NORTHEAST UP RAMP	16
	B3	SOUTHEAST UP RAMP	11
	B3	NORTHWEST DW RAMP	16
	B3	SOUTHWEST DW RAMP	17
	B4	MAIN PLATFORM	2
	B4	WEST PLATFORM	17
	B4	EAST PLATFORM	3
	B4	NORTHEAST UP RAMP	16
	B4	SOUTHEAST UP RAMP	11
	B4	NORTHWEST DW RAMP	16
	B4	SOUTHWEST DW RAMP	17
	B5	MAIN PLATFORM	2
	B5	WEST PLATFORM	17
	B5	EAST PLATFORM	3
	B5	NORTHEAST UP RAMP	16
	B5	SOUTHEAST UP RAMP	11
	B5	NORTHWEST DW RAMP	16
	B5	SOUTHWEST DW RAMP	17
	B6	MAIN PLATFORM	2
	B6	WEST PLATFORM	22
	B6	EAST PLATFORM	9
	B6	NORTHEAST UP RAMP	16
	B6	SOUTHEAST UP RAMP	11
	B6	NORTHWEST DW RAMP	16
	B6	SOUTHWEST DW RAMP	17
TOTAL			438
FULL TOTAL			838

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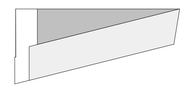
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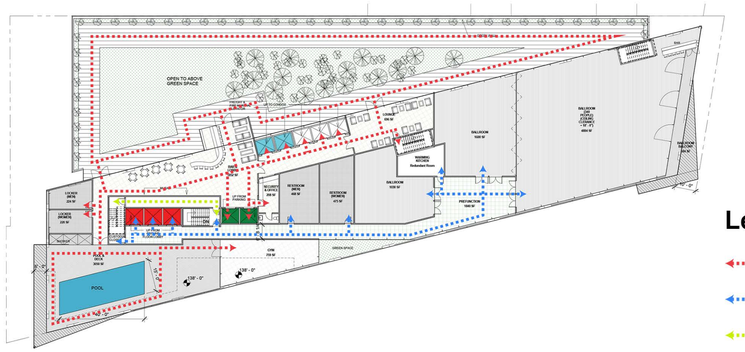
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Date	09 July, 2019
Drawn by	YP
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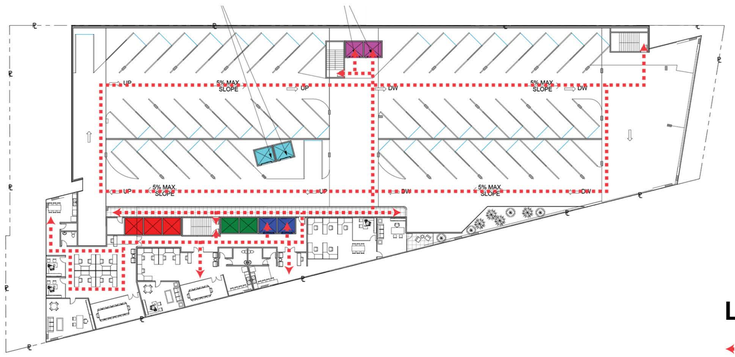


Level 13

Path of Travel - Condo Amenity

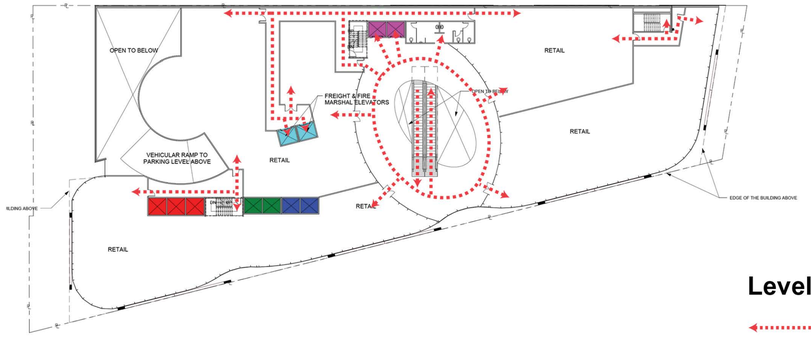
Path of Travel - Ballroom

Path of Travel - Transition



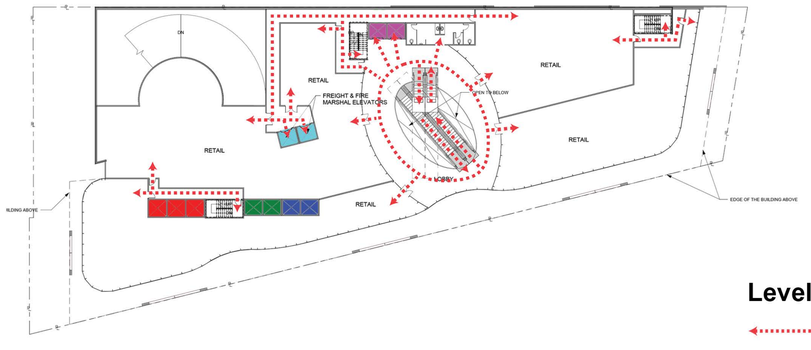
Level 6

Path of Travel



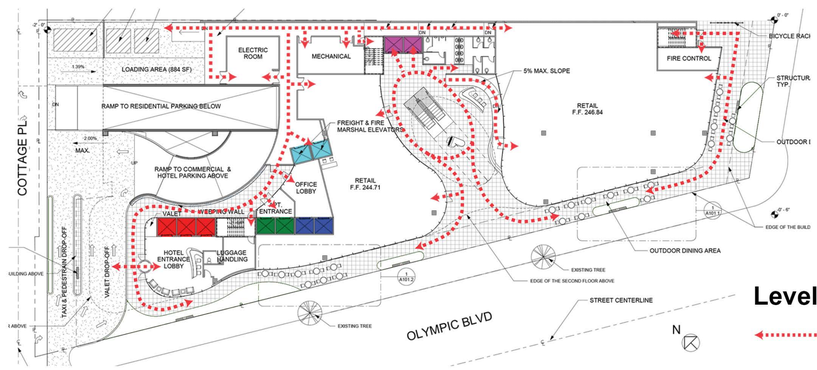
Level 3

Path of Travel



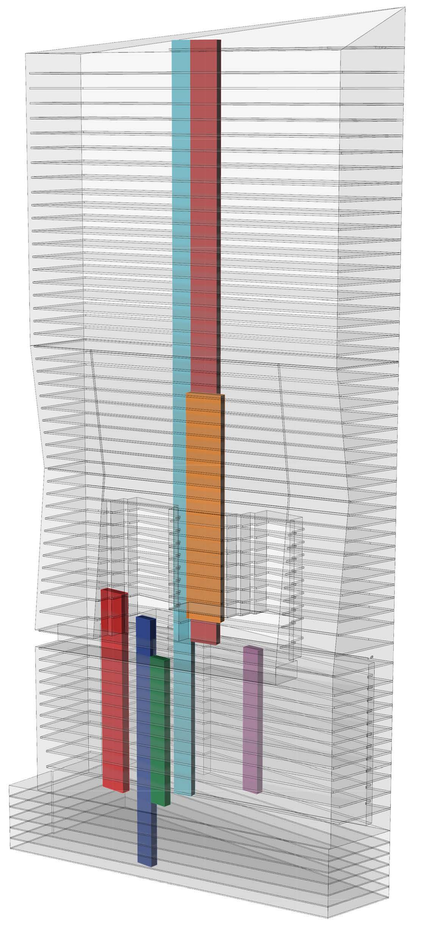
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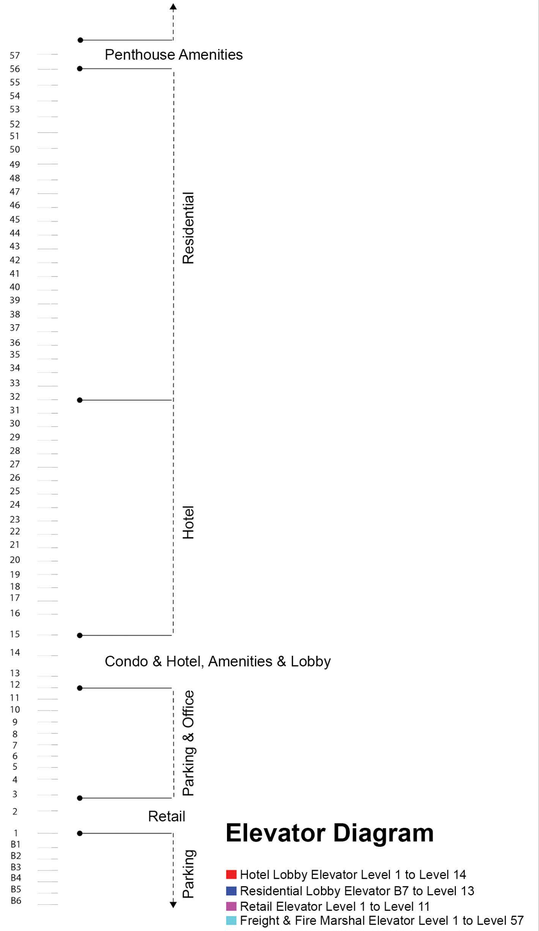
Path of Travel



Level 1

Path of Travel





Elevator Diagram

- Hotel Lobby Elevator Level 1 to Level 14
- Residential Lobby Elevator B7 to Level 13
- Retail Elevator Level 1 to Level 11
- Freight & Fire Marshal Elevator Level 1 to Level 57
- Hotel Room Elevator Level 14 to Level 30
- Residential Unit Elevator Level 13 to Level 57
- Office Elevator Level 1 to Level 11

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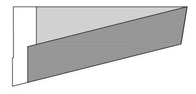
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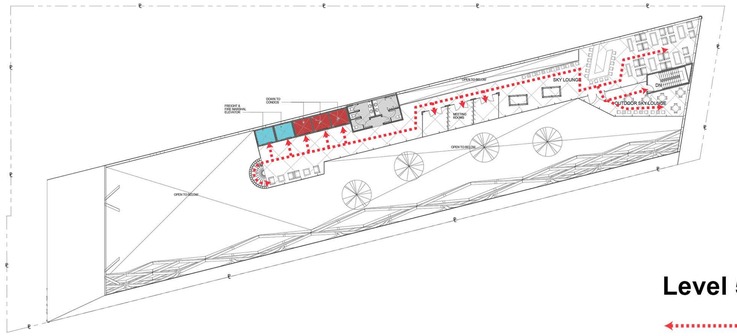
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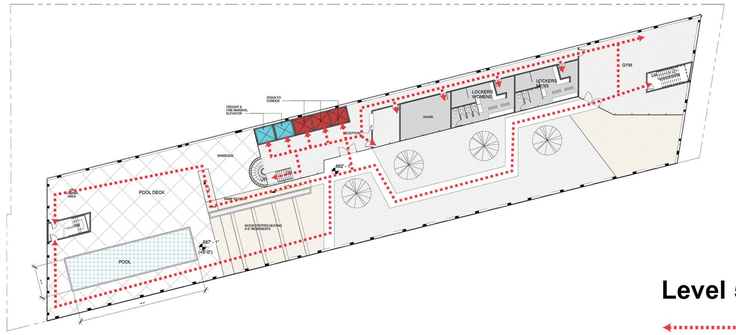
Level 57

Path of Travel



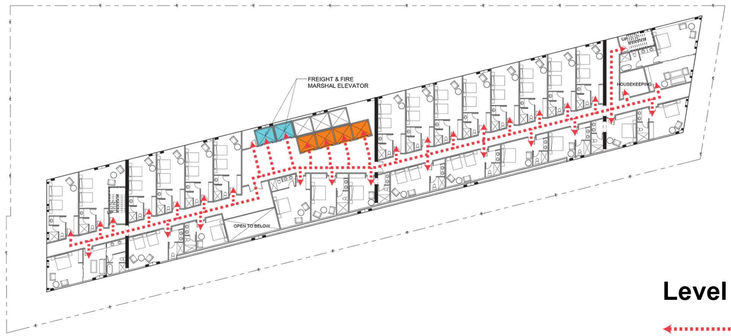
Level 36

Path of Travel



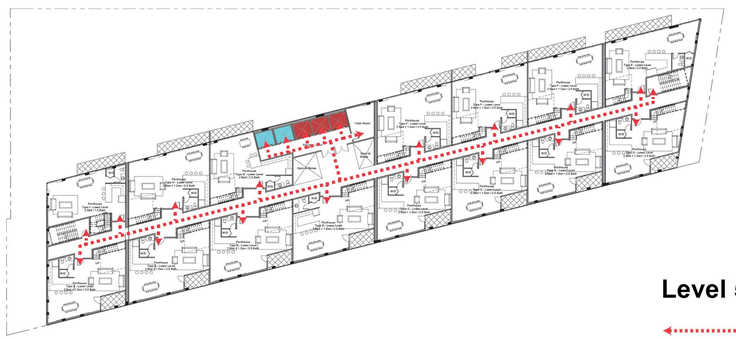
Level 56

Path of Travel



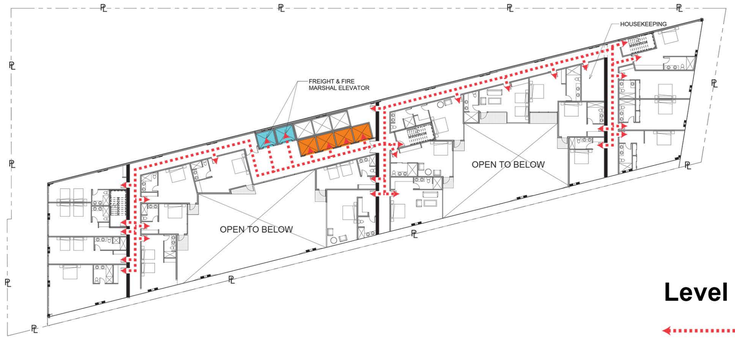
Level 26

Path of Travel



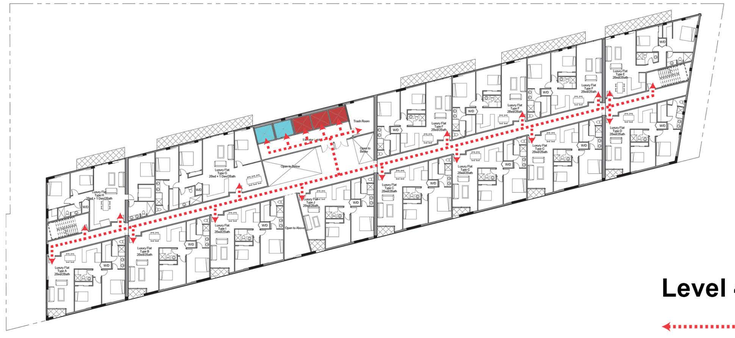
Level 52

Path of Travel



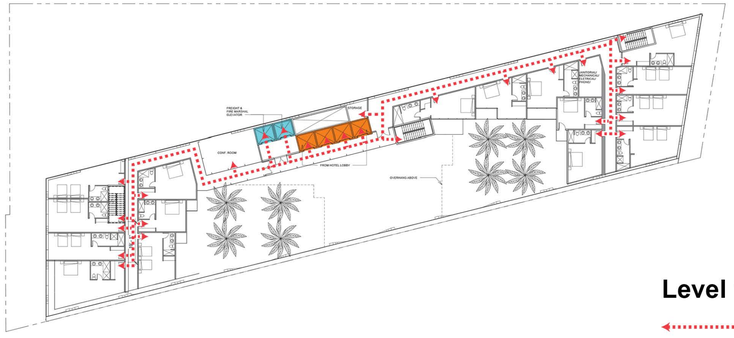
Level 16

Path of Travel



Level 48

Path of Travel



Level 15

Path of Travel

- Hotel Lobby Elevator Level 1 to Level 14
- Residential Lobby Elevator B7 to Level 13
- Retail Elevator Level 1 to Level 11
- Freight & Fire Marshal Elevator Level 1 to Level 57
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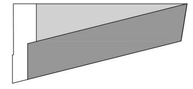
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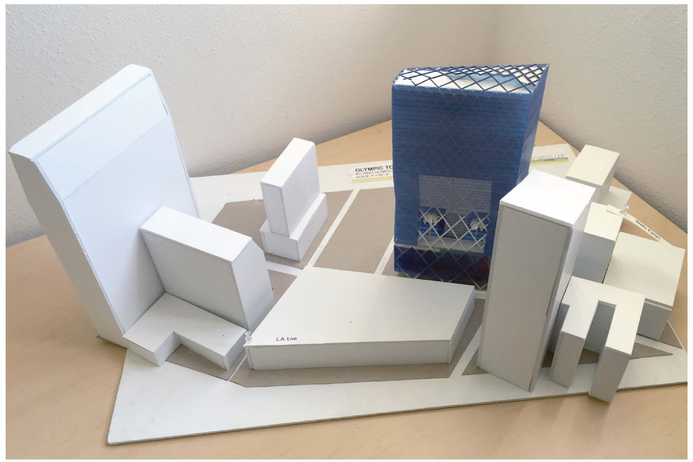
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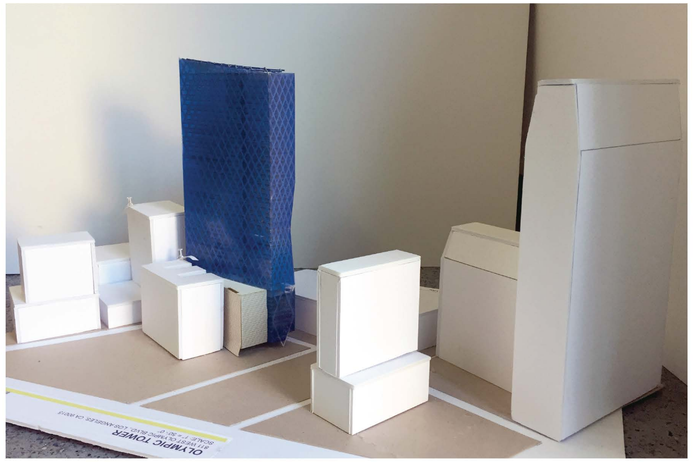
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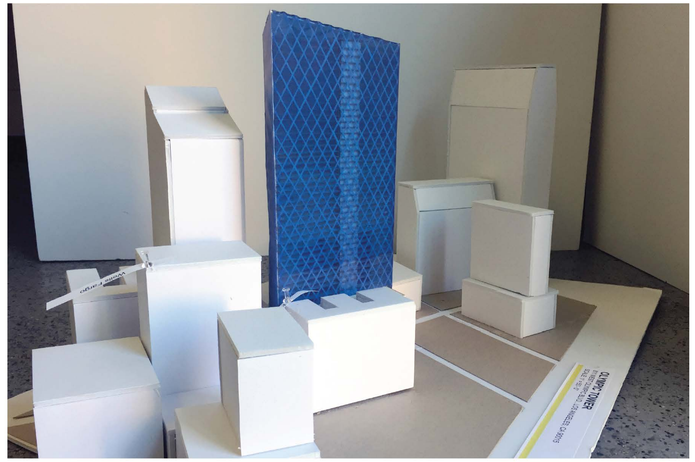
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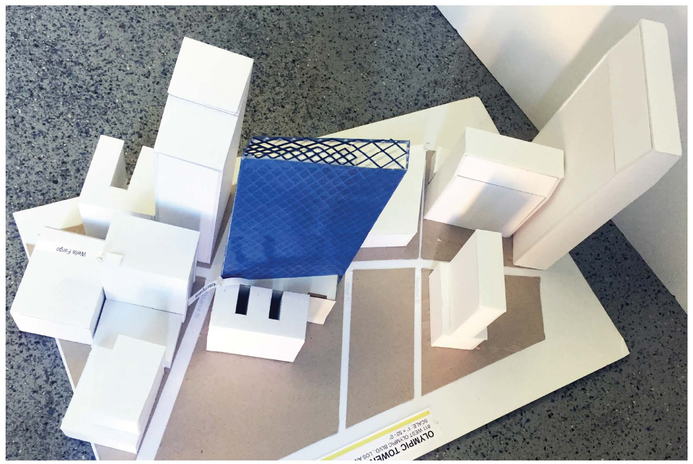
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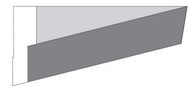
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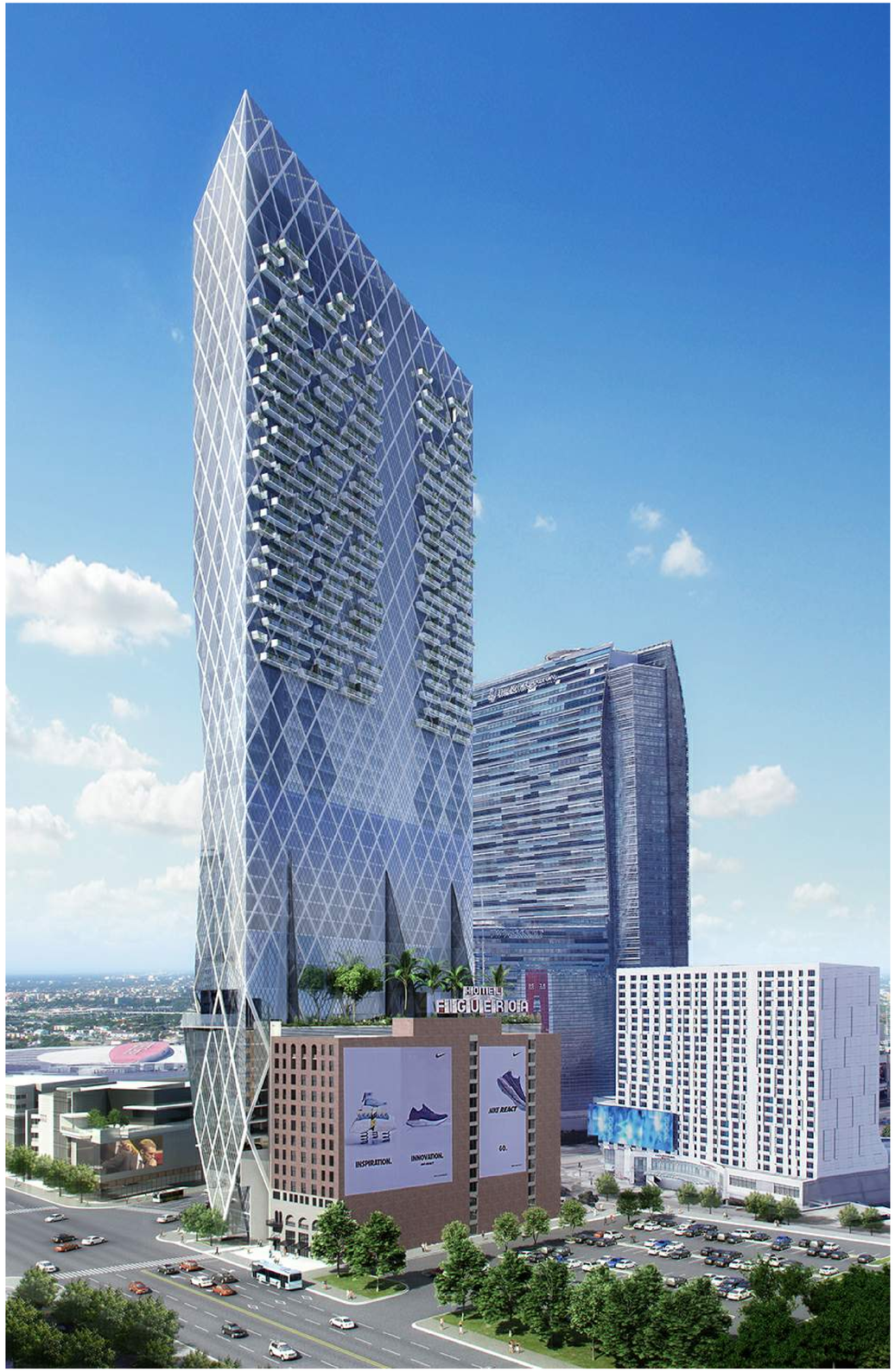
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NORTH FACADE FROM FIGUEROA

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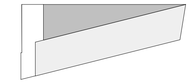
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NORTH & SOUTH FACADE RENDERINGS

Project number	85-10130
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G0.23

Scale



BUILDING GROUND FLOOR ENTRY FROM OLYMPIC

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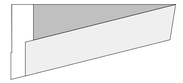
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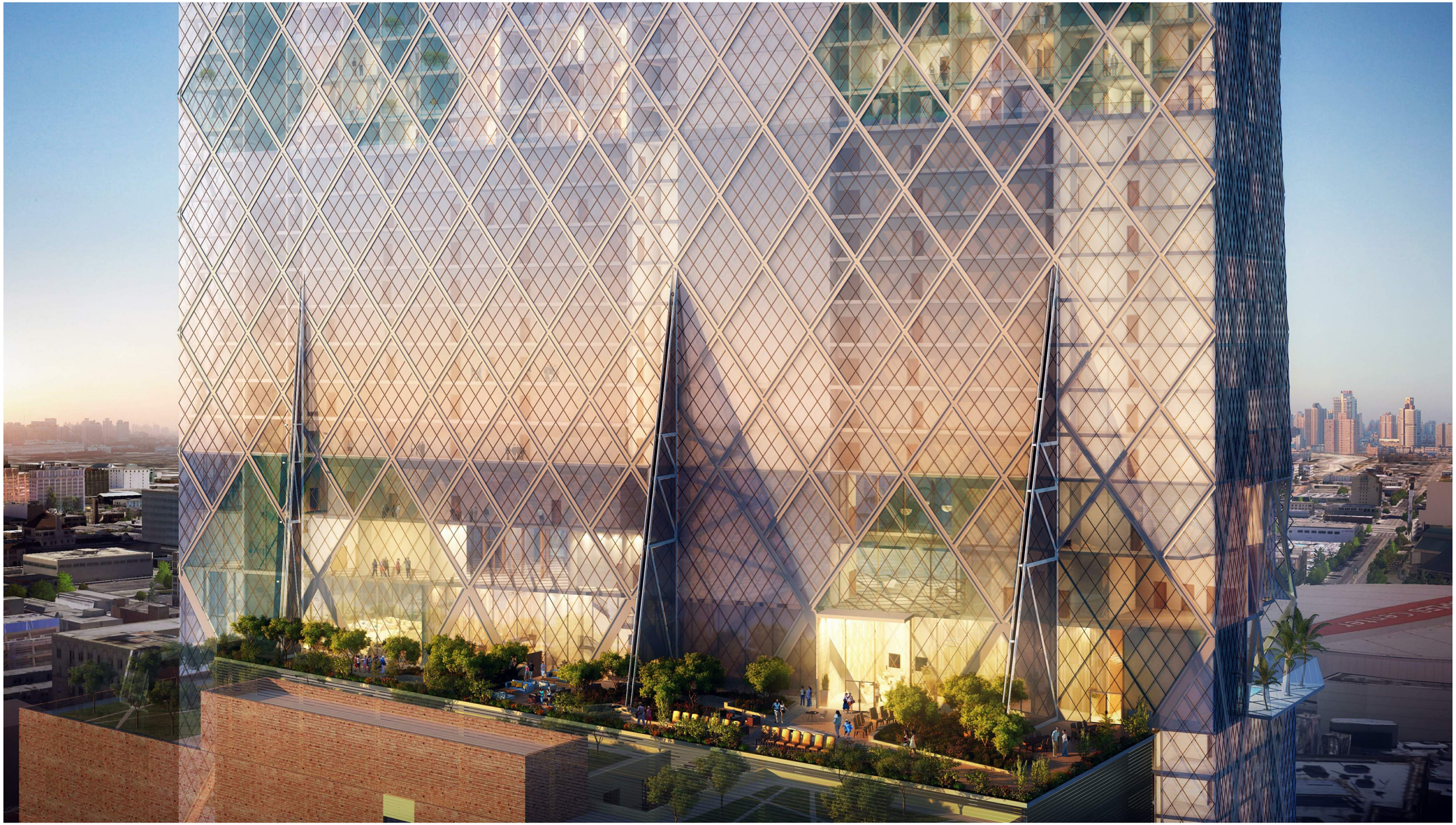
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EXTERIOR RENDERING

Project number	85-10130
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CONDOMINIUM ROOF GARDEN

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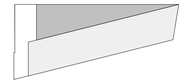
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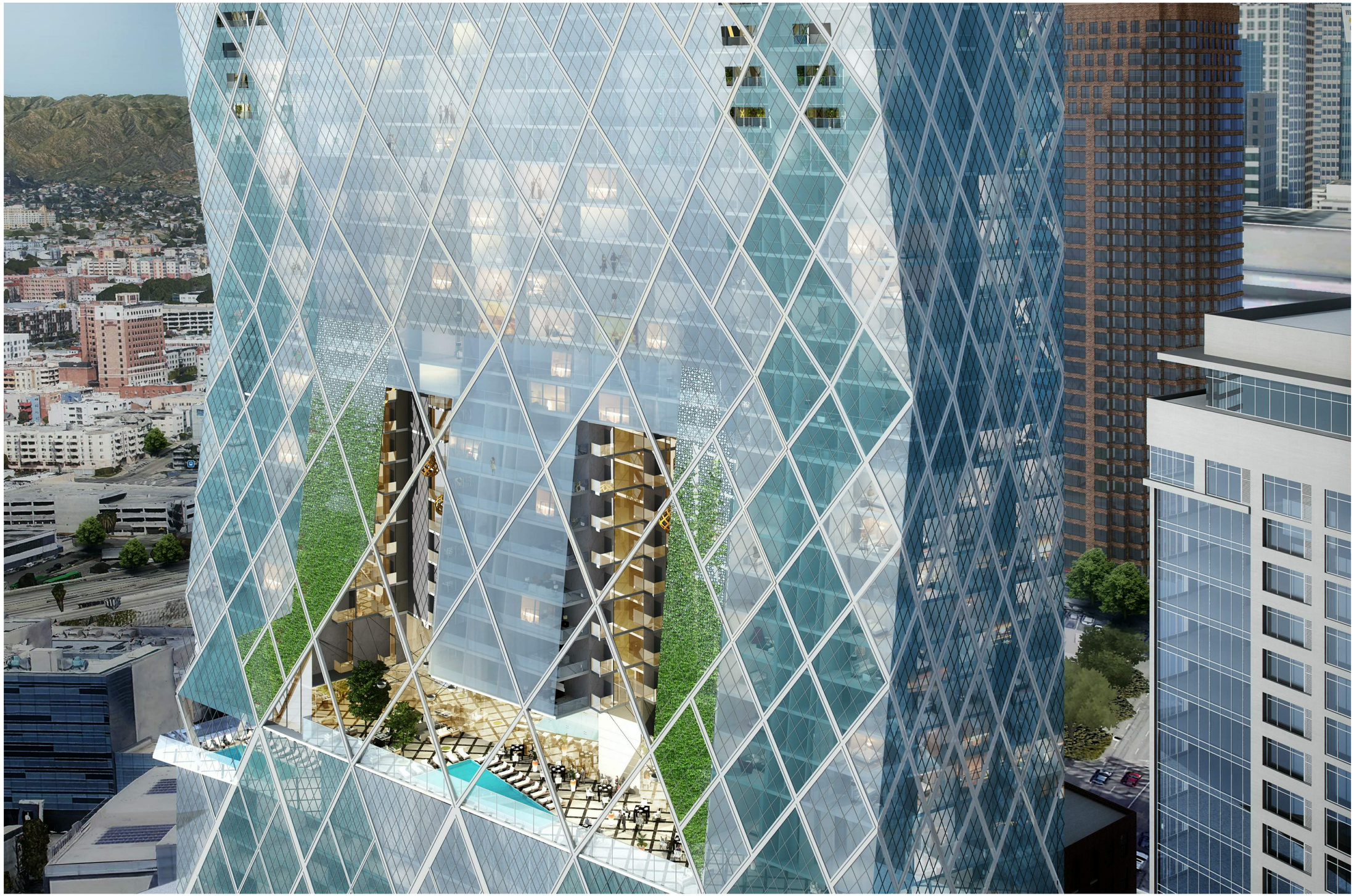
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EXTERIOR RENDERING

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HOTEL ATRIUM

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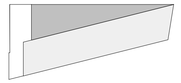
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ROOF TOP PENTHOUSE AMMENITIES

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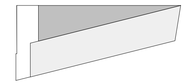
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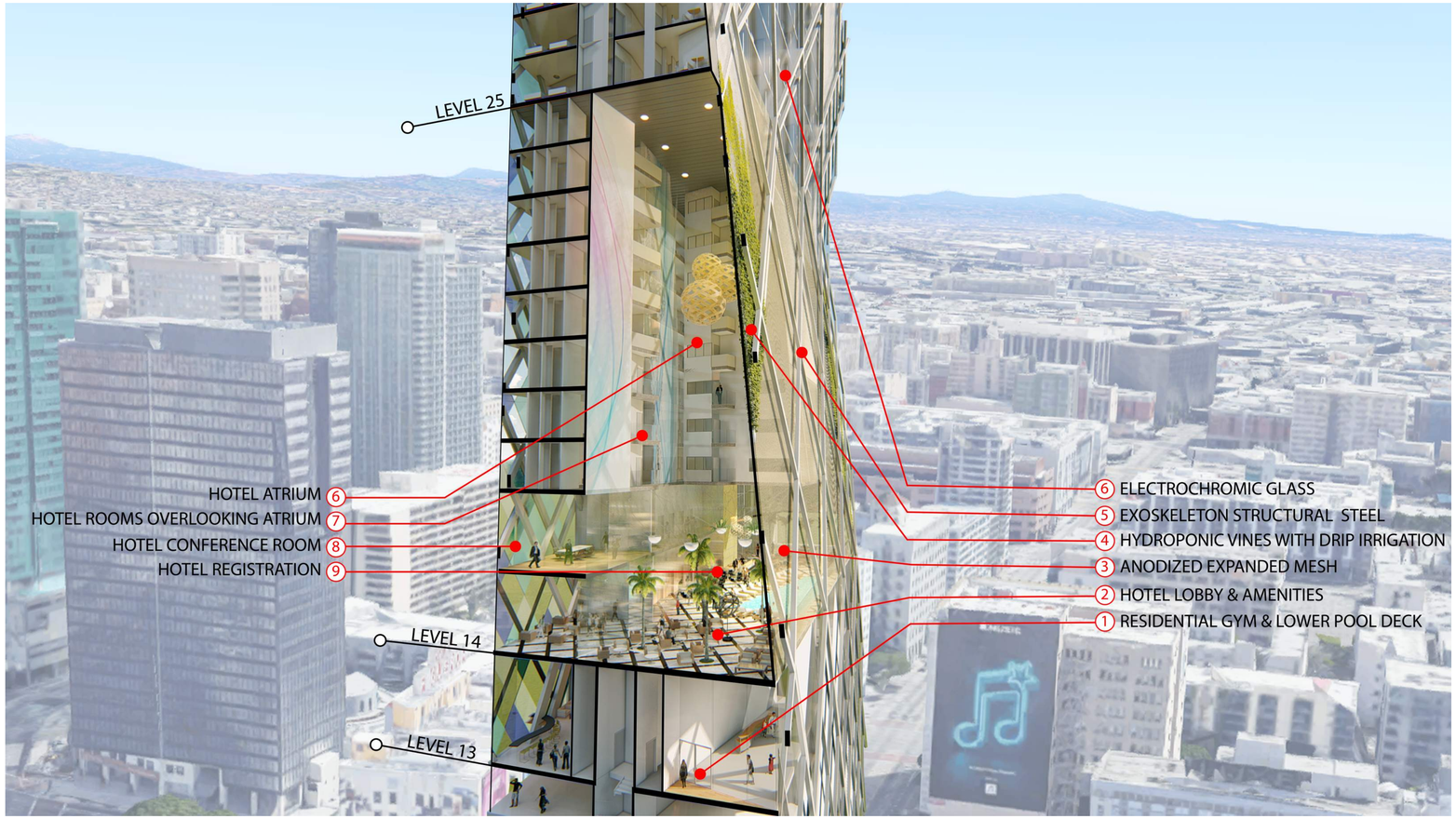
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HOTEL ATRIUM



HOTEL ATRIUM



CONDOMINIUM BALCONIES

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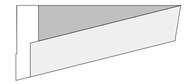
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HOTEL LOBBY AND AMENITIES AT LEVEL 14TH



RETAIL ENTRY VIEW FROM OLYMPIC BLVD.



HOTEL ENTRY VIEW FROM OLYMPIC BLVD.

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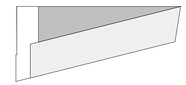
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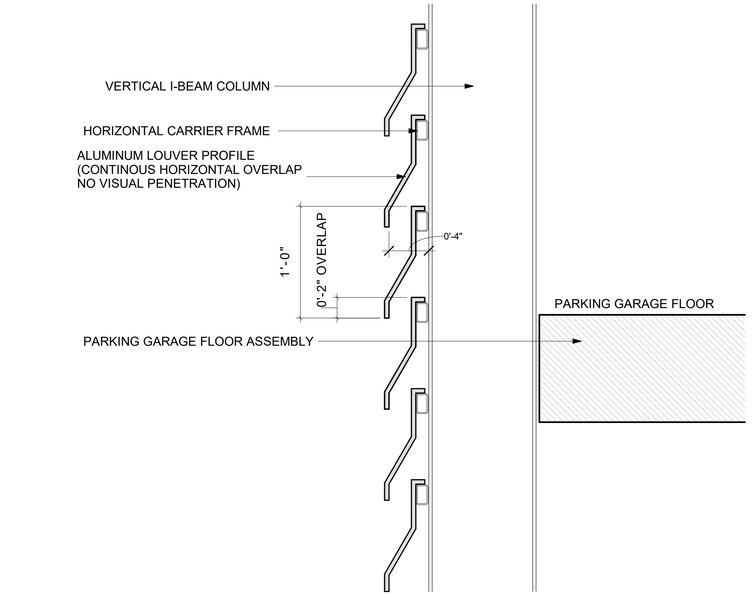
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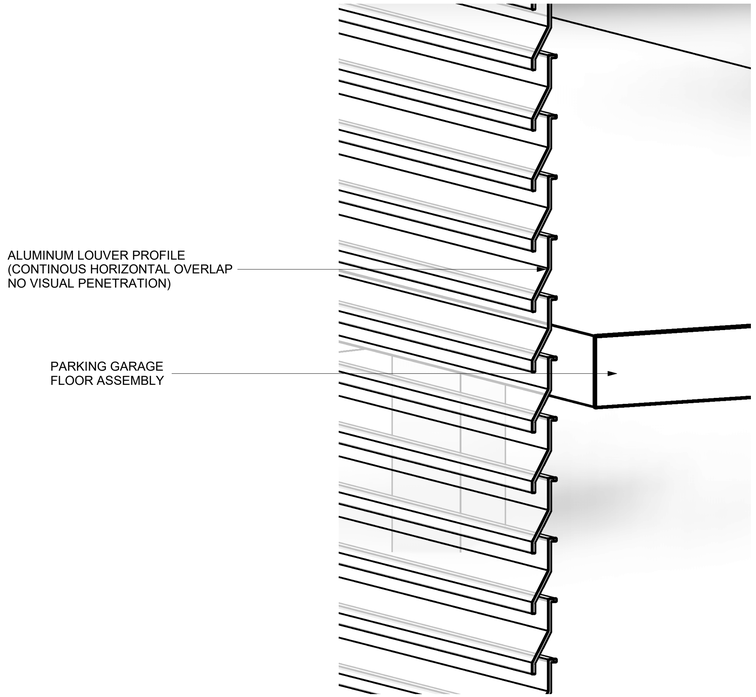
G0.29

Scale



PARKING GARAGE SCREEN





PARKING GARAGE SIMPLIFIED FACADE SECTION

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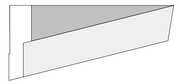
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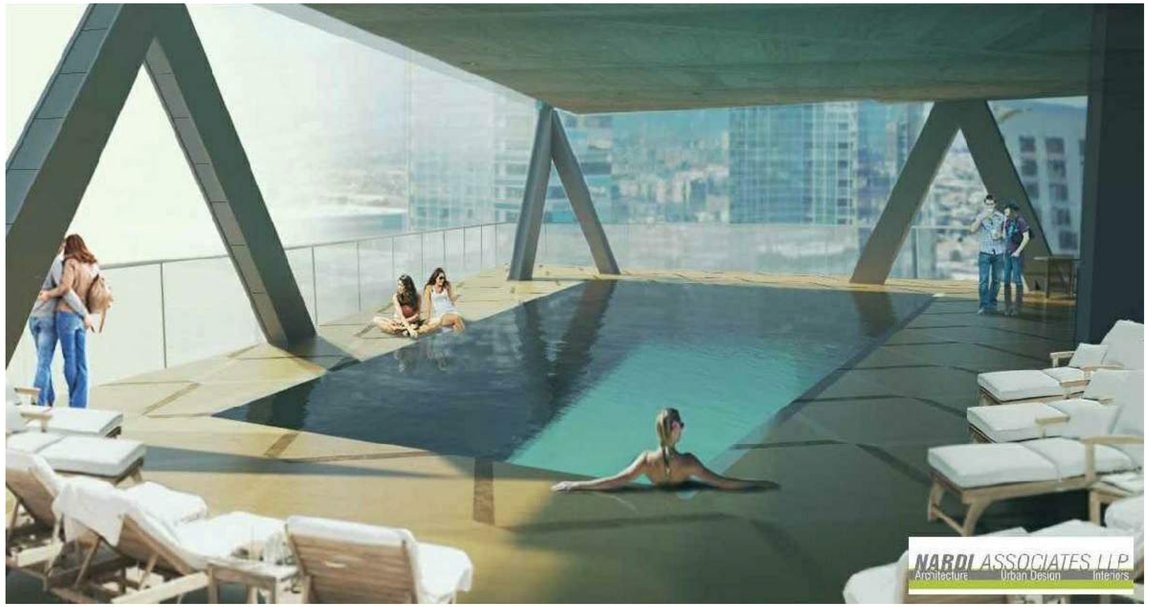
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Scale 1 1/2" = 1'-0"



LEVEL 56- PENTHOUSE AMENITIES - OPEN/GREEN SPACE VIEW



CONDOMINIMUM AMENITIES LEVEL 13 - POOL VIEW



LEVEL 56- PENTHOUSE AMENITIES - OPEN/GREEN SPACE VIEW



LEVEL 13 - CONDOMINUM SOUTHWEST CORNER - BALCONY VIEW

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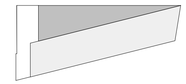
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KEY MAP:



STAMP:



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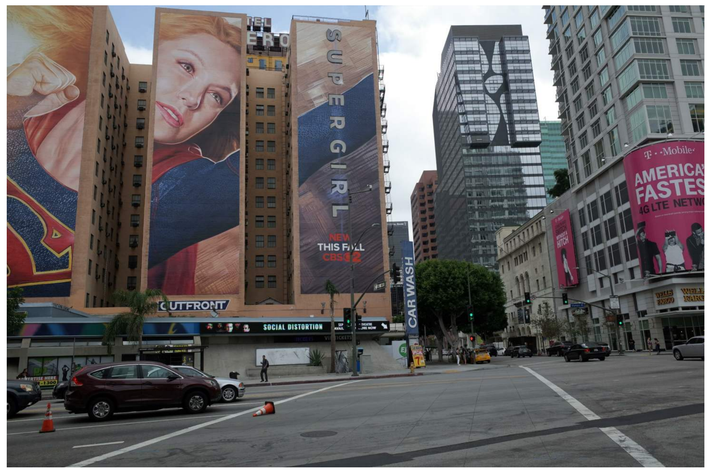
AMENITIES & ROOFTOP RENDERINGS

Project number	85-10130
Date	08/22/2019
Drawn by	YP
Checked by	NFN

G0.31

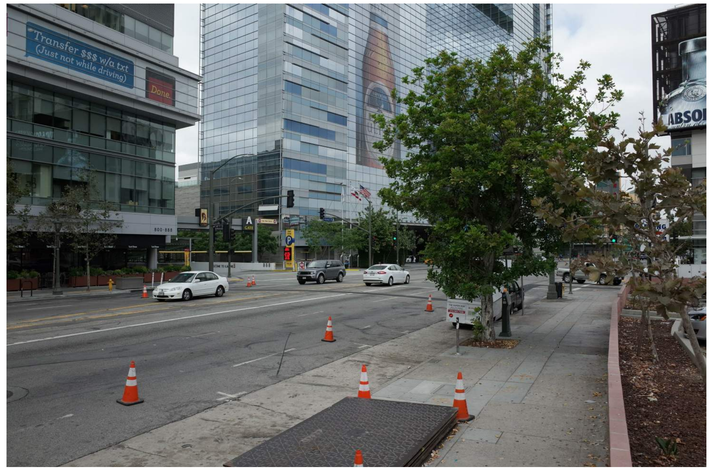
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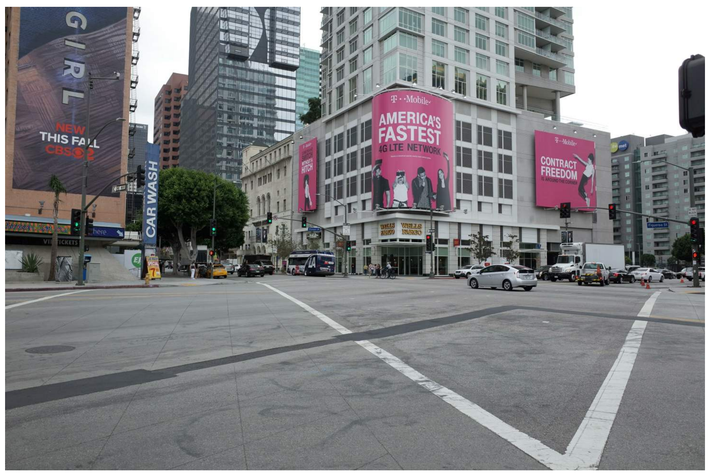




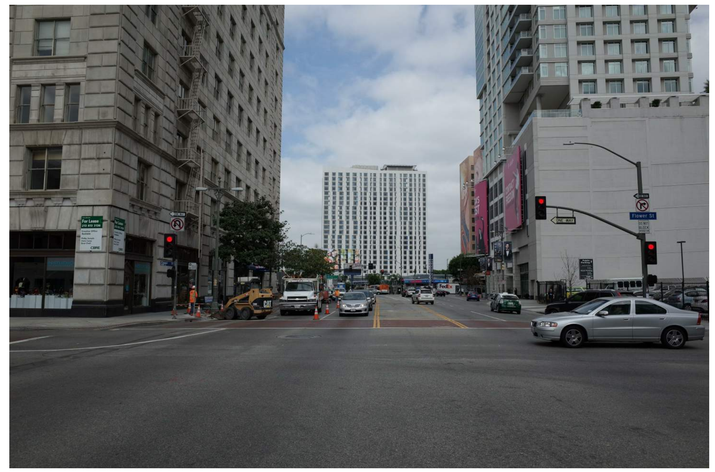












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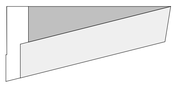
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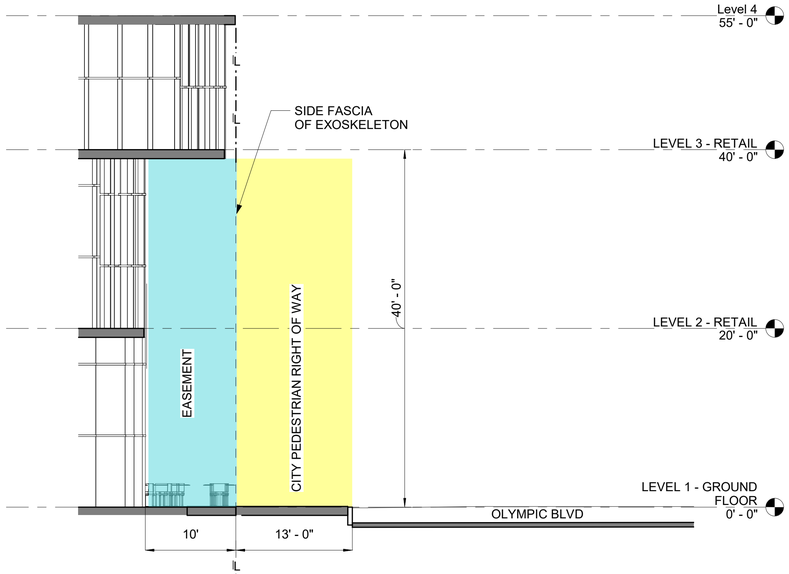
SITE PHOTOS

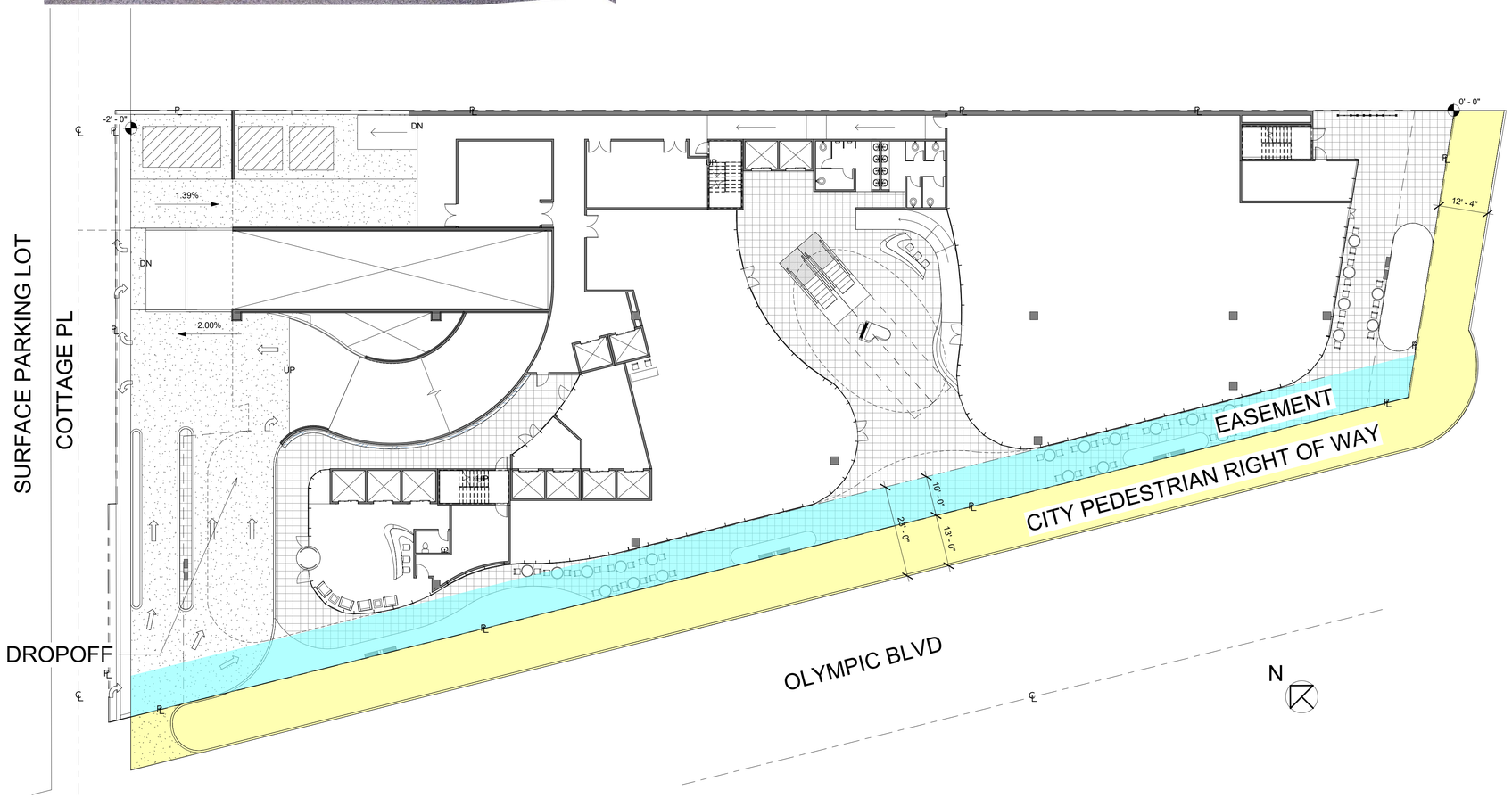
Project number	85-10130
Date	08/22/2019
Drawn by	YP
Checked by	NFN

G0.32

Scale







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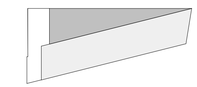
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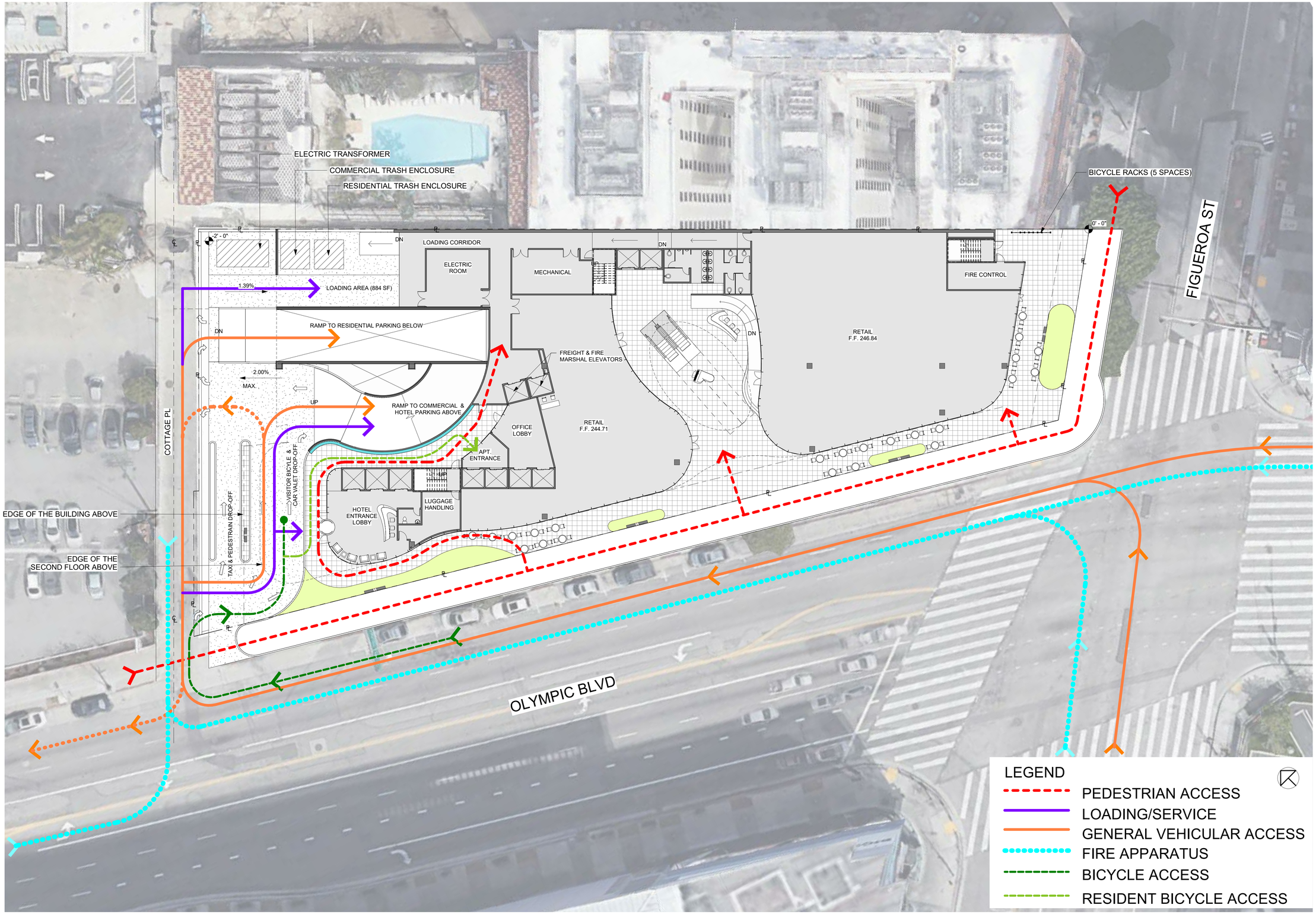
NO.	REV.	DESCRIPTION	DATE
XX		XX	XX/XX/2019

SIDEWALK & EASEMENT

Project number	85-10130
Date	08/22/2019
Drawn by	YP
Checked by	NFN

G0.40

Scale As indicated



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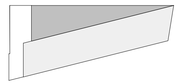
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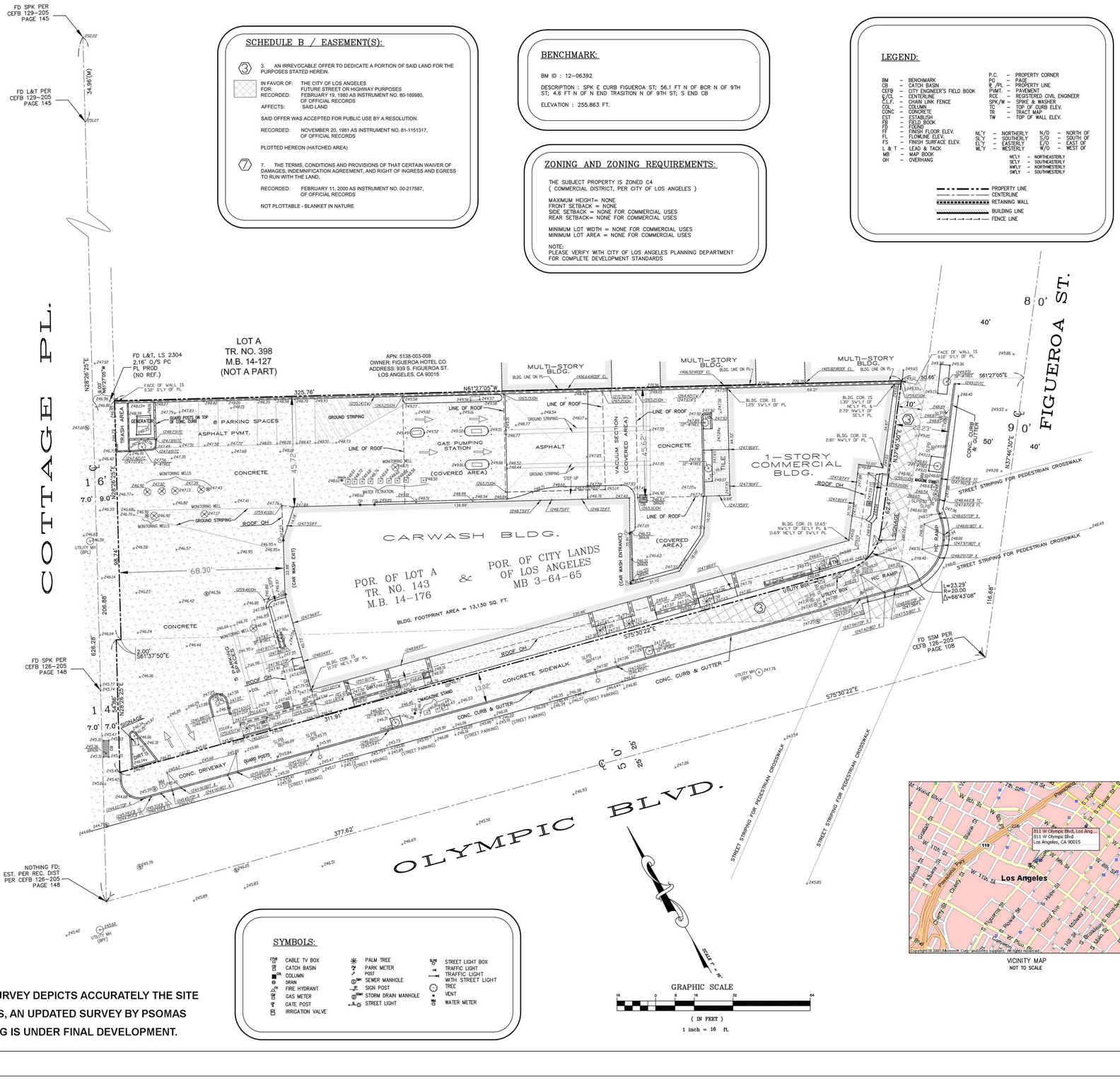
NO.	REV.	DESCRIPTION	DATE
XX		XX	XX/XX/2019

SITE CIRCULATION

Project number	85-10130
Date	08/22/2019
Drawn by	YP
Checked by	NFN

G0.41

Scale 1/16" = 1'-0"



SCHEDULE B / EASEMENT(S):

3. AN IRREVOCABLE OFFER TO DEDICATE A PORTION OF SAID LAND FOR THE PURPOSES STATED HEREIN.

IN FAVOR OF: THE CITY OF LOS ANGELES
FOR: FUTURE STREET OR HIGHWAY PURPOSES
RECORDED: FEBRUARY 19, 1980 AS INSTRUMENT NO. 80-169980, OF OFFICIAL RECORDS
AFFECTS: SAID LAND

SAID OFFER WAS ACCEPTED FOR PUBLIC USE BY A RESOLUTION.

RECORDED: NOVEMBER 20, 1981 AS INSTRUMENT NO. 81-1151317, OF OFFICIAL RECORDS

PLOTTED HEREON (HATCHED AREA)

7. THE TERMS, CONDITIONS AND PROVISIONS OF THAT CERTAIN WAIVER OF DAMAGES, INDEMNIFICATION AGREEMENT, AND RIGHT OF INGRESS AND EGRESS TO RUN WITH THE LAND.

RECORDED: FEBRUARY 11, 2000 AS INSTRUMENT NO. 00-217587, OF OFFICIAL RECORDS

NOT PLOTTABLE - BLANKET IN NATURE

BENCHMARK:

BM ID : 12-06392

DESCRIPTION : SPK E CURB FIGUEROA ST; 56.1 FT N OF BCR N OF 9TH ST; 4.6 FT N OF N END TRASITION N OF 9TH ST; S END CB

ELEVATION : 255.863 FT.

ZONING AND ZONING REQUIREMENTS:

THE SUBJECT PROPERTY IS ZONED C4
(COMMERCIAL DISTRICT, PER CITY OF LOS ANGELES)

MAXIMUM HEIGHT= NONE
FRONT SETBACK = NONE
SIDE SETBACK = NONE FOR COMMERCIAL USES
REAR SETBACK= NONE FOR COMMERCIAL USES

MINIMUM LOT WIDTH = NONE FOR COMMERCIAL USES
MINIMUM LOT AREA = NONE FOR COMMERCIAL USES

NOTE:
PLEASE VERIFY WITH CITY OF LOS ANGELES PLANNING DEPARTMENT FOR COMPLETE DEVELOPMENT STANDARDS

LEGEND:

BM	– BENCHMARK	P.C.	– PROPERTY CORNER		
CB	– CATCH BASIN	PG	– PAGE		
CEFB	– CITY ENGINEER'S FIELD BOOK	R/P/L	– PROPERTY LINE		
℄/CL	– CENTERLINE	PVMT.	– PAVEMENT		
C.L.F.	– CHAIN LINK FENCE	RCE	– REGISTERED CIVIL ENGINEER		
COL	– COLUMN	SPK/W	– SPIKE & WASHER		
CONC	– CONCRETE	TC	– TOP OF CURB ELEV.		
EST	– ESTABLISH	TR	– TRACT MAP		
FB	– FIELD BOOK	TW	– TOP OF WALL ELEV.		
FDD	– FOUND				
FF	– FINISH FLOOR ELEV.	NLY	– NORTHERLY	N/O	– NORTH OF
FL	– FLOWLINE ELEV.	SLY	– SOUTHERLY	S/O	– SOUTH OF
FS	– FINISH SURFACE ELEV.	ELY	– EASTERLY	E/O	– EAST OF
L & T	– LEAD & TACK	WLY	– WESTERLY	W/O	– WEST OF
MB	– MAP BOOK		NELY – NORTHEASTERLY		
OH	– OVERHANG		SELY – SOUTHEASTERLY		
			NWLY – NORTHWESTERLY		
			SWLY – SOUTHWESTERLY		

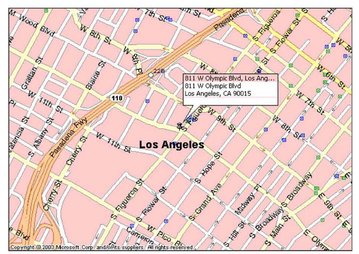
PROPERTY LINE
CENTERLINE
RETAINING WALL
BUILDING LINE
FENCE LINE

SYMBOLS:

CABLE TV BOX
CATCH BASIN
COLUMN
DRAIN
FIRE HYDRANT
GAS METER
GATE POST
IRRIGATION VALVE
PALM TREE
PARK METER POST
SEWER MANHOLE
SIGN POST
STORM DRAIN MANHOLE
STREET LIGHT
STREET LIGHT BOX
TRAFFIC LIGHT
TRAFFIC LIGHT WITH STREET LIGHT
TREE
VENT
WATER METER

NOTE:

THIS 2012 SURVEY DEPICTS ACCURATELY THE SITE BOUNDARIES, AN UPDATED SURVEY BY PSOMAS ENGINEERING IS UNDER FINAL DEVELOPMENT.



VICINITY MAP
NOT TO SCALE

SURVEY CERTIFICATE:

To Ray Golbari;
Chicago Title Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 2, 3, 4, 5, 6, 7(a), 7(b), 8, 9, 10, 11, 13, 14 of Table A thereof. The field work was completed on April 25, 2012.

Dated: _____, 2012

_____

LEGAL DESCRIPTION:

THAT PORTION OF LOT "A" OF TRACT NO. 143, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 14, PAGE 176 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND THAT PORTION OF CITY LANDS OF LOS ANGELES AS PER MAP RECORDED IN BOOK 3, PAGES 64 AND 65 OF MAPS, OF PATENTS, BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHWESTERLY LINE OF FIGUEROA STREET, 80 FEET IN WIDTH, DISTANT THEREON 136.05 FEET NORTHEASTERLY FROM THE NORTHEASTERLY LINE OF OLYMPIC BOULEVARD FORMERLY TENTH STREET, 52.80 FEET IN WIDTH, SAID POINT OF BEGINNING IN THE SOUTHEASTERLY LINE OF SAID LOT "A"; THENCE WESTERLY IN A DIRECT LINE TO A POINT IN THE SOUTHEASTERLY LINE OF AN ALLEY OR STREET KNOWN AS COTTAGE PLACE, DISTANT THEREON 53.65 FEET FROM SAID NORTHEASTERLY LINE OF OLYMPIC BOULEVARD; THENCE NORTHEASTERLY ALONG THE LINE OF COTTAGE PLACE IN ITS VARIOUS COURSES TO THE NORTHWESTERLY CORNER OF SAID LOT "A"; THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF SAID LOT "A" TO THE NORTHEASTERLY CORNER THEREOF; THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY LINE OF LOT "A" TO THE POINT OF BEGINNING.

FLOOD INFORMATION:

SUBJECT PROPERTY IS ZONE "X" AREA OUTSIDE 1-PERCENT ANNUAL CHANCE OF FLOOD PLAIN.

FEMA PANEL NO: 06037C1620F

EFFECTIVE DATE: 09/26/2008

BASIS OF BEARINGS:

THE BEARING NORTH 28°26' 25" EAST, ON THE CENTER LINE OF COTTAGE PLACE AS SHOWN ON RECORD OF SURVEY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN BOOK 42, PAGE 36, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

REFERENCE DOCUMENT:

PER PRELIMINARY TITLE REPORT FROM CHICAGO TITLE COMPANY

ORDER NO. 116746840-X59

DATED AS OF: MARCH 29, 2012

PARKING COUNT:

13 REGULAR STRIPED PARKING

APN: 4332-003-018

(PRELIMINARY)

TITLE:	ALTA/ACSM LAND SURVEY 811 W. OLYMPIC BLVD., LOS ANGELES, CA 90015	
CLIENT:	RAY GOLBARI	JOB NO.: 12-6054
SCALE:	1"=16'	DATE: 05/04/12
DESIGNED BY:	F.G. / C.A.	REVISION (S):
DRAWN BY:	RZD	
CHECKED BY:	C.DL.	SHEET 1 OF 1 SHEET

S:\DRAWINGS\12-6054.DWG (0)

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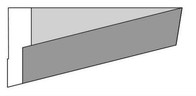
Revisions:

No	Date	Description
1	12/16/2015	1ST ENT. SUBMITTAL

LICENSED ARCHITECT ROBERTO F. NARDI NO. C-26774 STATE OF CALIFORNIA REN 1-31-17

Sheet Title:
SITE SURVEY

Key Plan:



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Scale: NTS

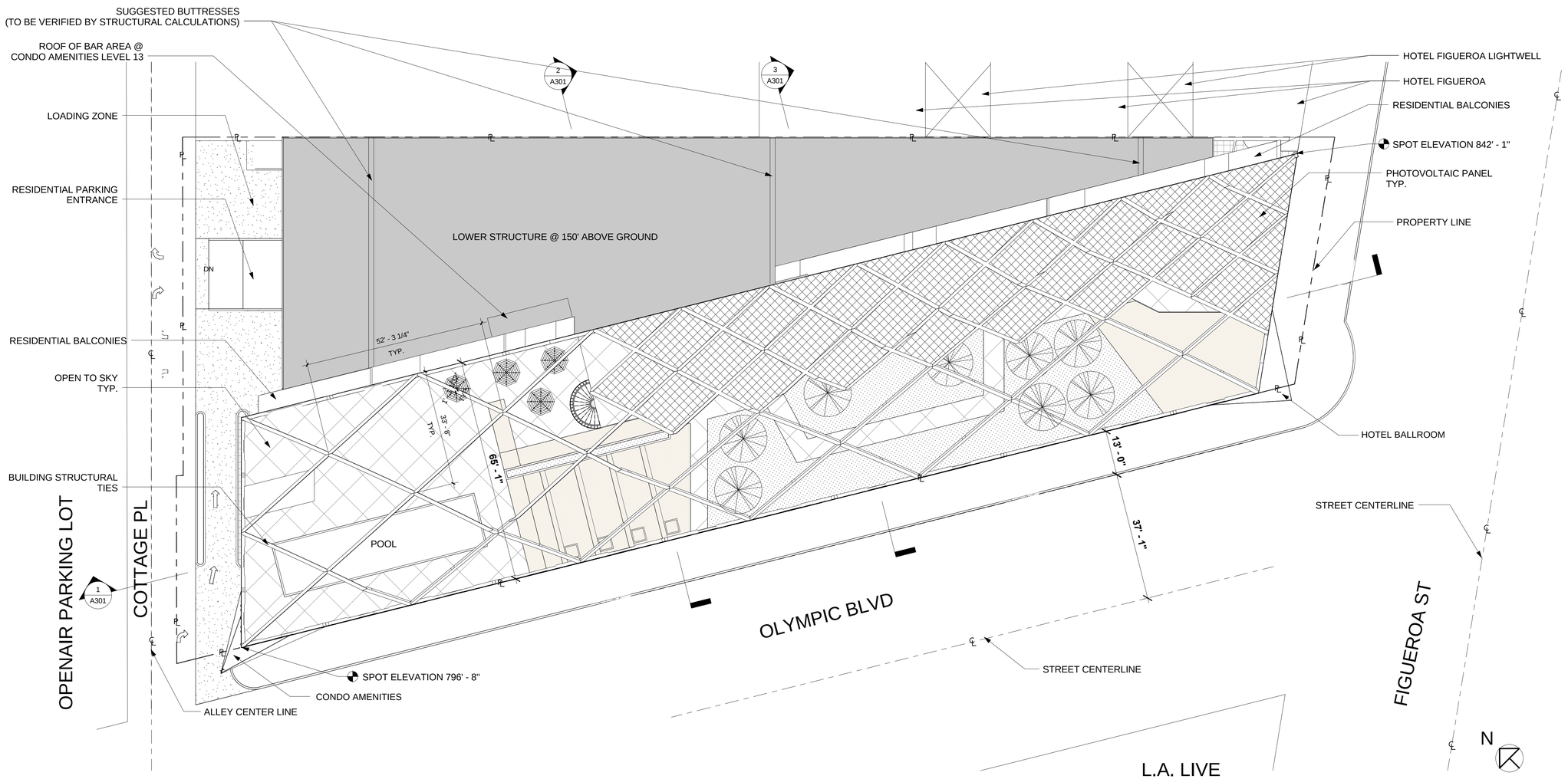
Date: 12/16/2015

Drawn by: WC

Project No: 85-10130

Phase: ENTITLEMENT

Sheet No:
M1.00



1 Site
1/16" = 1'-0"

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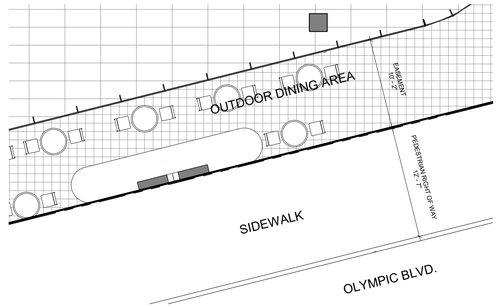
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ROOF PLAN

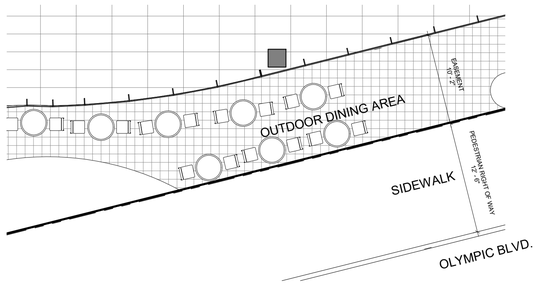
Project number	
Date	09 July, 2019
Drawn by	YP
Checked by	NFN

A100

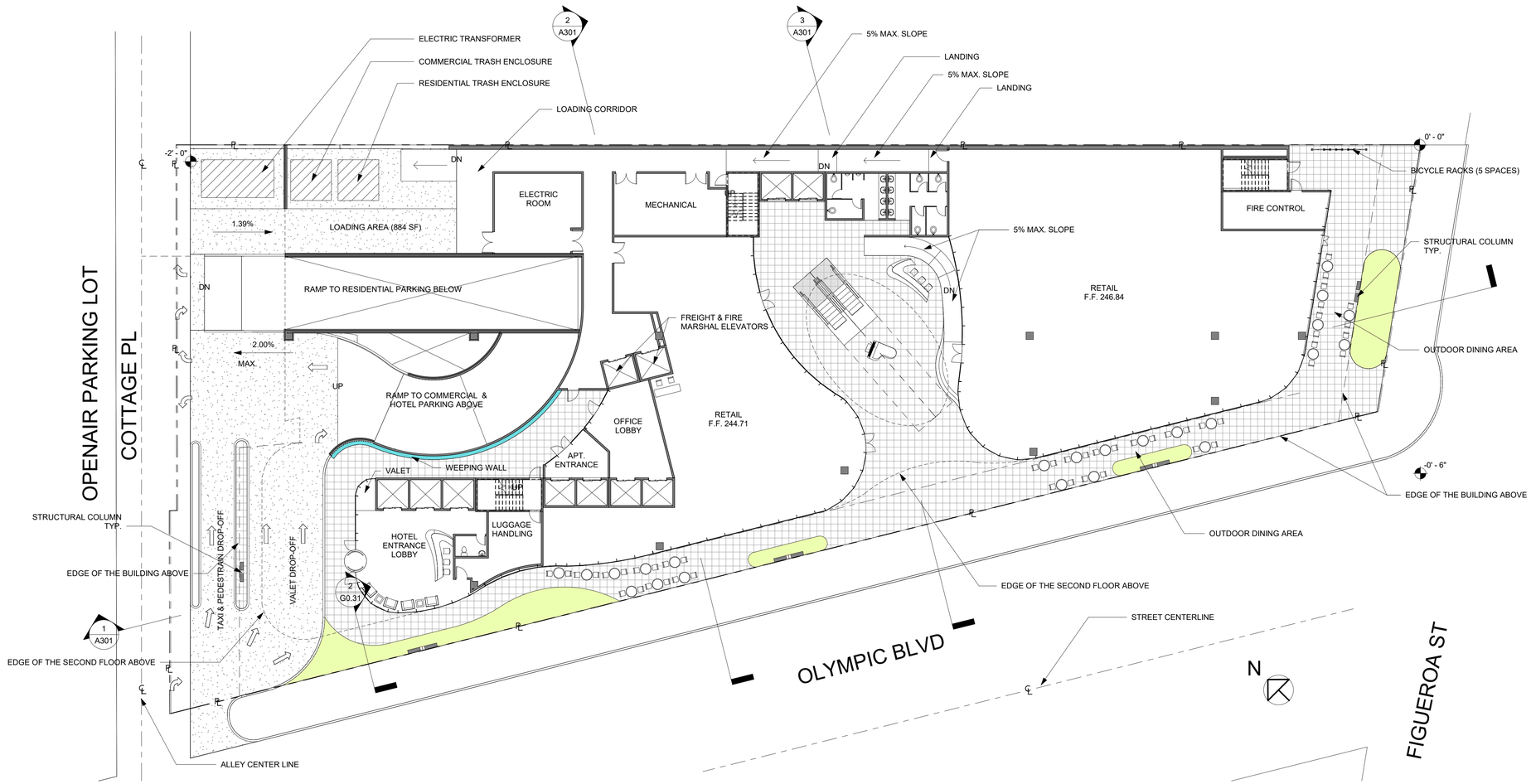
Scale



3 OUTDOOR DINING AREA #2
1/8" = 1'-0"



2 OUTDOOR DINING AREA #1
1/8" = 1'-0"



1 LEVEL 1 - GROUND FLOOR
1/16" = 1'-0"

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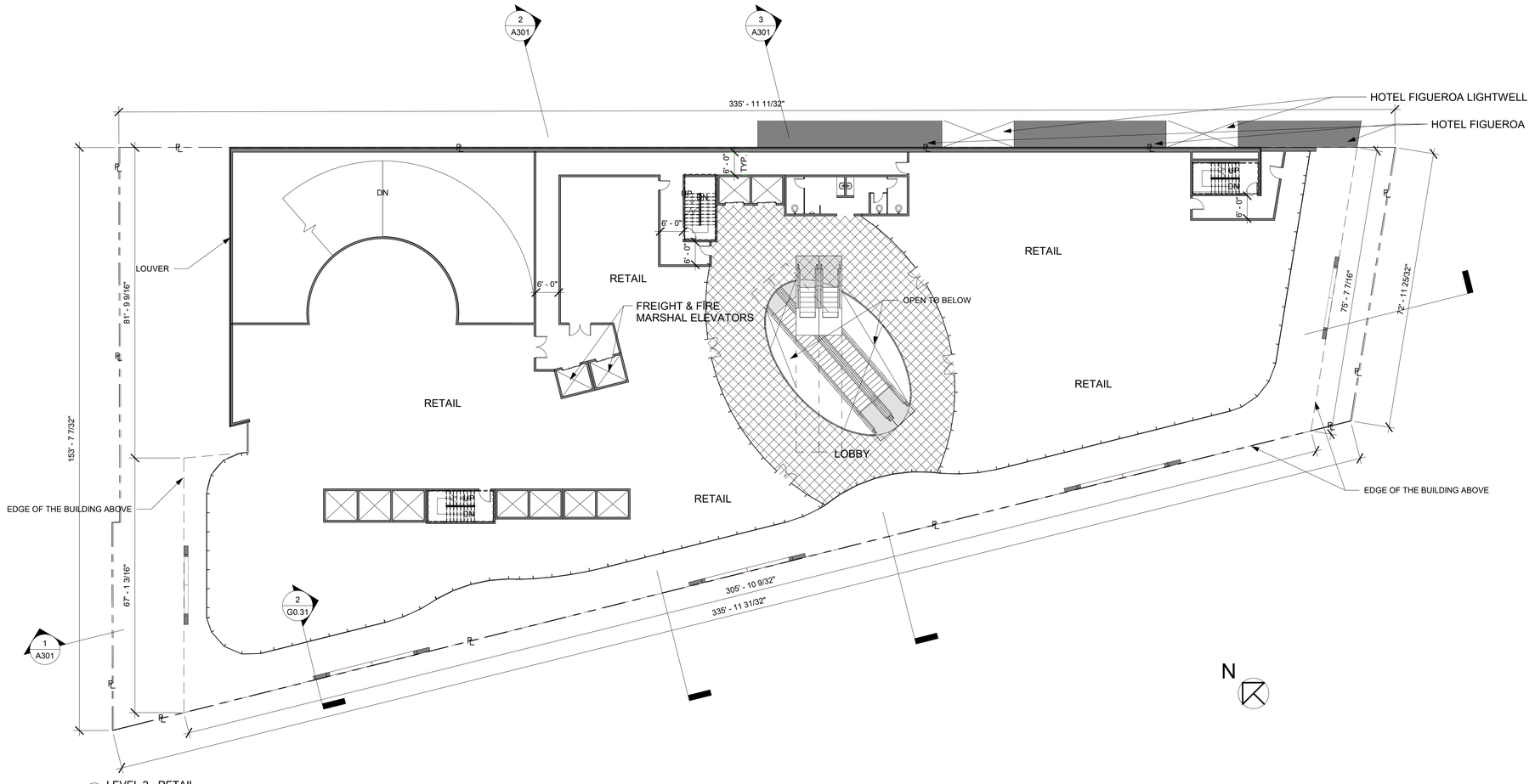
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XX		XX	XX/XX/2019

GROUND LEVEL RETAIL FLOOR PLAN

Project number	85-10130
Date	07/14/2019
Drawn by	YP
Checked by	NFN

A101

Scale: As indicated



1 LEVEL 2 - RETAIL
1/16" = 1'-0"

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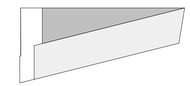
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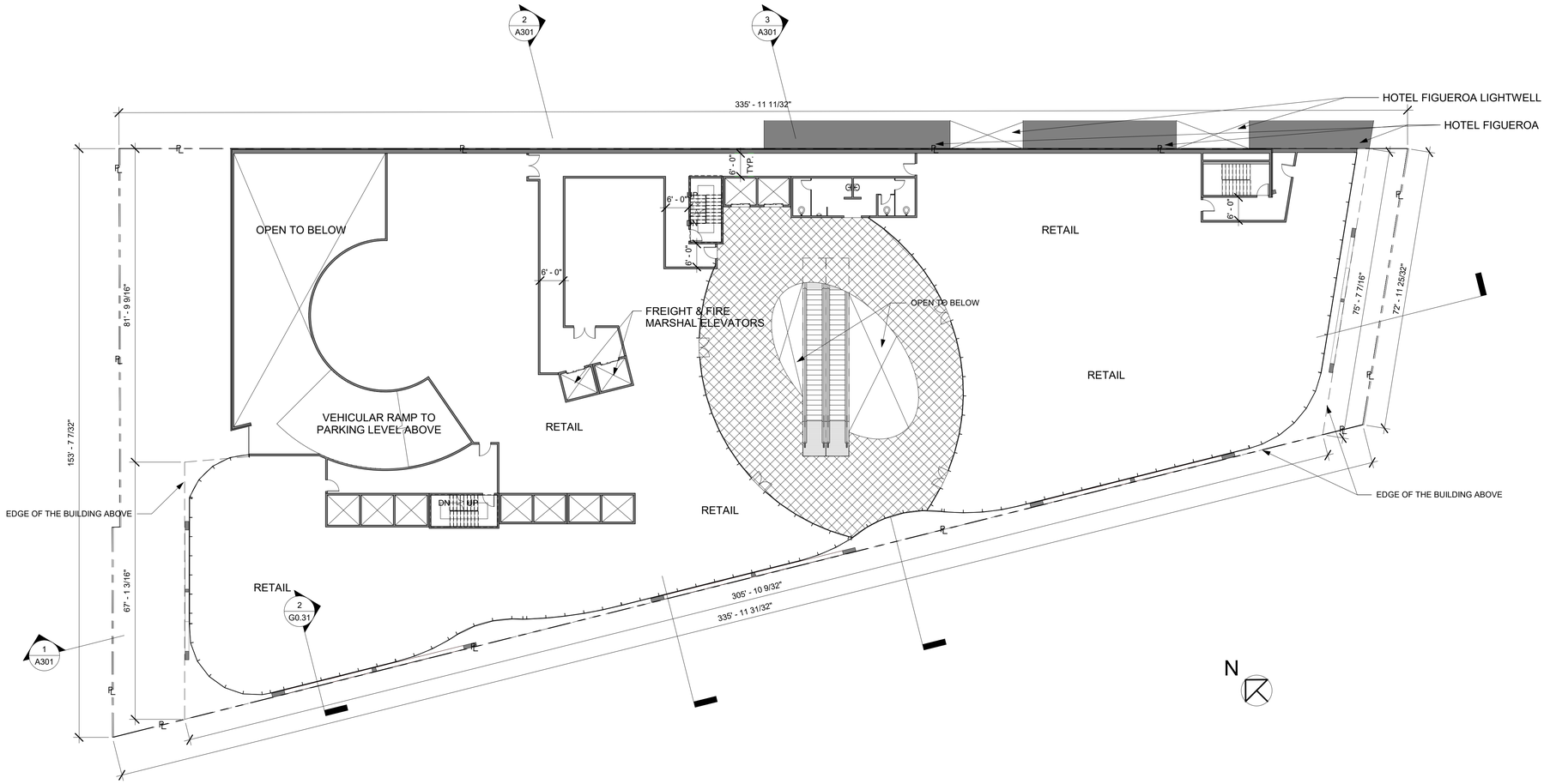
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LEVEL 2 - RETAIL FLOOR PLAN

Project number	85-10130
Date	07/14/2019
Drawn by	YP
Checked by	NFN

A102

Scale 1/16" = 1'-0"



1 LEVEL 3 - RETAIL
1/16" = 1'-0"

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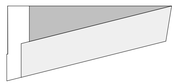
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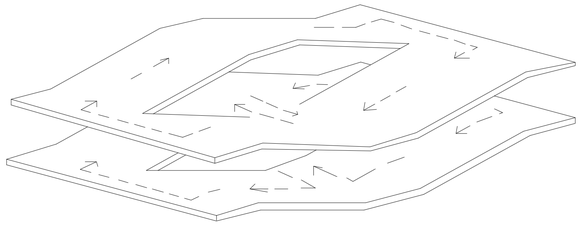
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LEVEL 3 - RETAIL FLOOR PLAN

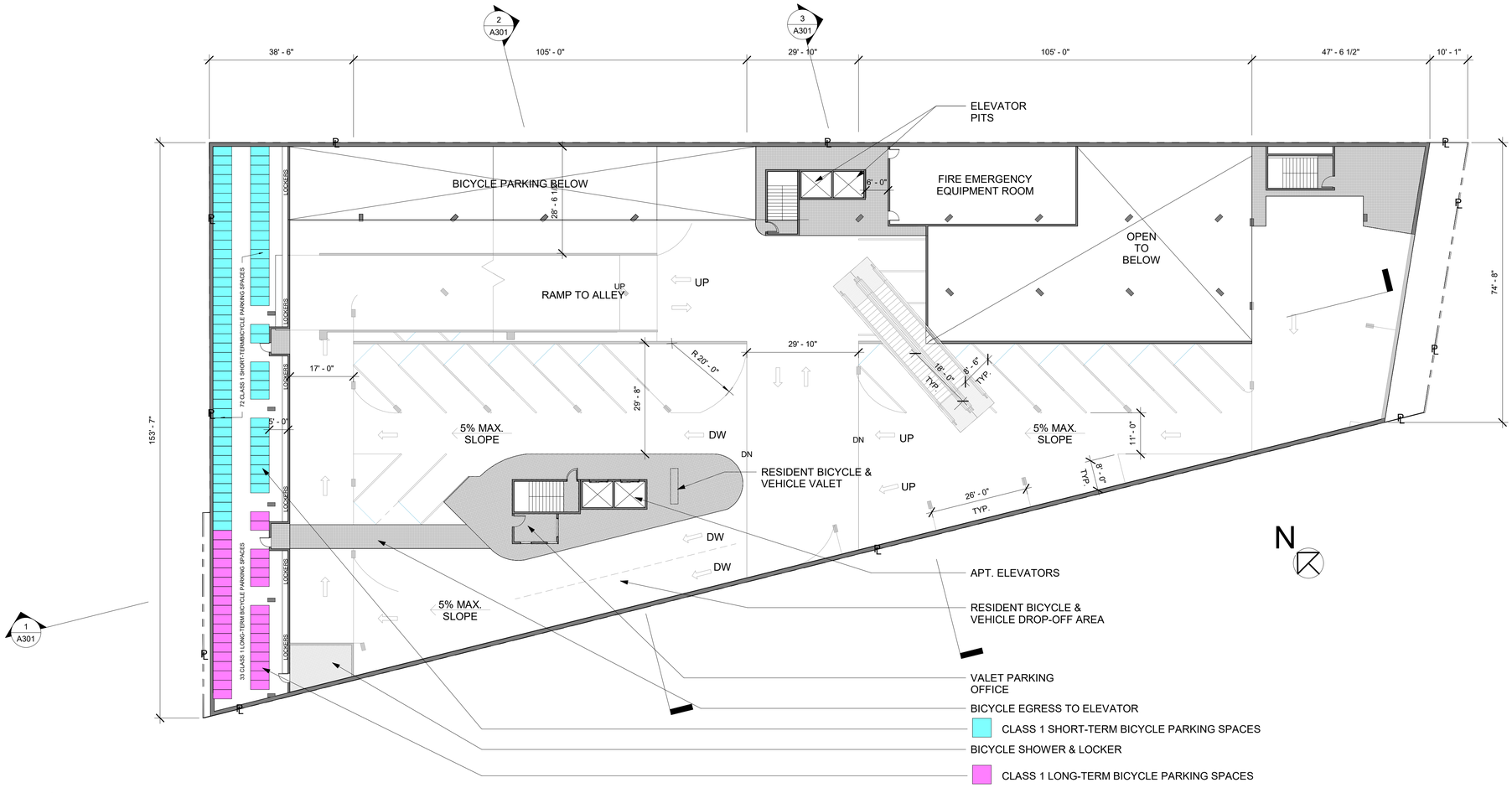
Project number	85-10130
Date	07/14/2019
Drawn by	YP
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A103

Scale 1/16" = 1'-0"



PARKING LEVELS - FUNCTIONAL DIAGRAM



1 BASEMENT 1
1/16" = 1'-0"

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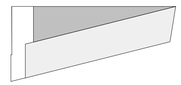
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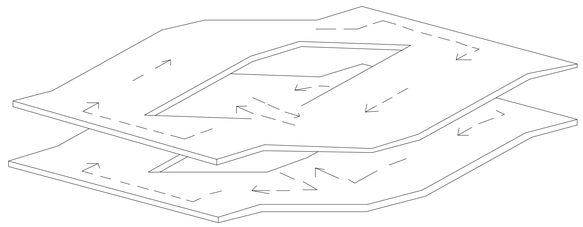
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1ST BASEMENT LEVEL - PARKING FLOOR PLAN

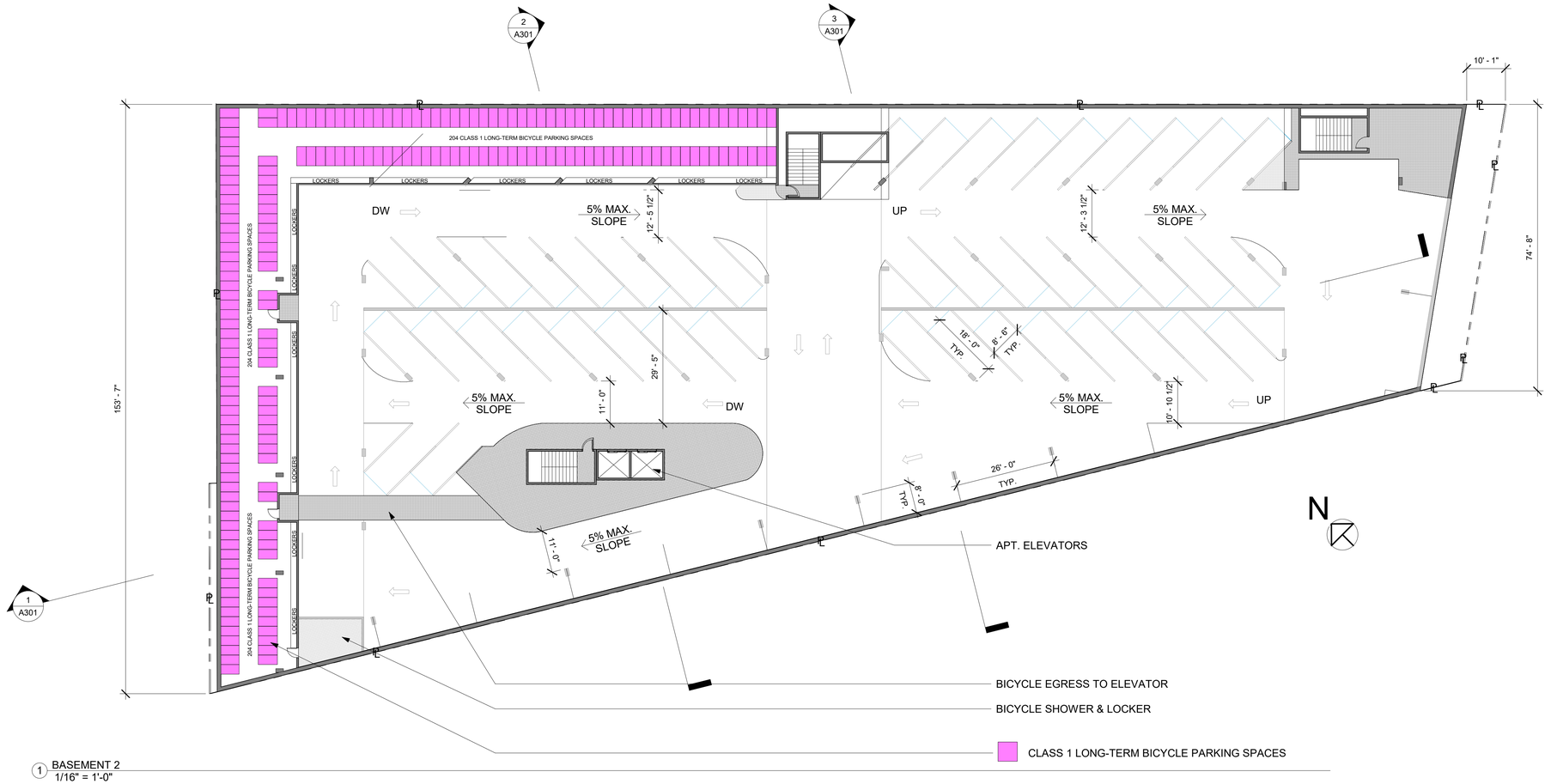
Project number	10130
Date	AUG 26 2015
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A1B1

Scale 1/16" = 1'-0"



PARKING LEVELS - FUNCTIONAL DIAGRAM



1 BASEMENT 2
1/16" = 1'-0"

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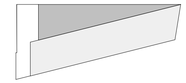
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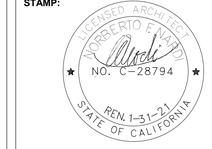
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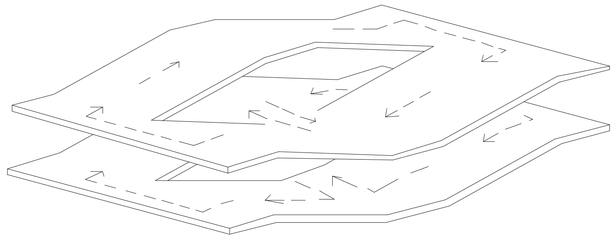
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2ND BASEMENT LEVEL - PARKING FLOOR PLAN

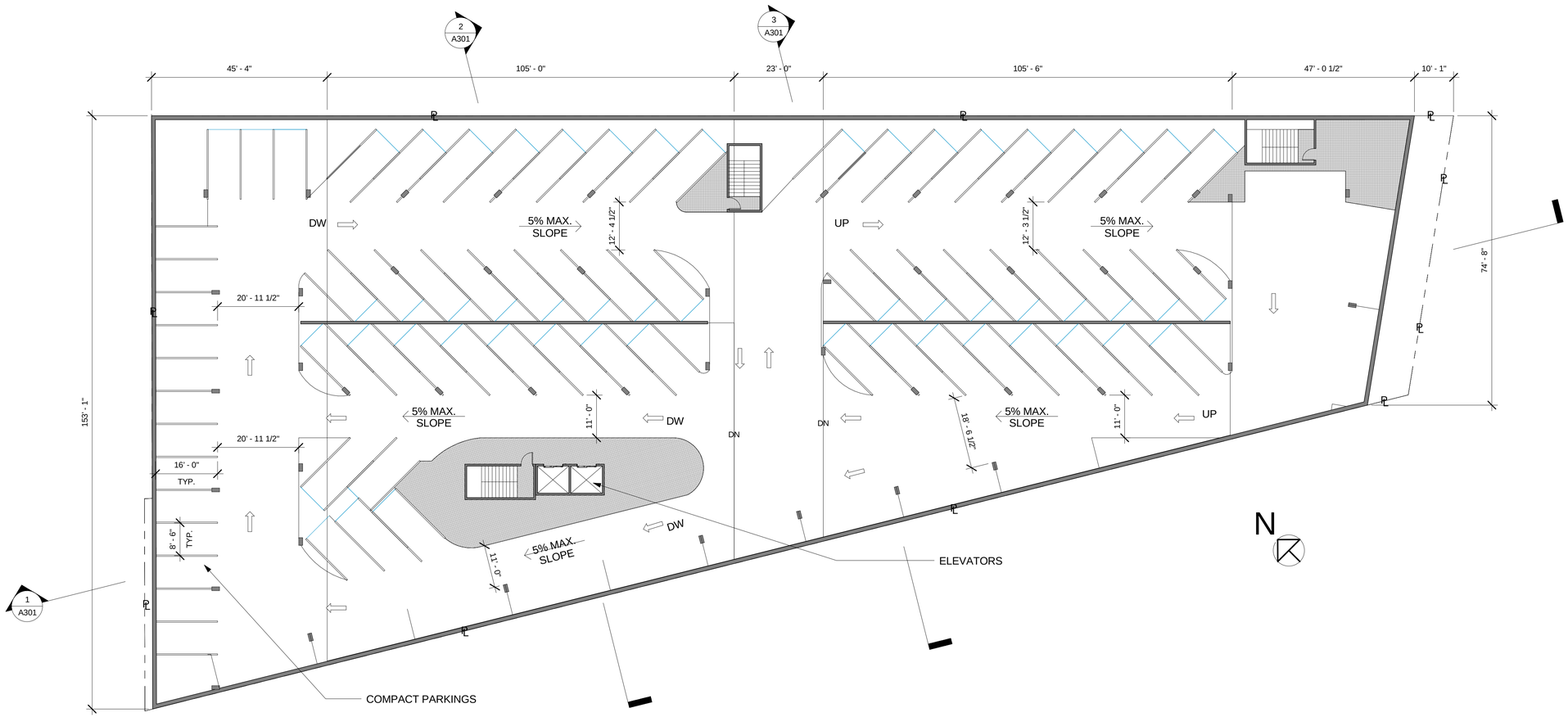
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A1B2

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PARKING LEVELS - FUNCTIONAL DIAGRAM



1 BASEMENT 3 - 6
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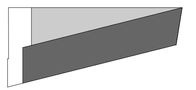
Revisions:

No	Date	Description
1	12/16/2015	1ST ENT. SUBMITTAL



Sheet Title:
3RD - 6TH BASEMENT LEVEL - PARKING FLOOR PLAN

Key Plan:



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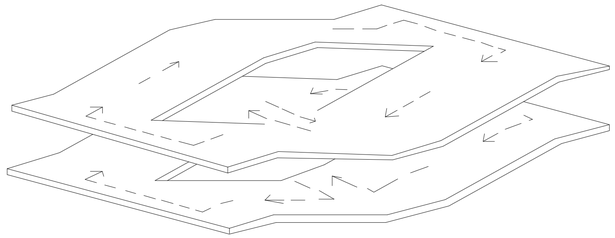
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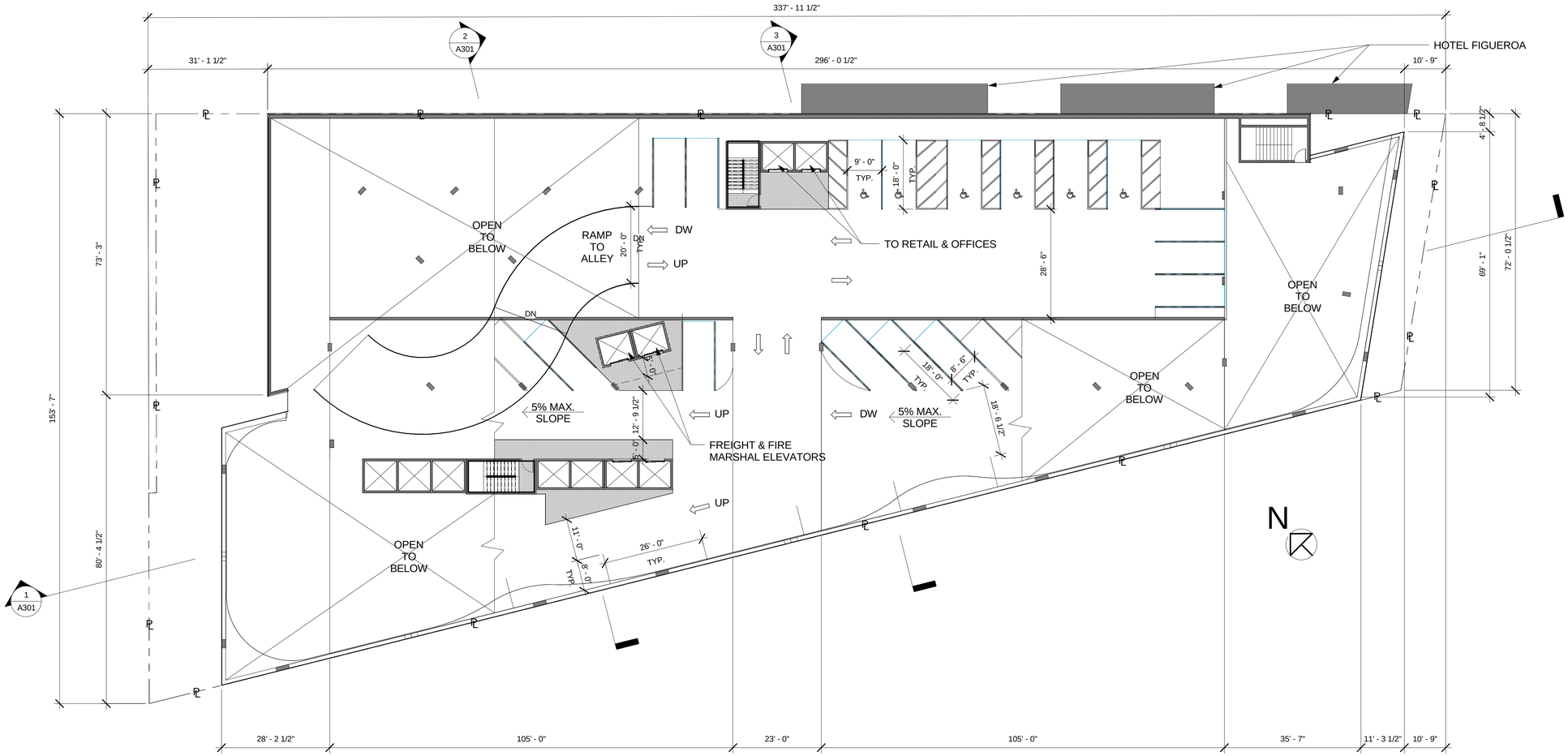
Project No: 85-10130

Phase: ENTITLEMENT

Sheet No:
A1B3



PARKING LEVELS - FUNCTIONAL DIAGRAM



1 4th FLOOR PARKING - ABOVE GROUND
1/16" = 1'-0"

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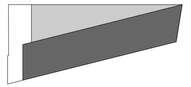
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Sheet Title:
4TH LEVEL - PARKING FLOOR PLAN - ABOVE GROUND

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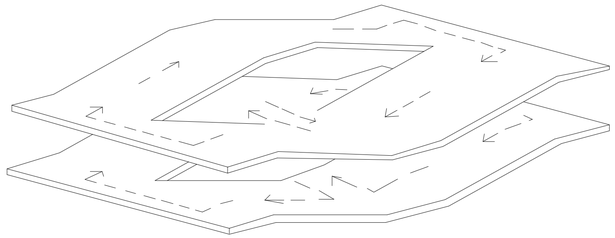
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Date:
12/16/2015

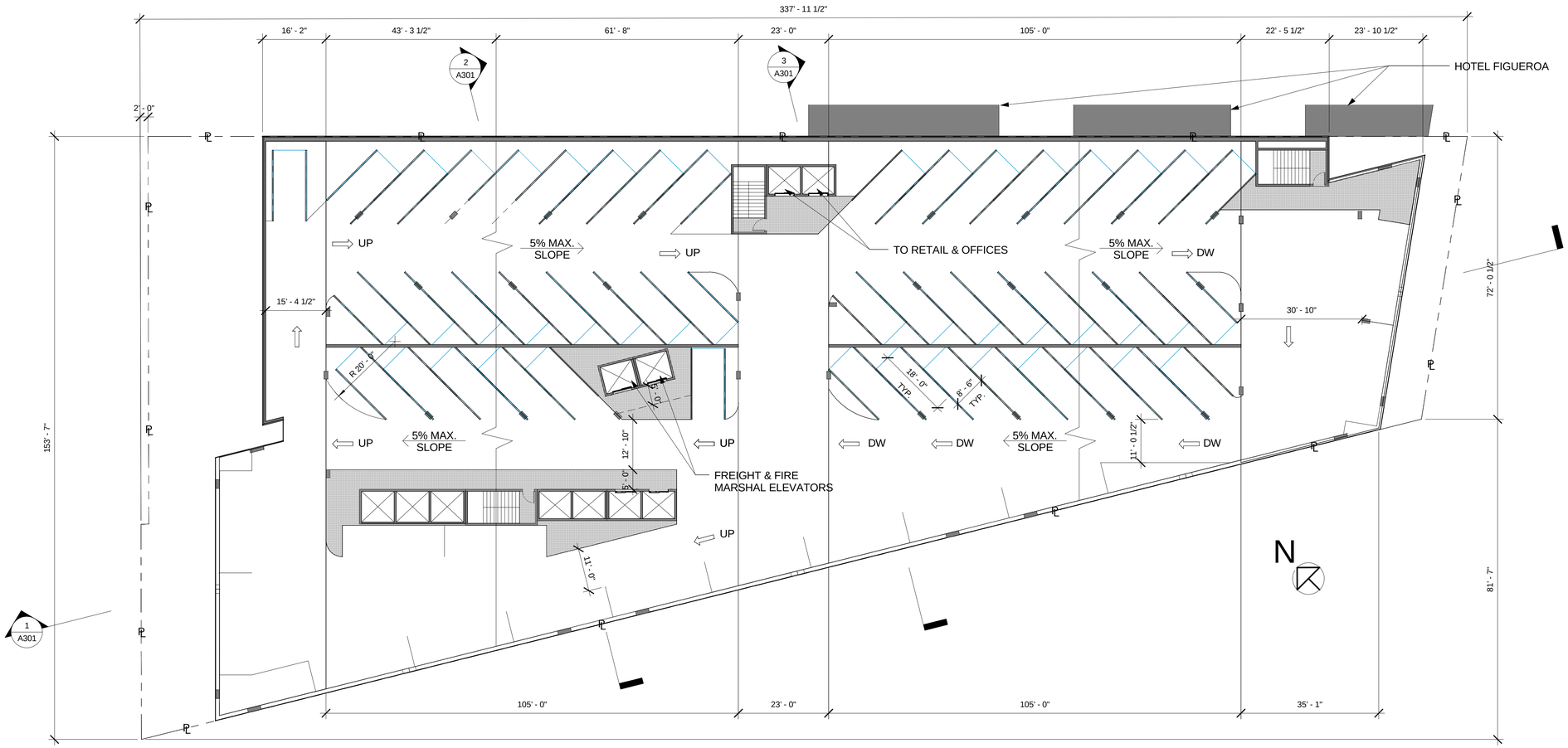
Drawn by: WC
Project No: 85-10130

Phase:
ENTITLEMENT

Sheet No:
A104



PARKING LEVELS - FUNCTIONAL DIAGRAM



1 5th FLOOR PARKING
1/16" = 1'-0"

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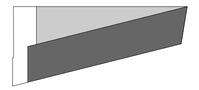
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5TH LEVEL - PARKING FLOOR PLAN

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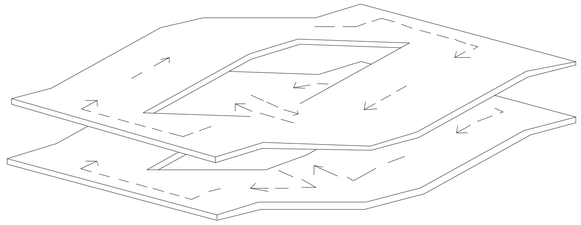
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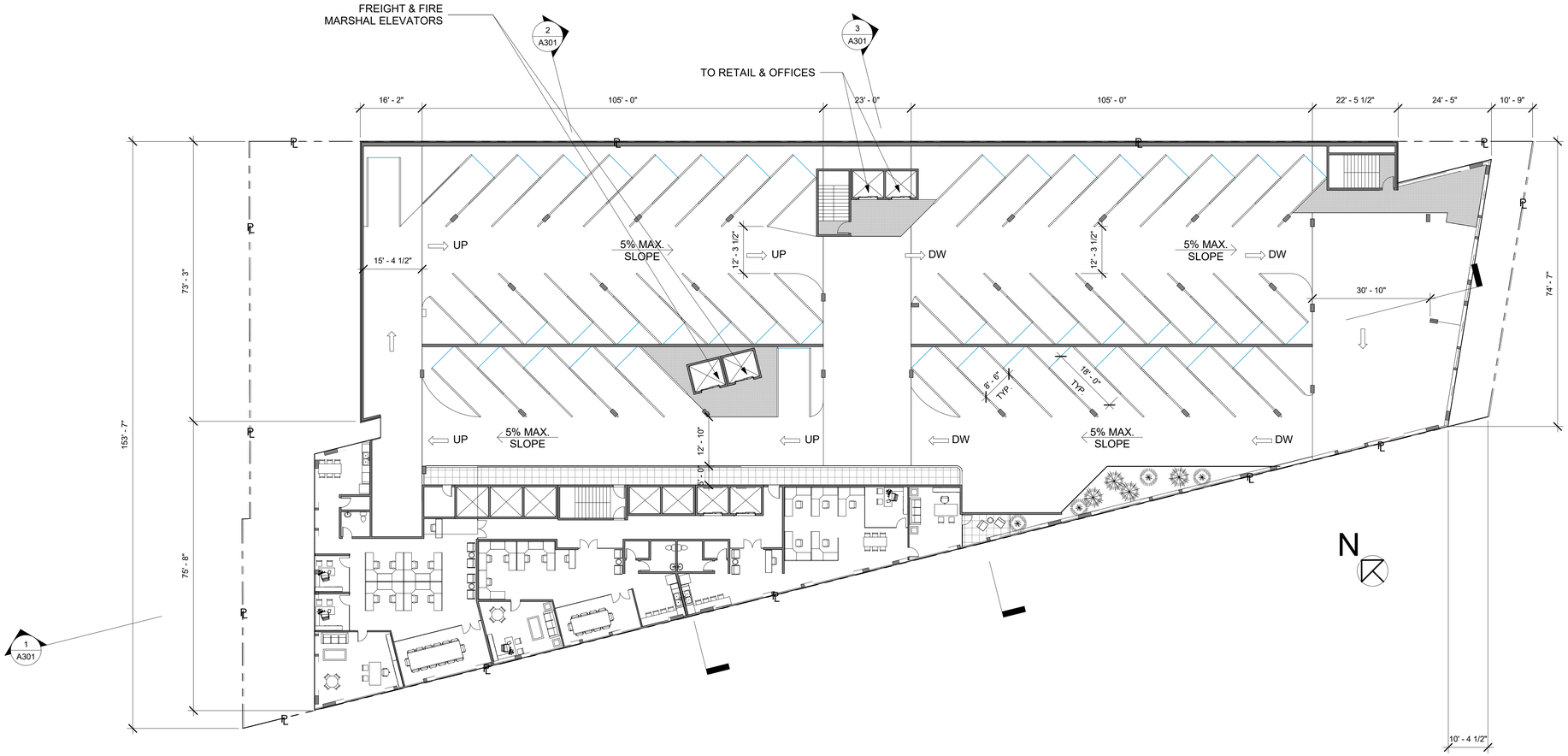
Project No: 85-10130

Phase: ENTITLEMENT

Sheet No: A105



PARKING LEVELS - FUNCTIONAL DIAGRAM



1 6th FLOOR PARKING & OFFICE
1/16" = 1'-0"

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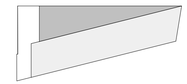
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KEY MAP:



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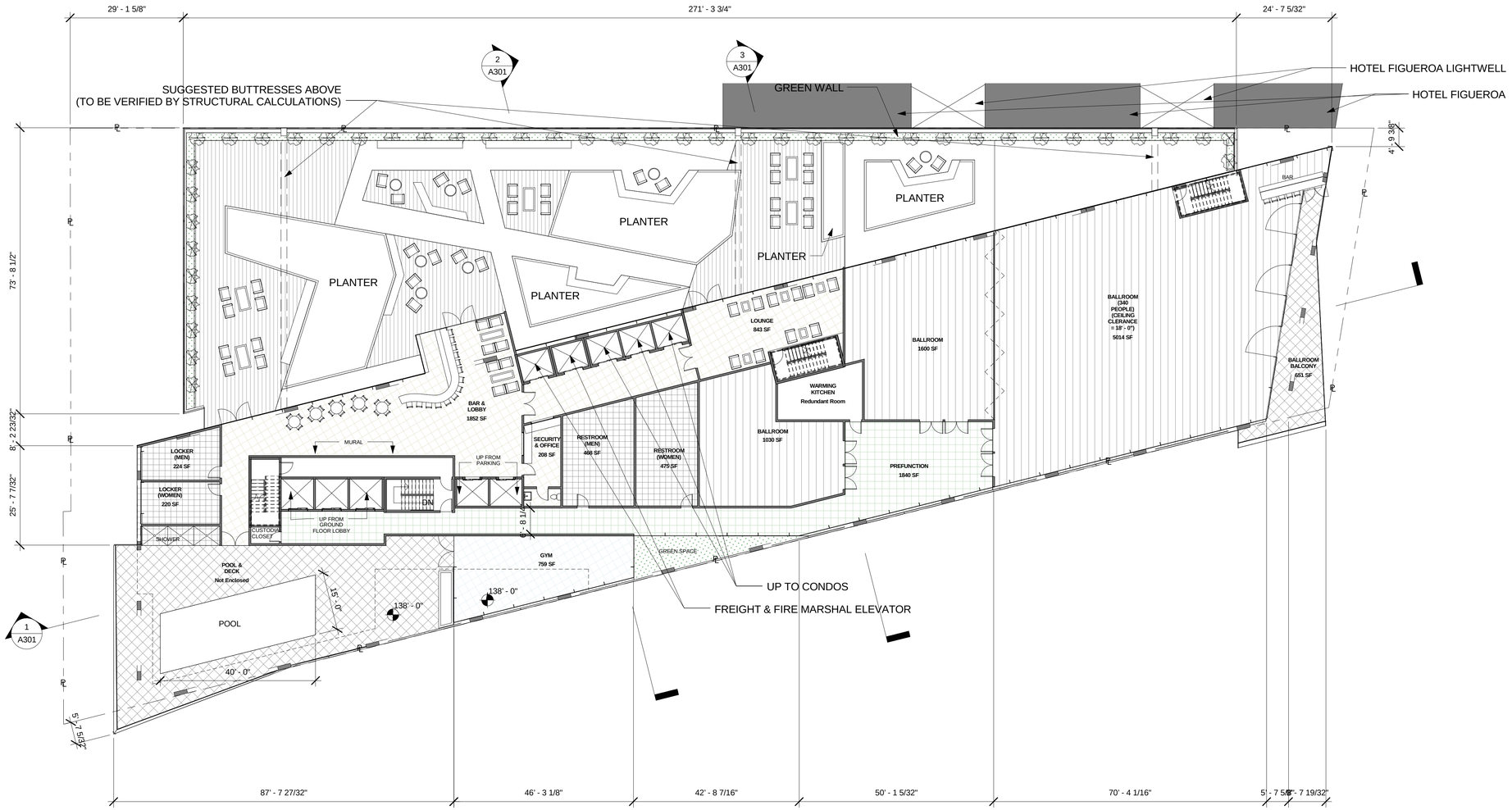
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XX		XX	XX/XX/2019

6TH - 12TH LEVEL - PARKING FLOOR PLAN

Project number	10130
Date	AUG 26 2015
Drawn by	YP
Checked by	NFN

A106

Scale 1/16" = 1'-0"



1 LEVEL 13 - CONDO LOBBY & AMENITIES
1/16" = 1'-0"

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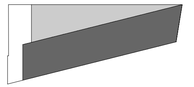
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LEVEL 13 - CONDO. AM. AND BALLROOM FLOOR PLAN

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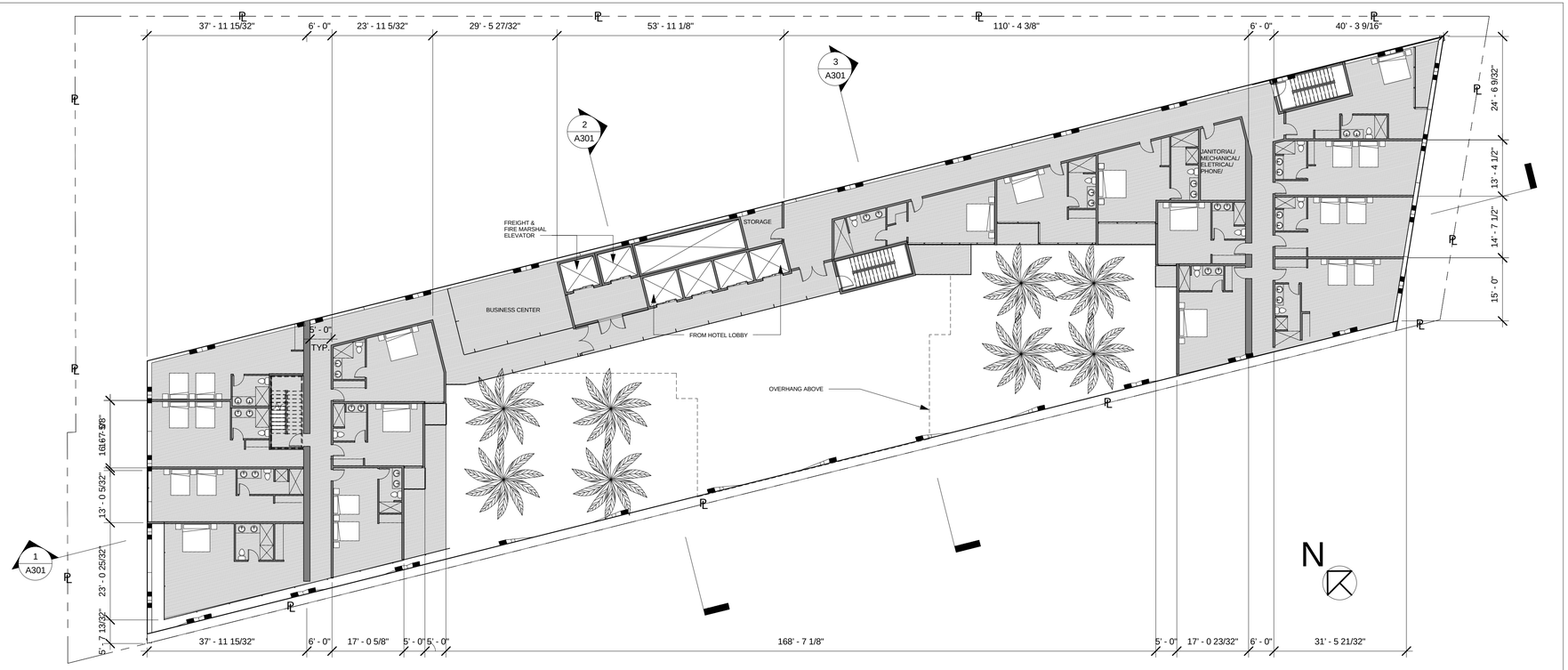
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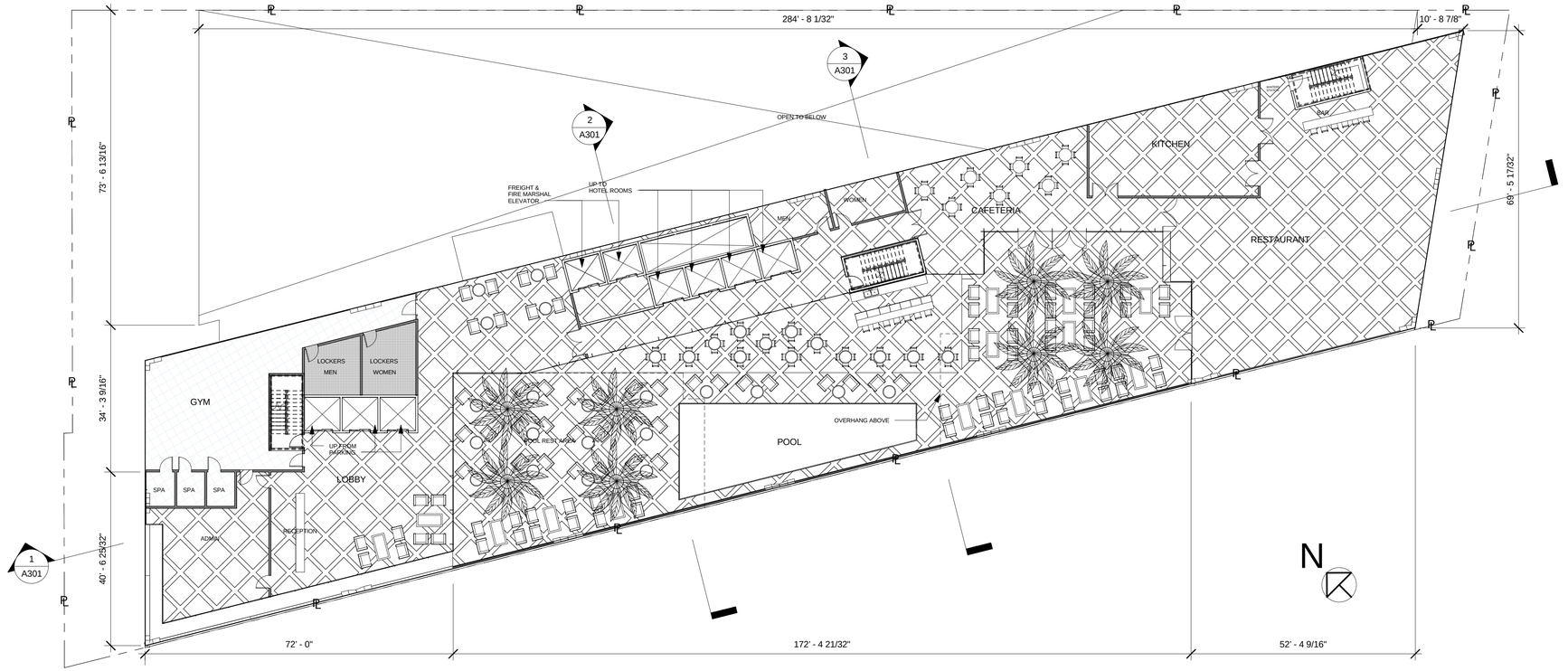
Project No: 85-10130

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A113



2 LEVEL-15 HOTEL ROOMS
1/16" = 1'-0"



1 LEVEL-14 HOTEL LOBBY & AMENITIES
1/16" = 1'-0"

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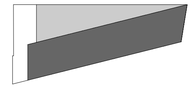
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LEVEL 14 & 15 - HOTEL FLOOR PLAN

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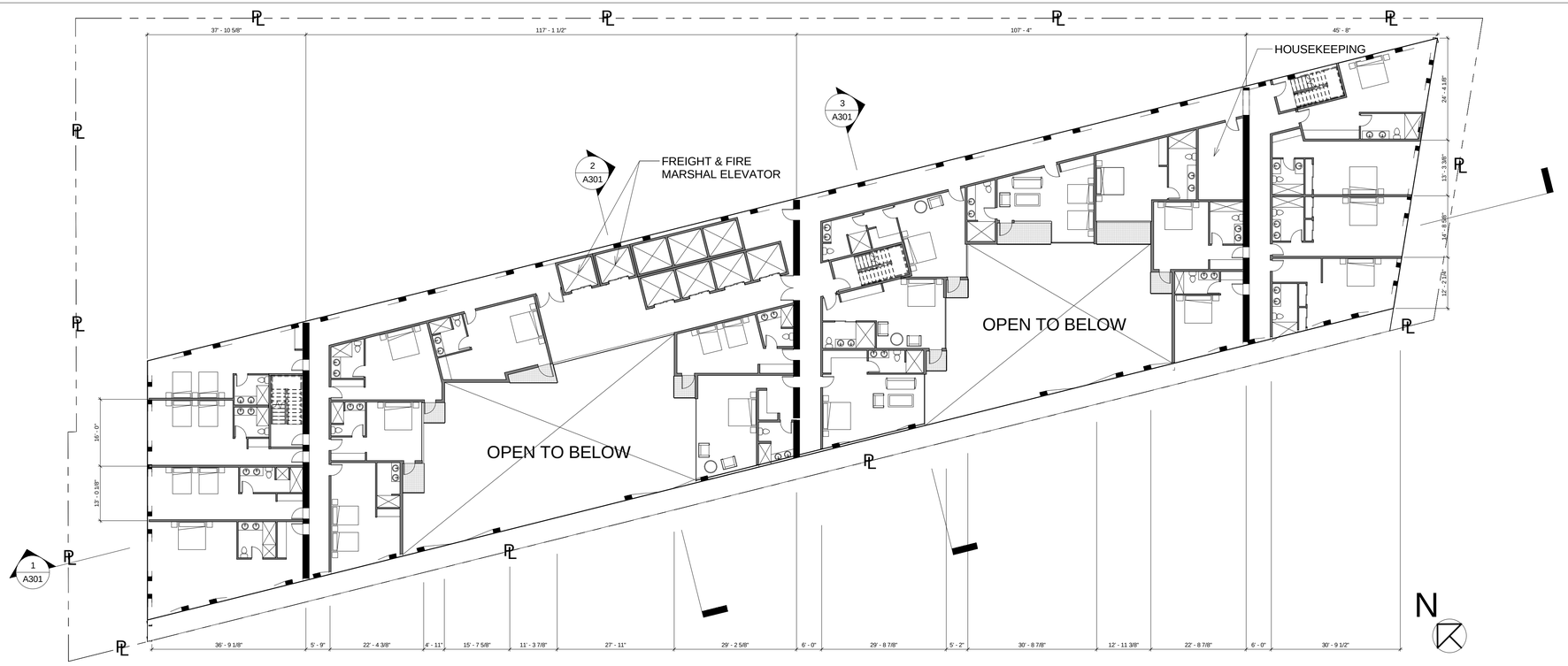
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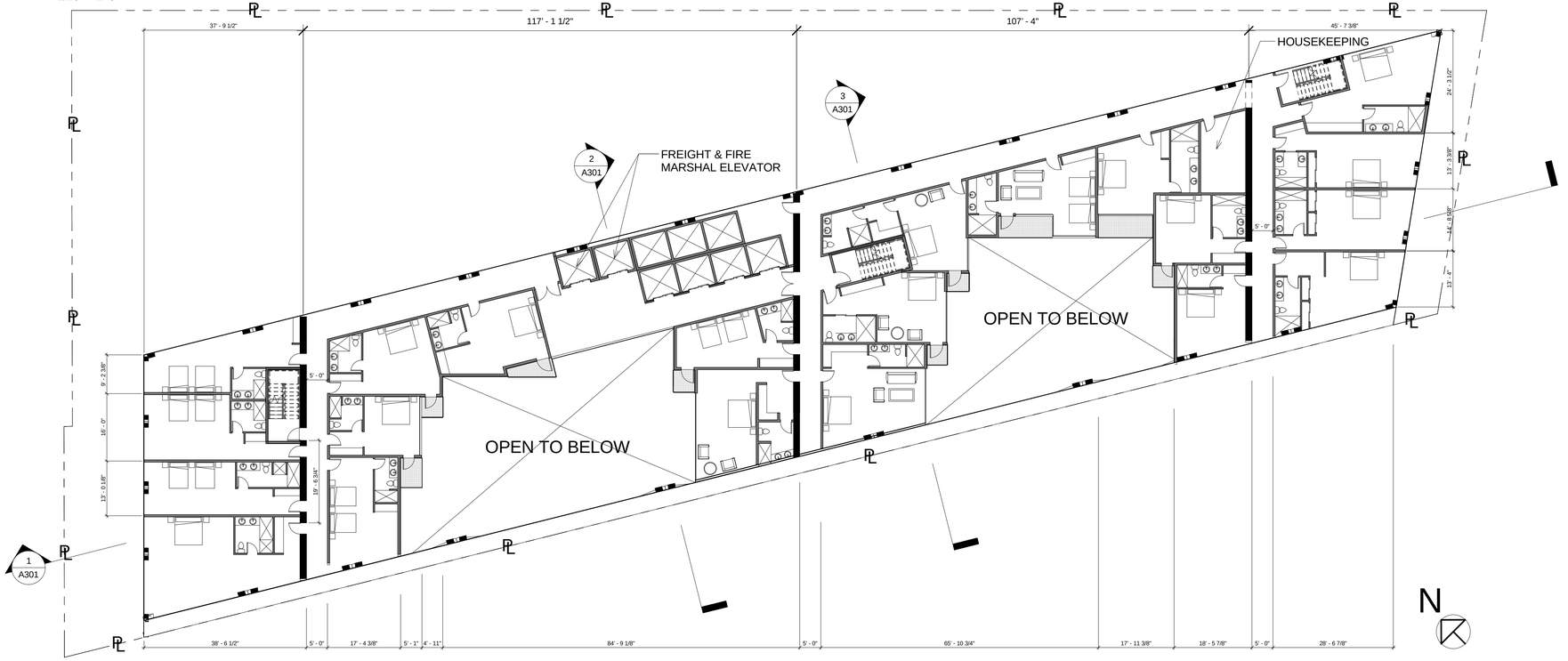
Project No: 85-10130

Phase: ENTITLEMENT

Sheet No: A114



2 LEVEL 17 - HOTEL ROOM
1/16" = 1'-0"



1 LEVEL 16 - HOTEL ROOM
1/16" = 1'-0"

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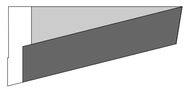
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LEVEL 16 & 17 - HOTEL FLOOR PLAN

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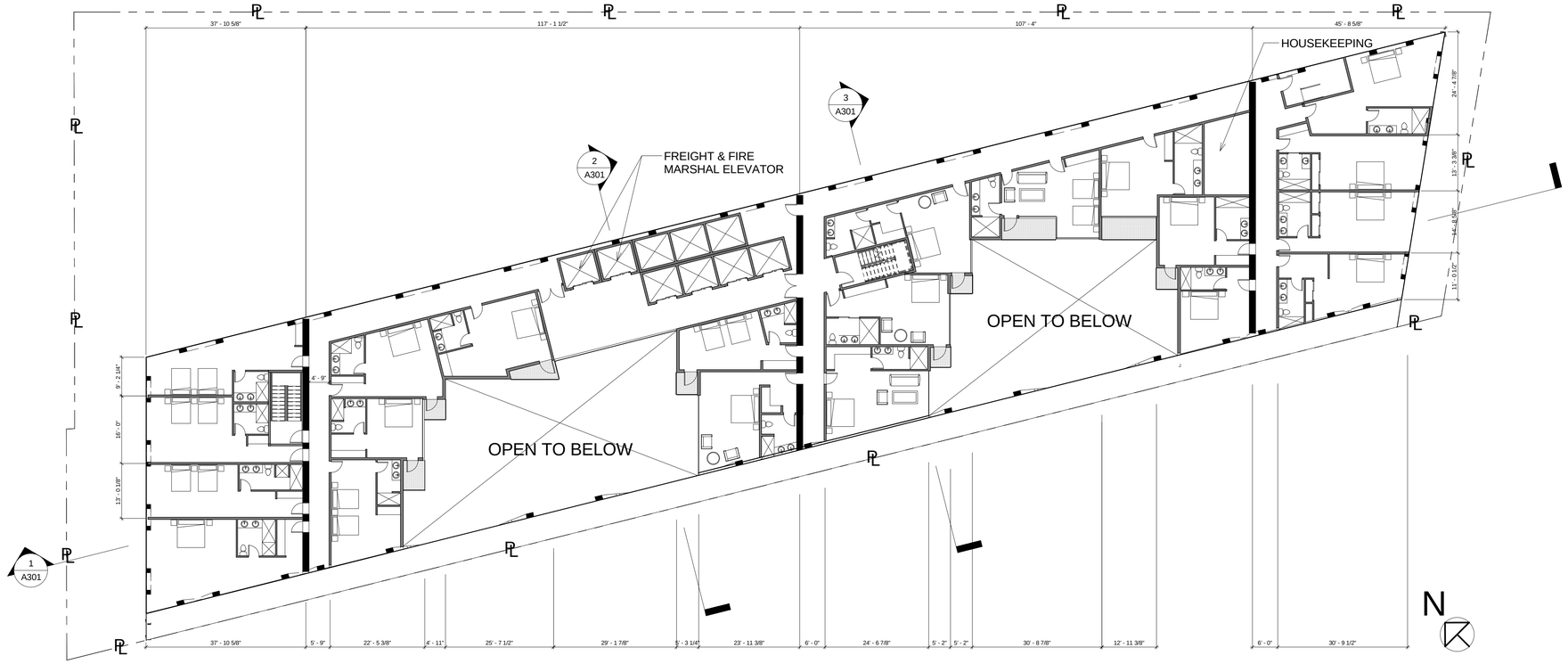
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1 LEVEL 18 - HOTEL ROOM
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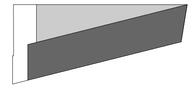
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No	Date	Description
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Sheet Title:
LEVEL 18 - HOTEL FLOOR PLAN

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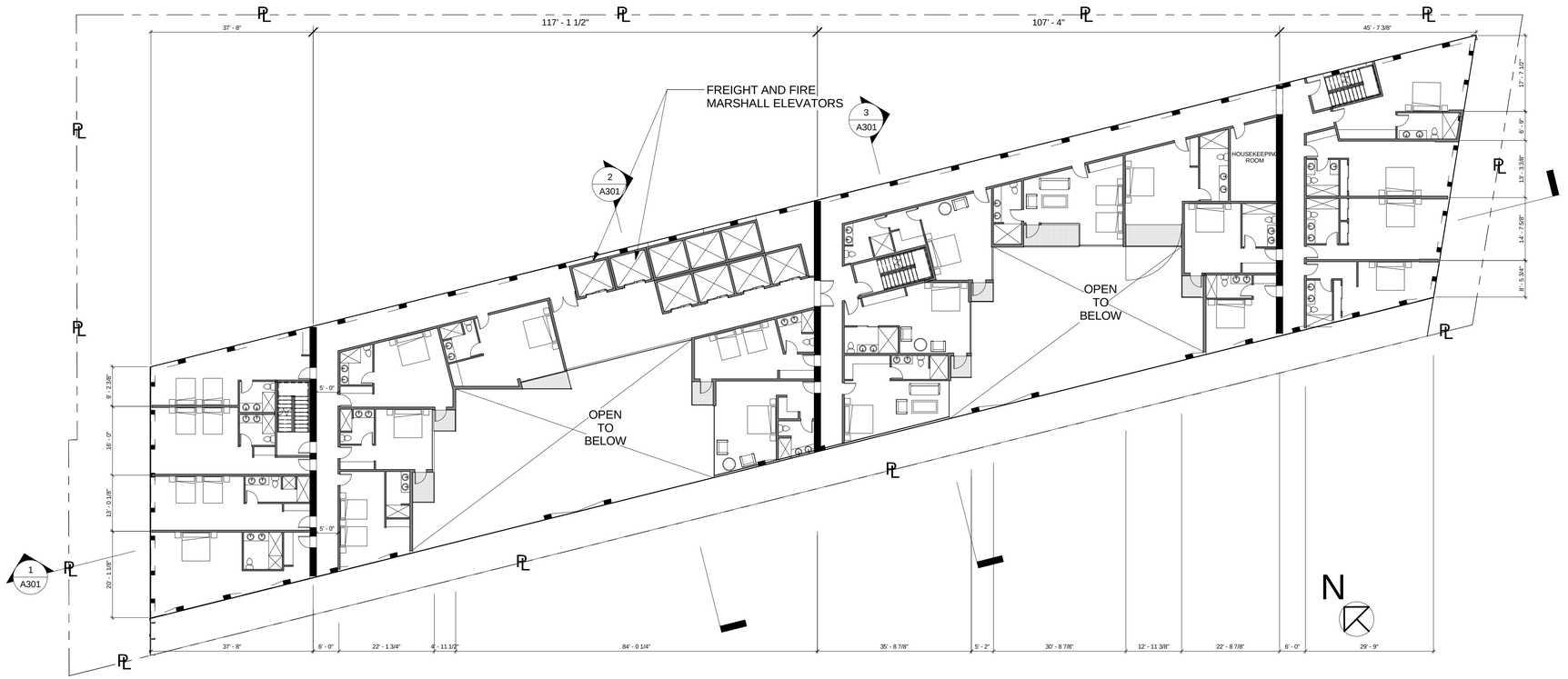
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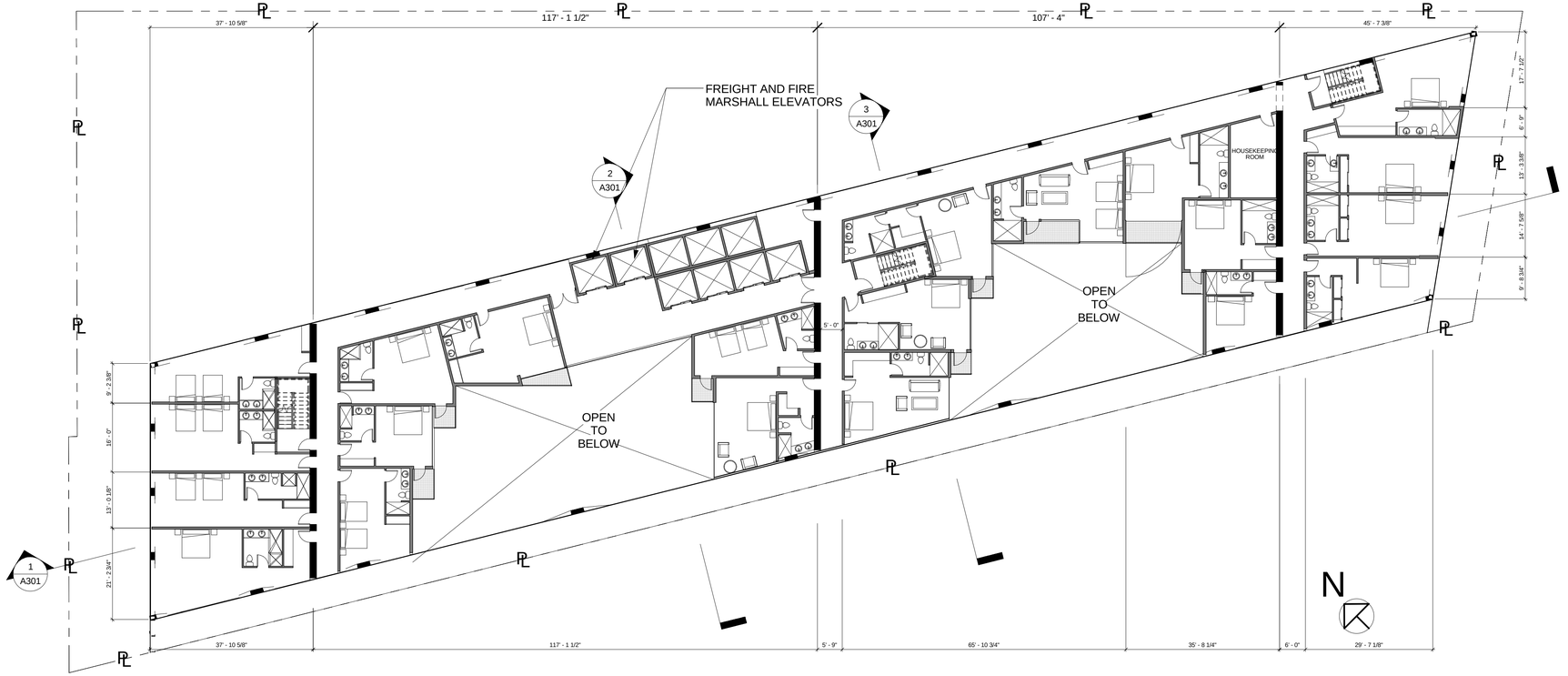
Project No: 85-10130

Phase: ENTITLEMENT

Sheet No:
A118



2 LEVEL 20 - HOTEL ROOM
1/16" = 1'-0"



1 LEVEL 19 - HOTEL ROOM
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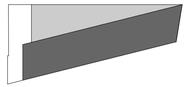
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Sheet Title:
LEVEL 19 & 20 - HOTEL FLOOR PLAN

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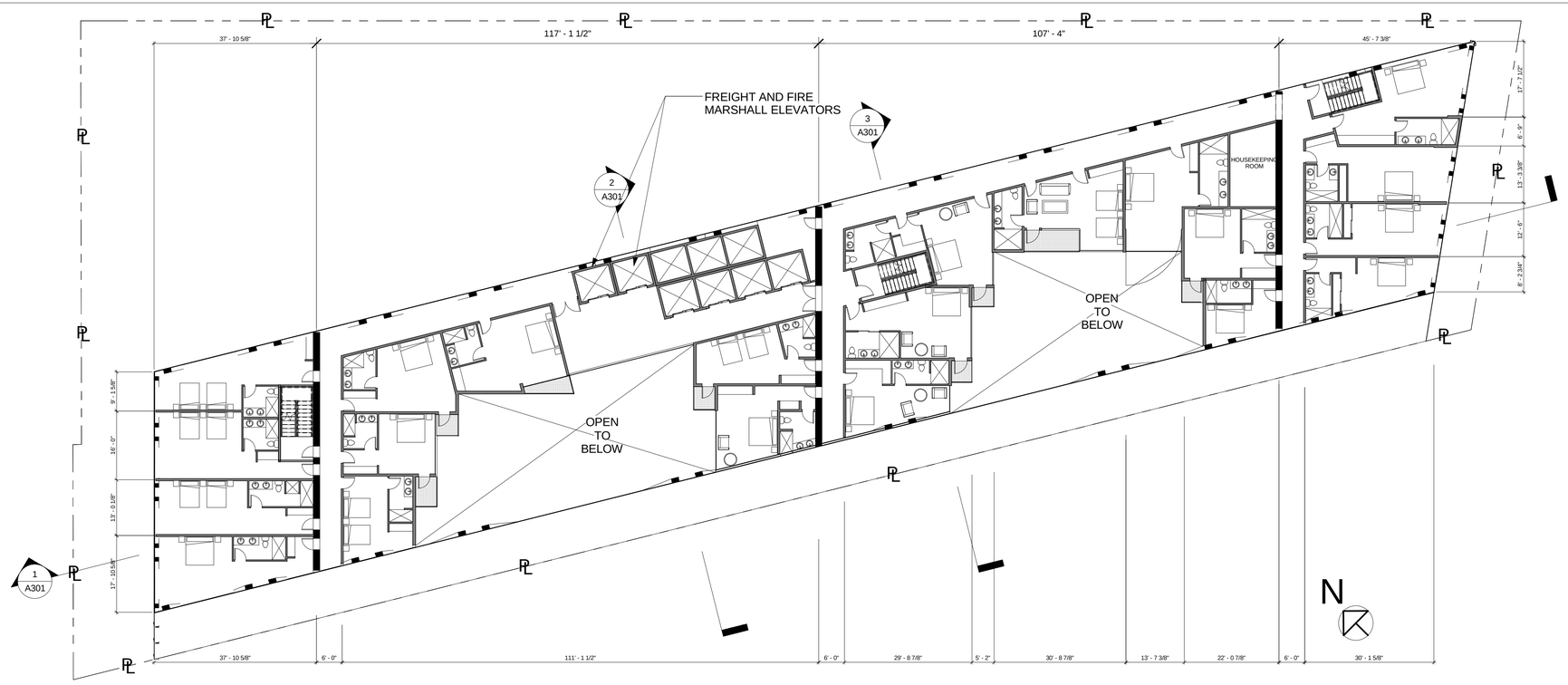
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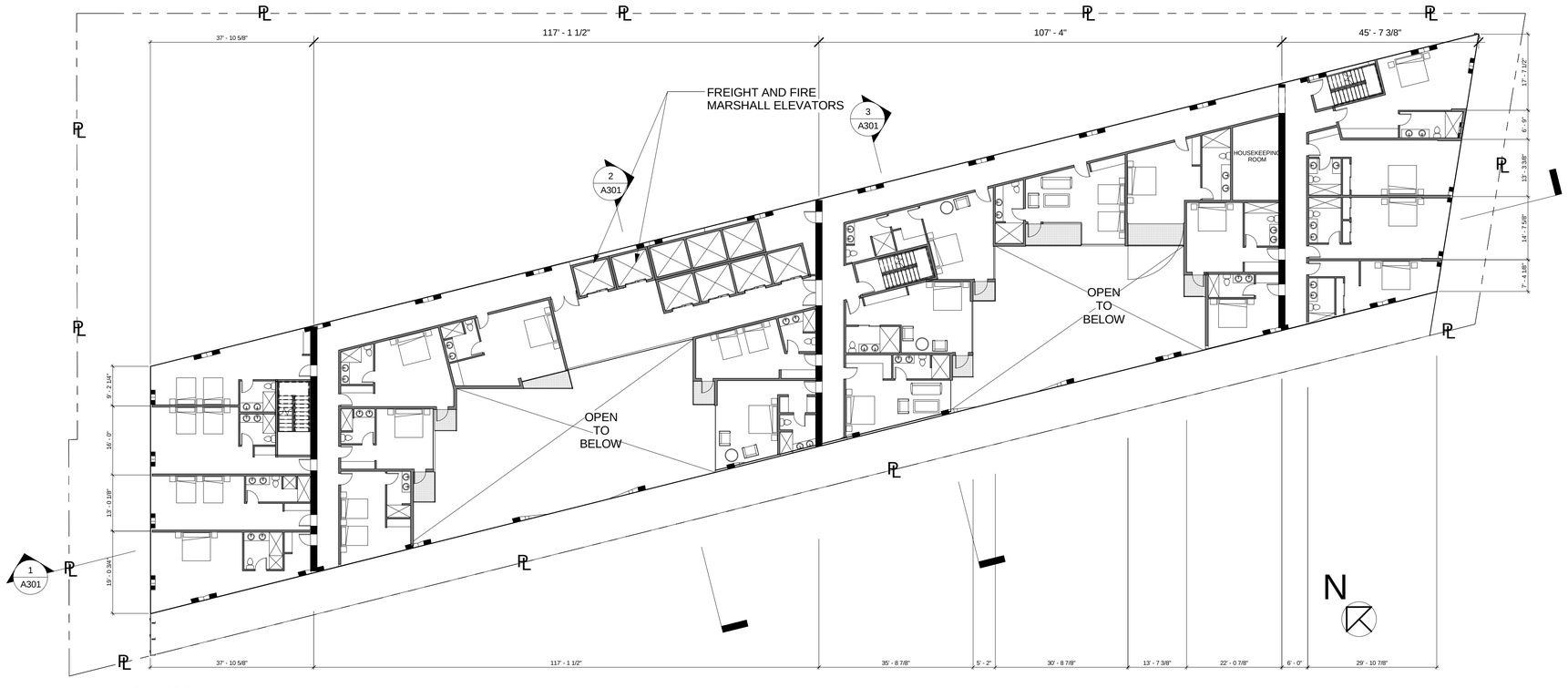
Project No:
85-10130

Phase:
ENTITLEMENT

Sheet No:
A119



2 LEVEL 22 - HOTEL ROOM
1/16" = 1'-0"



1 LEVEL 21 - HOTEL ROOM
1/16" = 1'-0"

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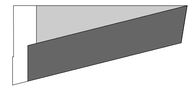
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Sheet Title:
LEVEL 21 & 22 - HOTEL FLOOR PLAN

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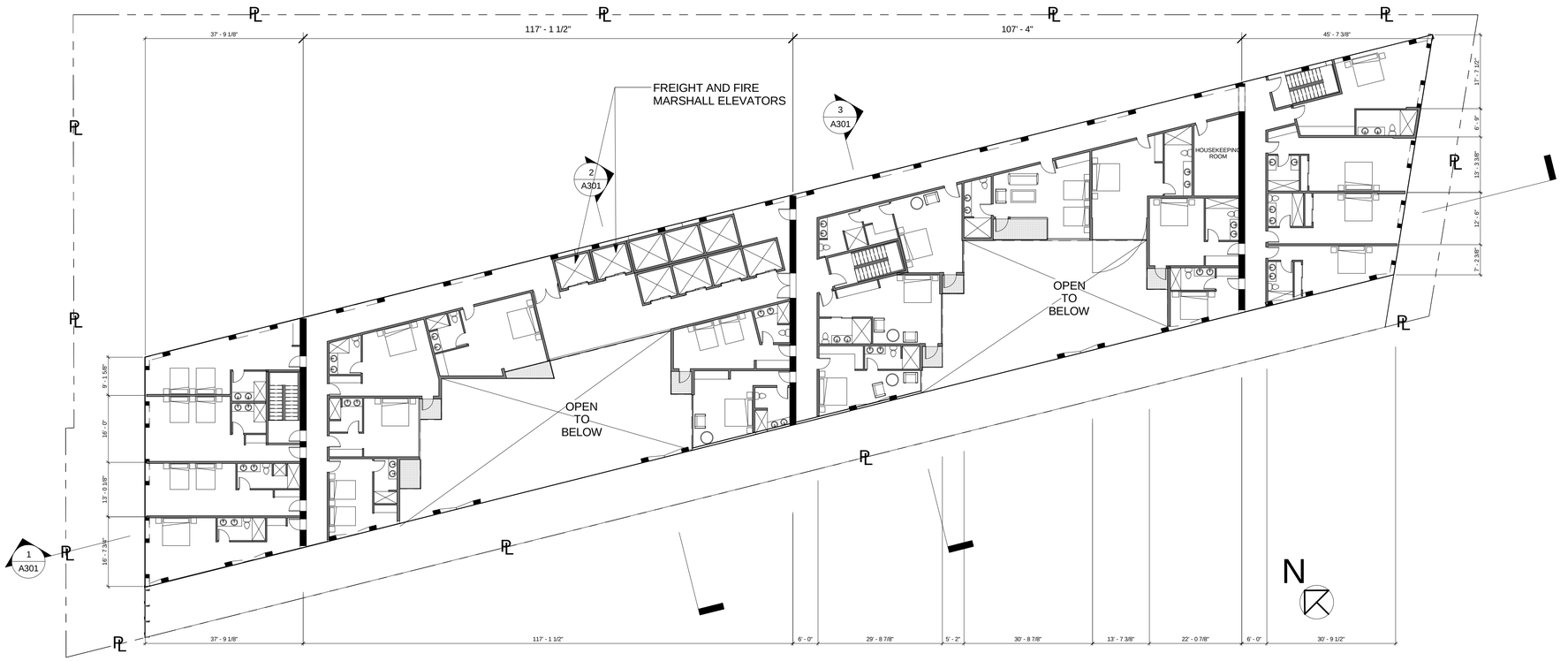
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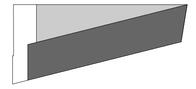
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1 LEVEL 23 - HOTEL ROOM
1/16" = 1'-0"

Sheet Title:
LEVEL 23 - HOTEL FLOOR PLAN

Key Plan:



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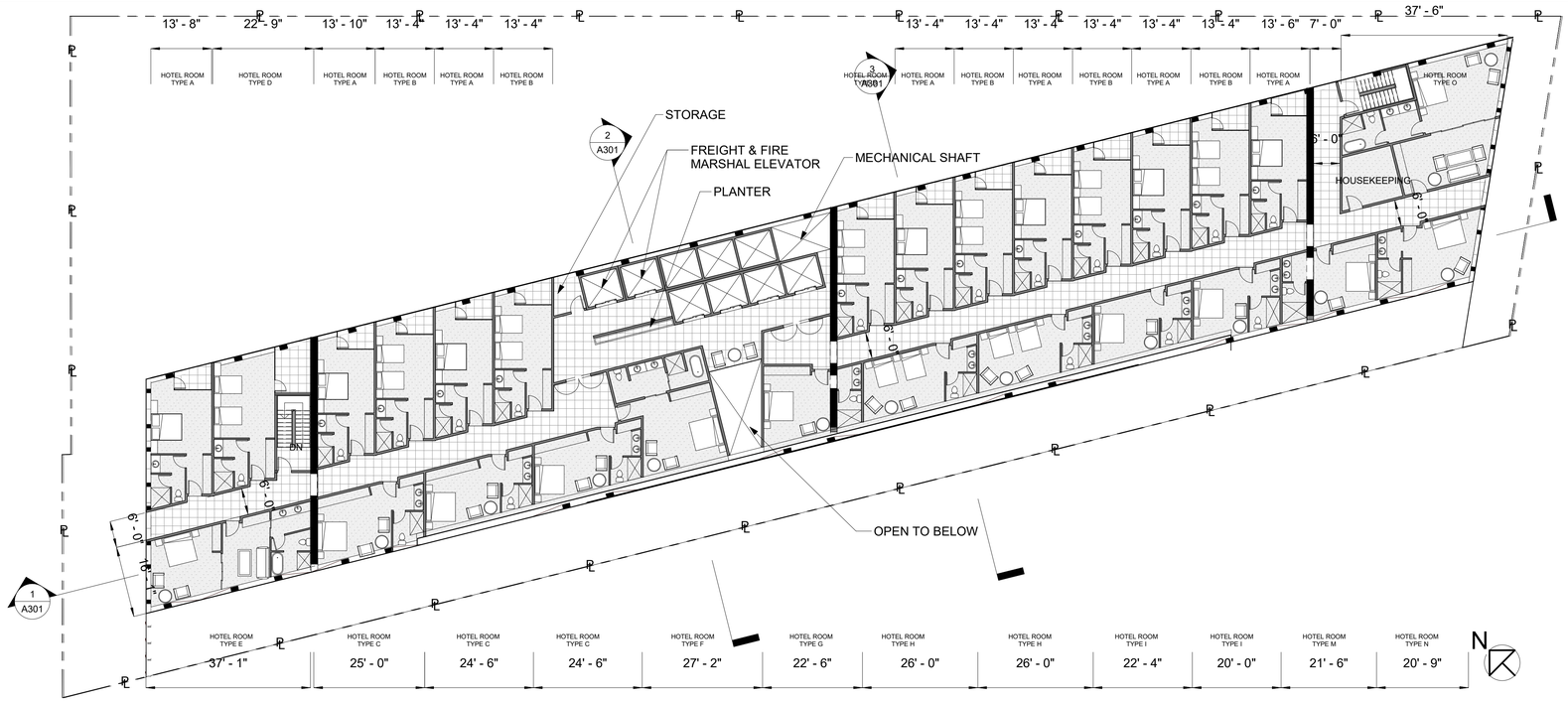
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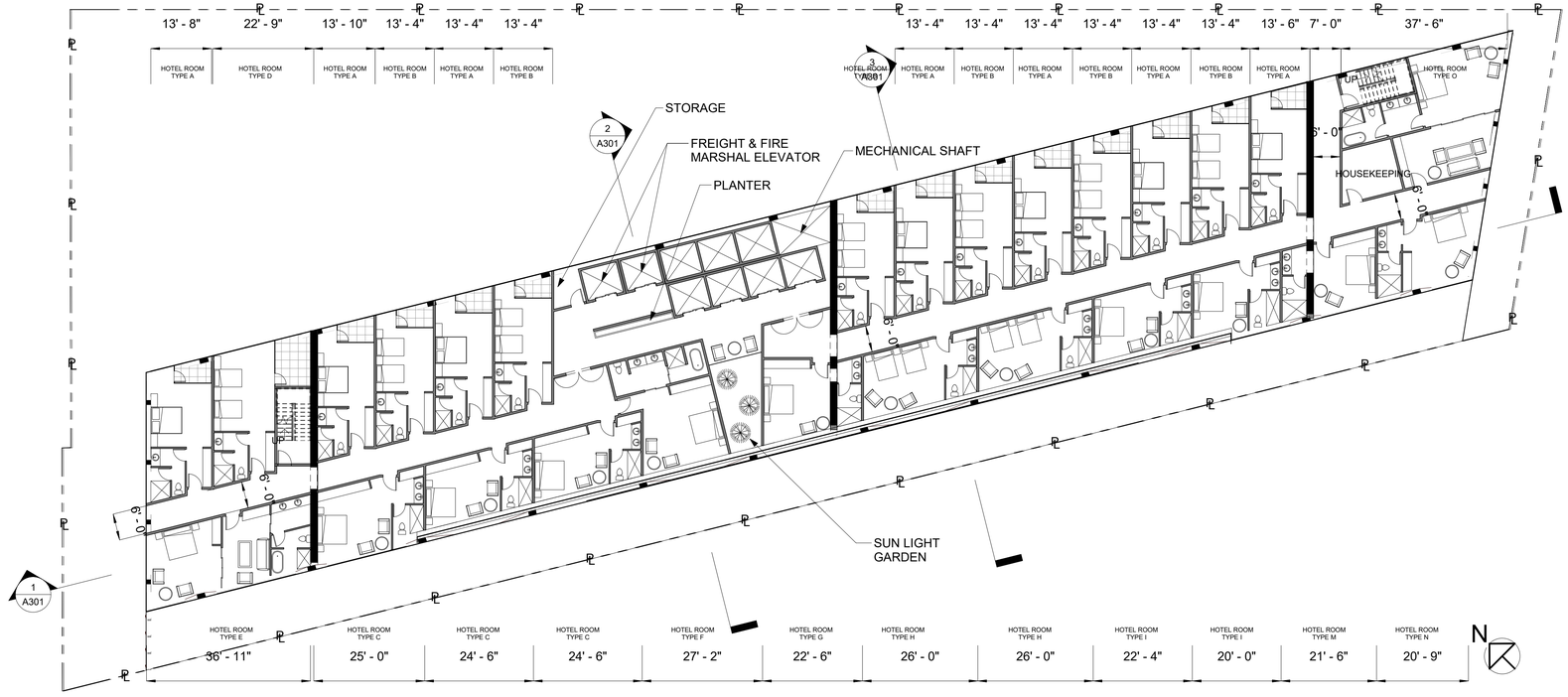
Project No: 85-10130

Phase: ENTITLEMENT

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A123



2 LEVEL 25 - HOTEL ROOM
1/16" = 1'-0"



1 LEVEL 24 - HOTEL ROOM
1/16" = 1'-0"

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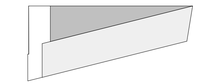
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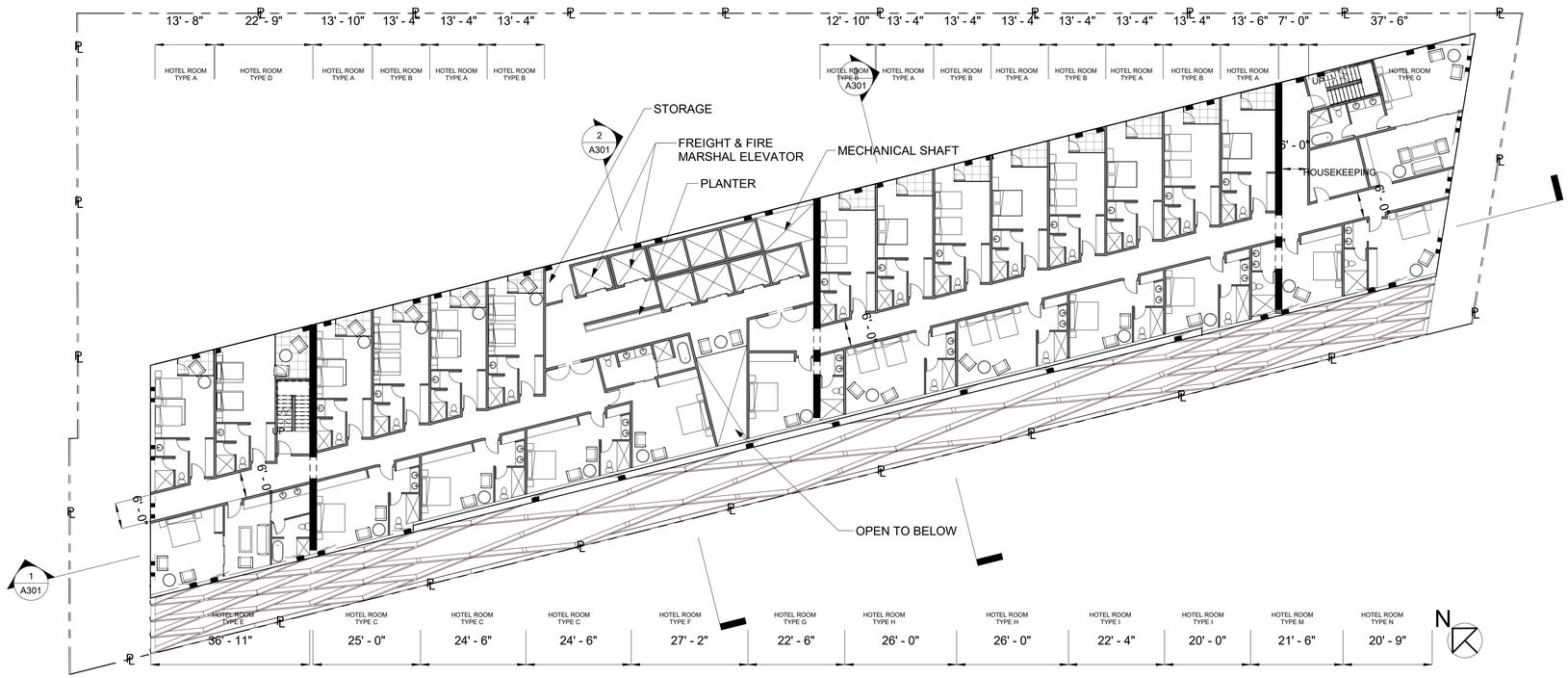
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LEVEL 24 & 25 - HOTEL FLOOR PLAN

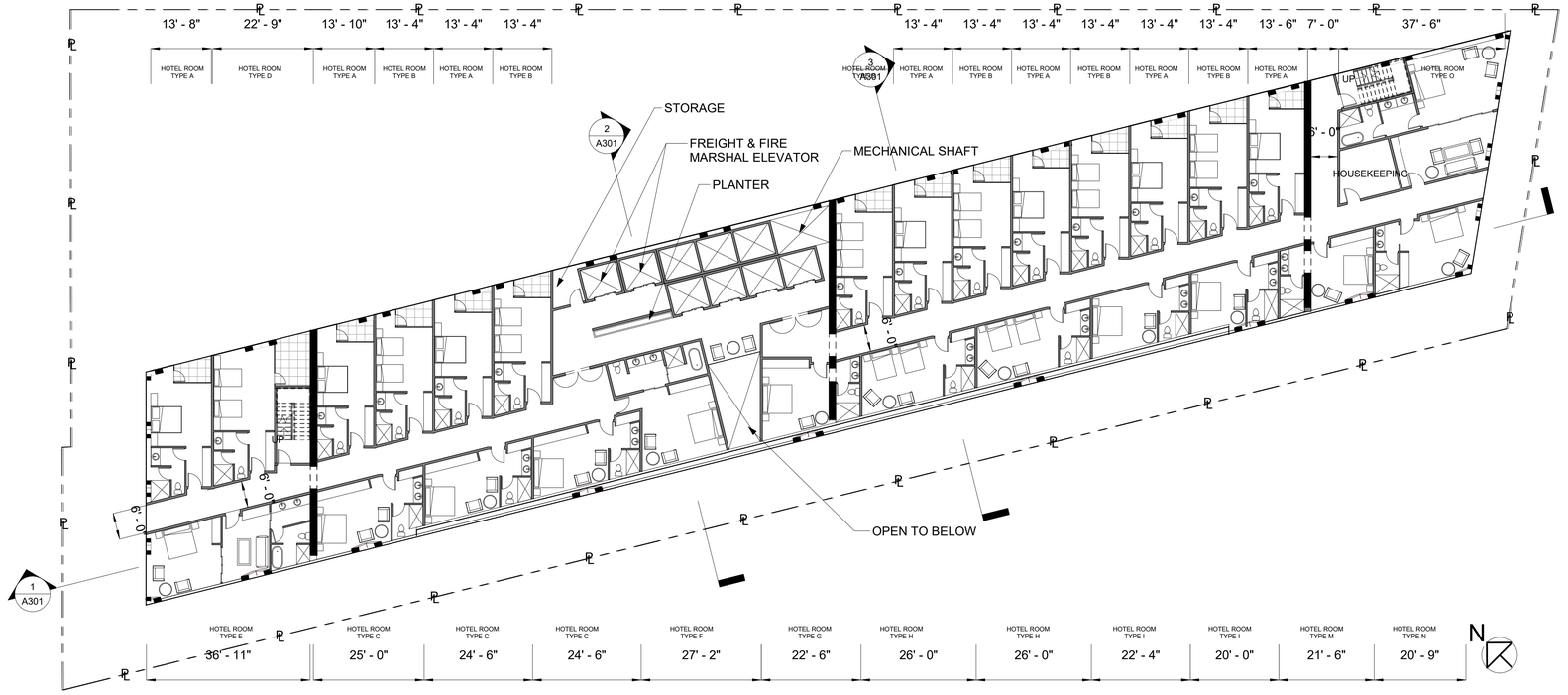
Project number	10130
Date	08/14/2015
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A124

Scale 1/16" = 1'-0"



2 LEVEL 27 - HOTEL ROOM
1/16" = 1'-0"



1 LEVEL 26 - HOTEL ROOM
1/16" = 1'-0"

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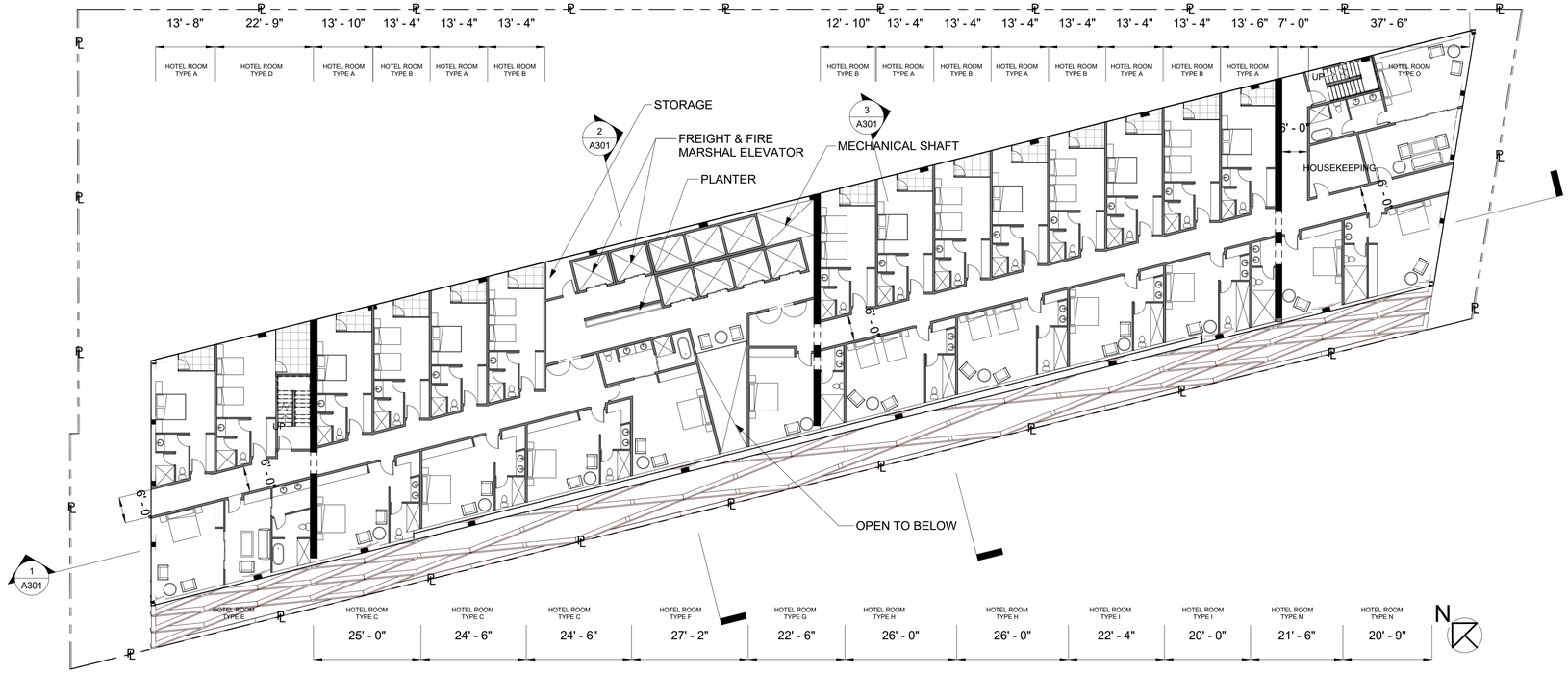
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LEVEL 26 & 27 - HOTEL FLOOR PLAN

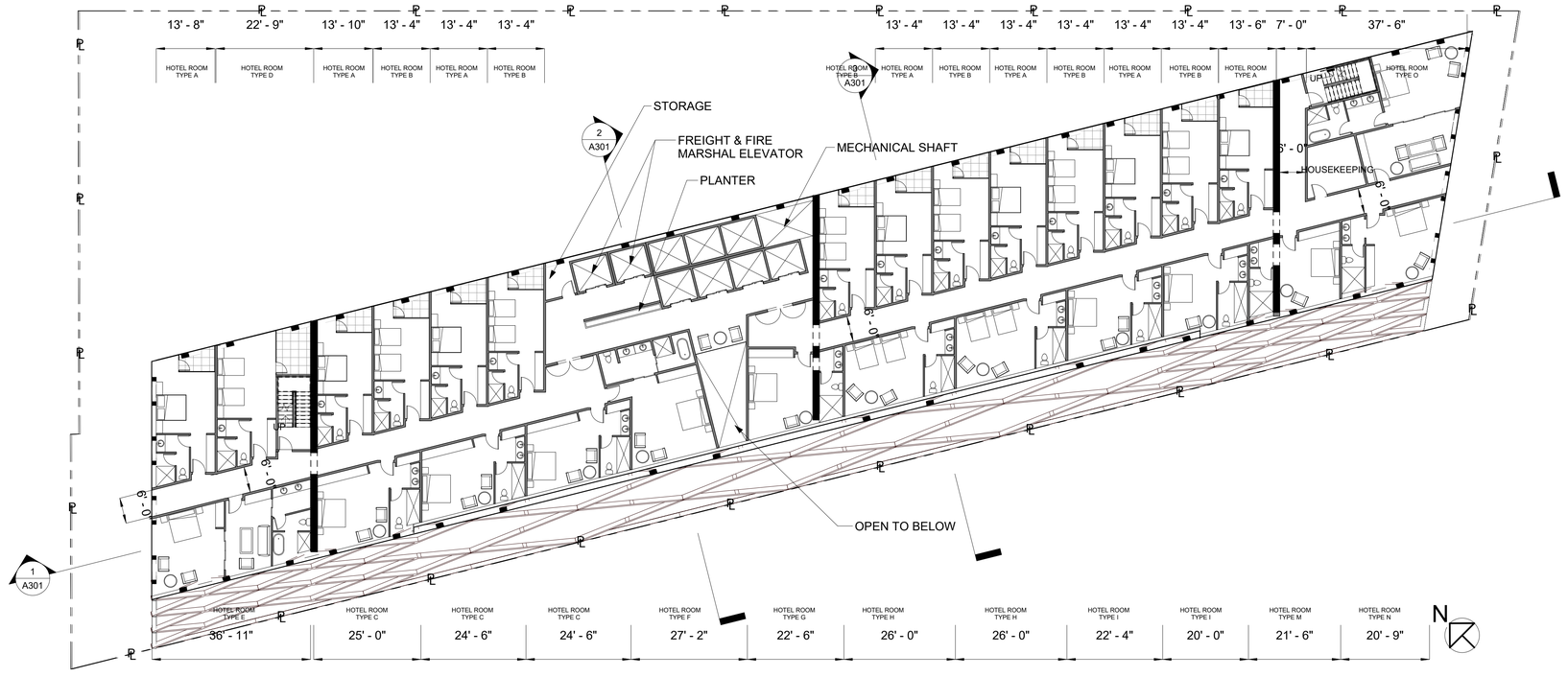
Project number	10130
Date	08/14/2015
Drawn by	YP
Checked by	NFN

A126

Scale 1/16" = 1'-0"



2 LEVEL 29 - HOTEL ROOM
1/16" = 1'-0"



1 LEVEL 28 - HOTEL ROOM
1/16" = 1'-0"

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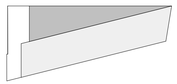
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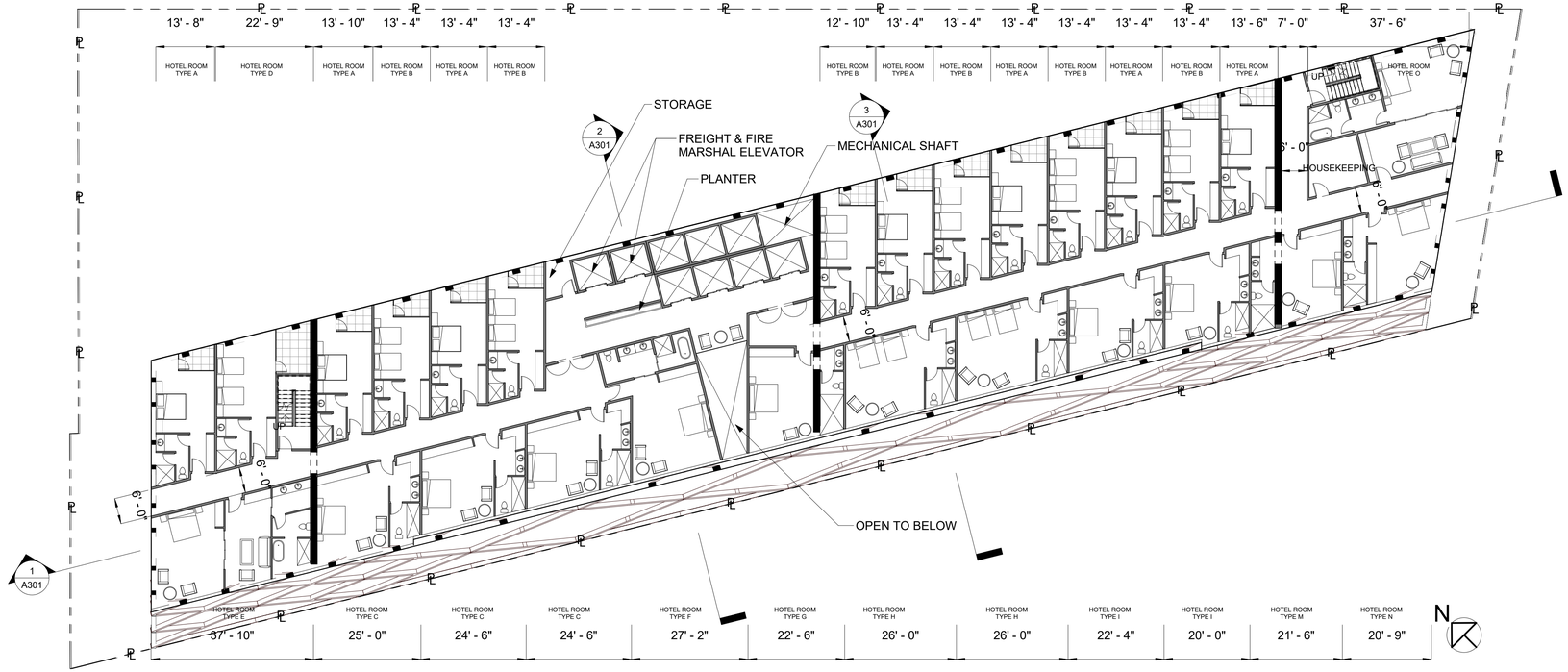
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LEVEL 28 & 29 - HOTEL FLOOR PLAN

Project number	10130
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Checked by	NFN

A128

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1 LEVEL 30 - HOTEL ROOM
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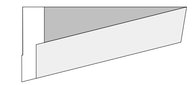
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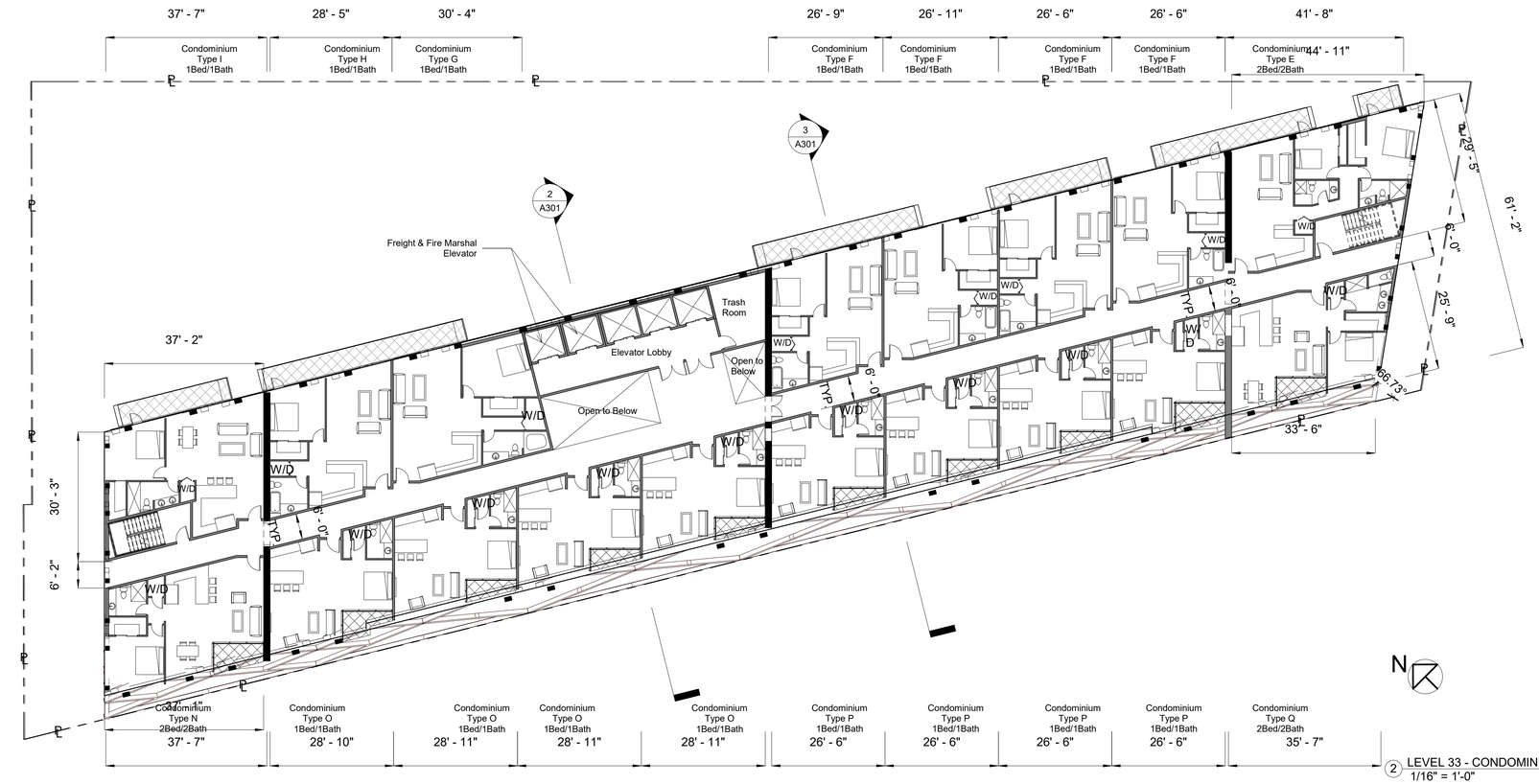
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LEVEL 30 - HOTEL FLOOR PLAN

Project number	10130
Date	08/14/2015
Drawn by	YP
Checked by	NFN

A130

Scale 1/16" = 1'-0"



2 LEVEL 33 - CONDOMINIUMS LEVEL 2
1/16" = 1'-0"



1 LEVEL 32 - CONDOMINIUMS LEVEL 1
1/16" = 1'-0"

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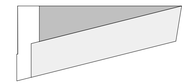
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LEVEL 32 & 33 - CONDOMINIUM FLOOR PLAN

Project number	10130
Date	08/14/2015
Drawn by	YP
Checked by	NFN

A132

Scale 1/16" = 1'-0"



2 LEVEL 35 - CONDOMINIUMS LEVEL 4
1/16" = 1'-0"



1 LEVEL 34 - CONDOMINIUMS LEVEL 3
1/16" = 1'-0"

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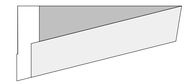
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LEVEL 34 & 35 - CONDOMINIUM FLOOR PLAN

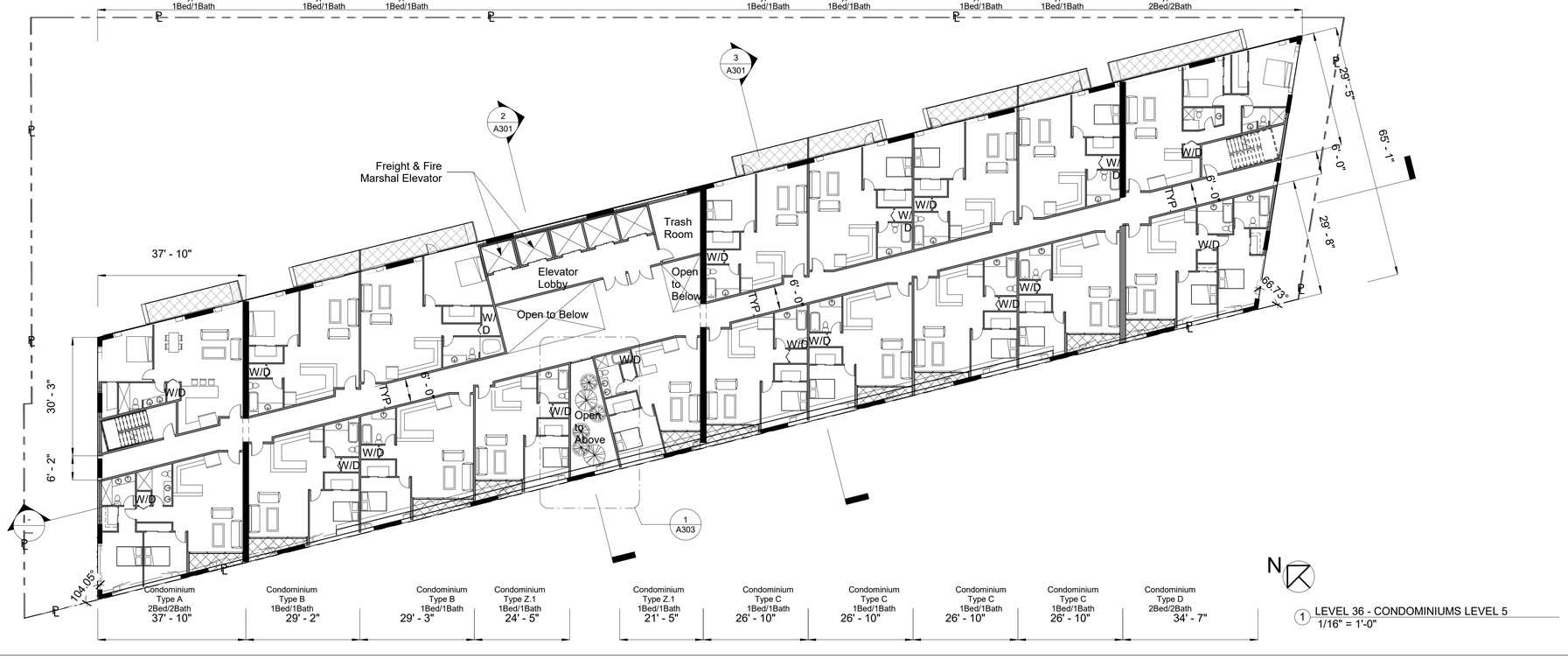
Project number	10130
Date	08/14/2015
Drawn by	YP
Checked by	NFN

A134

Scale 1/16" = 1'-0"



2 LEVEL 37 - CONDOMINIUMS LEVEL 6
1/16" = 1'-0"



1 LEVEL 36 - CONDOMINIUMS LEVEL 5
1/16" = 1'-0"

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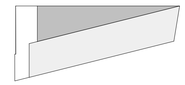
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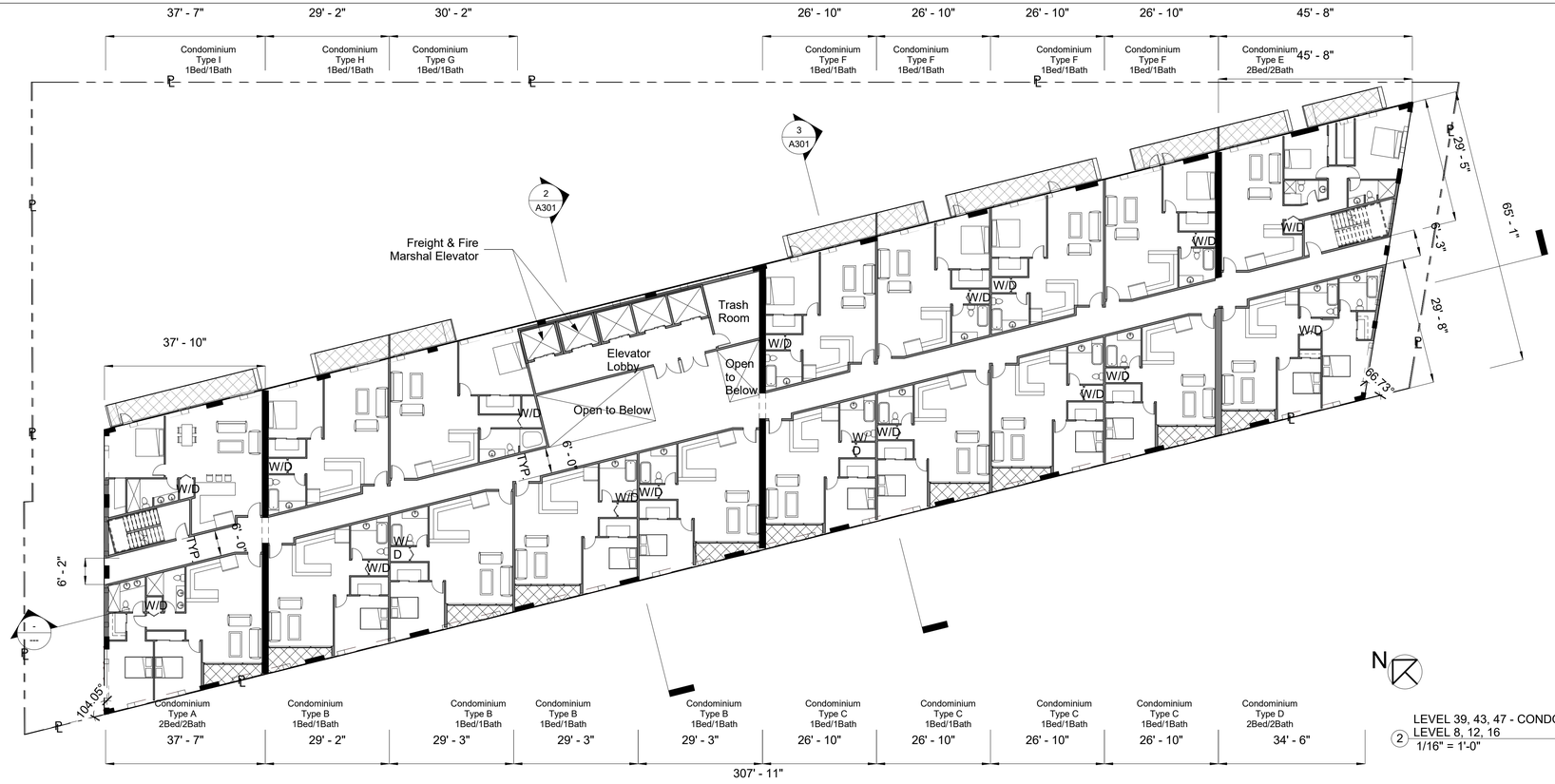
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LEVEL 36 & 37 - CONDOMINIUM FLOOR PLAN

Project number	10130
Date	08/14/2015
Drawn by	YP
Checked by	NFN

A136

Scale 1/16" = 1'-0"



2 LEVEL 39, 43, 47 - CONDOMINIUMS
LEVEL 8, 12, 16
1/16" = 1'-0"



1 LEVEL 38, 42, 46 - CONDOMINIUMS
LEVEL 7, 11, 15
1/16" = 1'-0"

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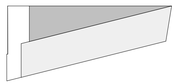
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LEVEL 38,39,42,43,46,47 - CONDOMINIUM FLOOR PLAN

Project number	10130
Date	08/14/2015
Drawn by	YP
Checked by	NFN

A138

Scale 1/16" = 1'-0"



2 LEVEL 41, 45 - CONDOMINIUMS LEVEL 10, 14
1/16" = 1'-0"

1 LEVEL 40, 44 - CONDOMINIUMS LEVEL 9, 13
1/16" = 1'-0"

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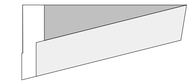
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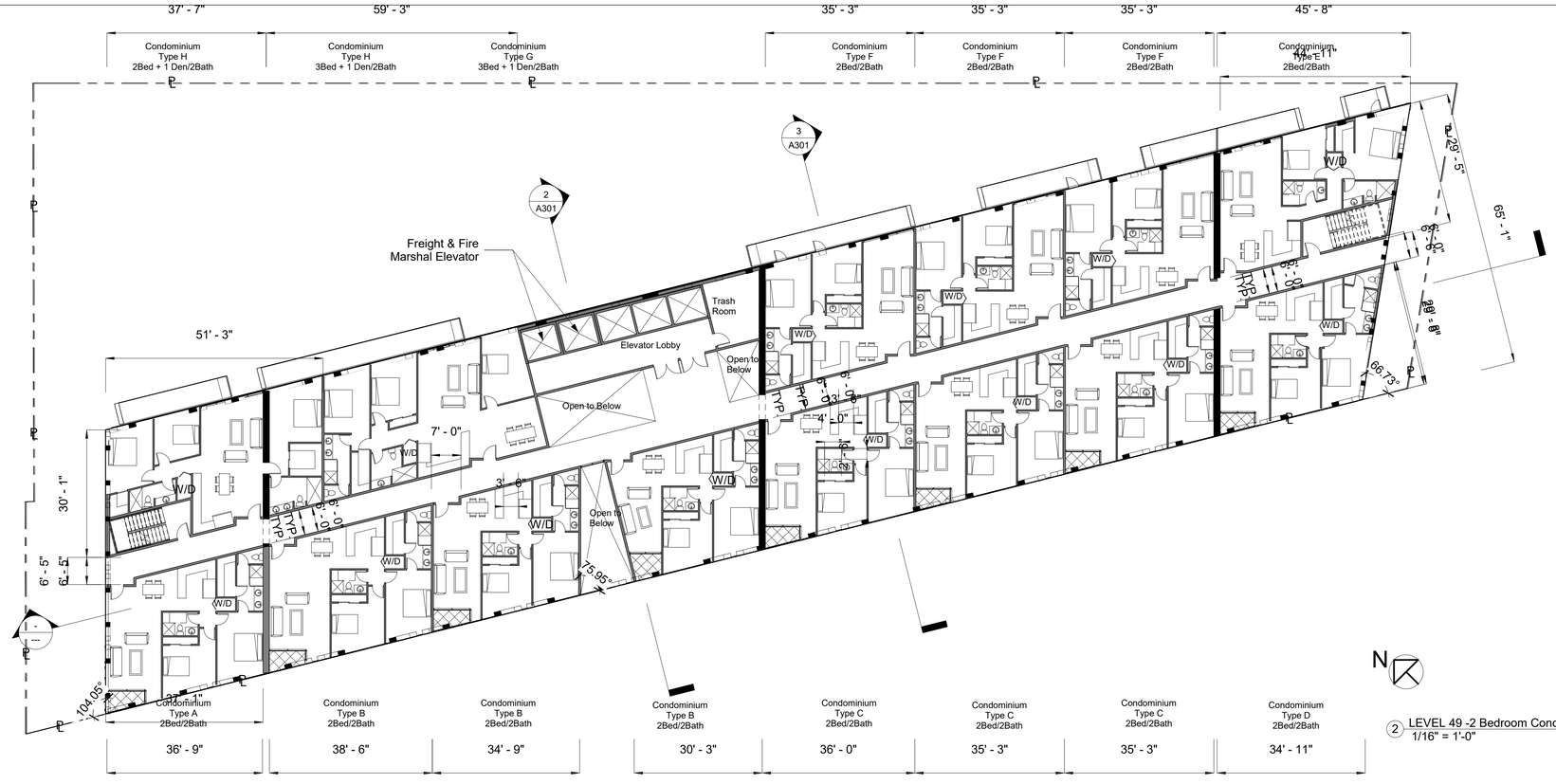
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LEVEL 40,41,44,45 - CONDOMINIUM FLOOR PLAN

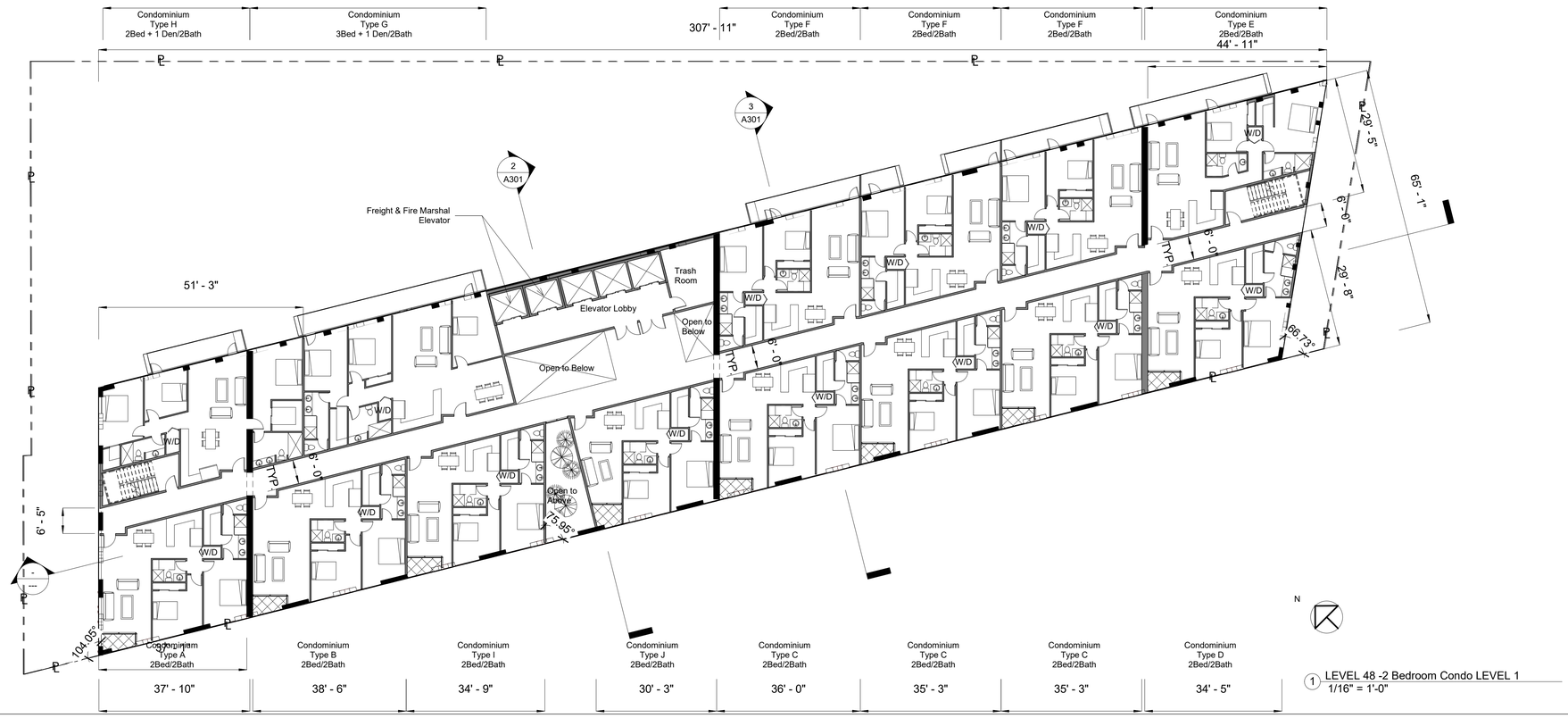
Project number	10130
Date	08/14/2015
Drawn by	YP
Checked by	NFN

A140

Scale 1/16" = 1'-0"



2 LEVEL 49 -2 Bedroom Condo LEVEL 2
1/16" = 1'-0"



1 LEVEL 48 -2 Bedroom Condo LEVEL 1
1/16" = 1'-0"

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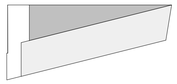
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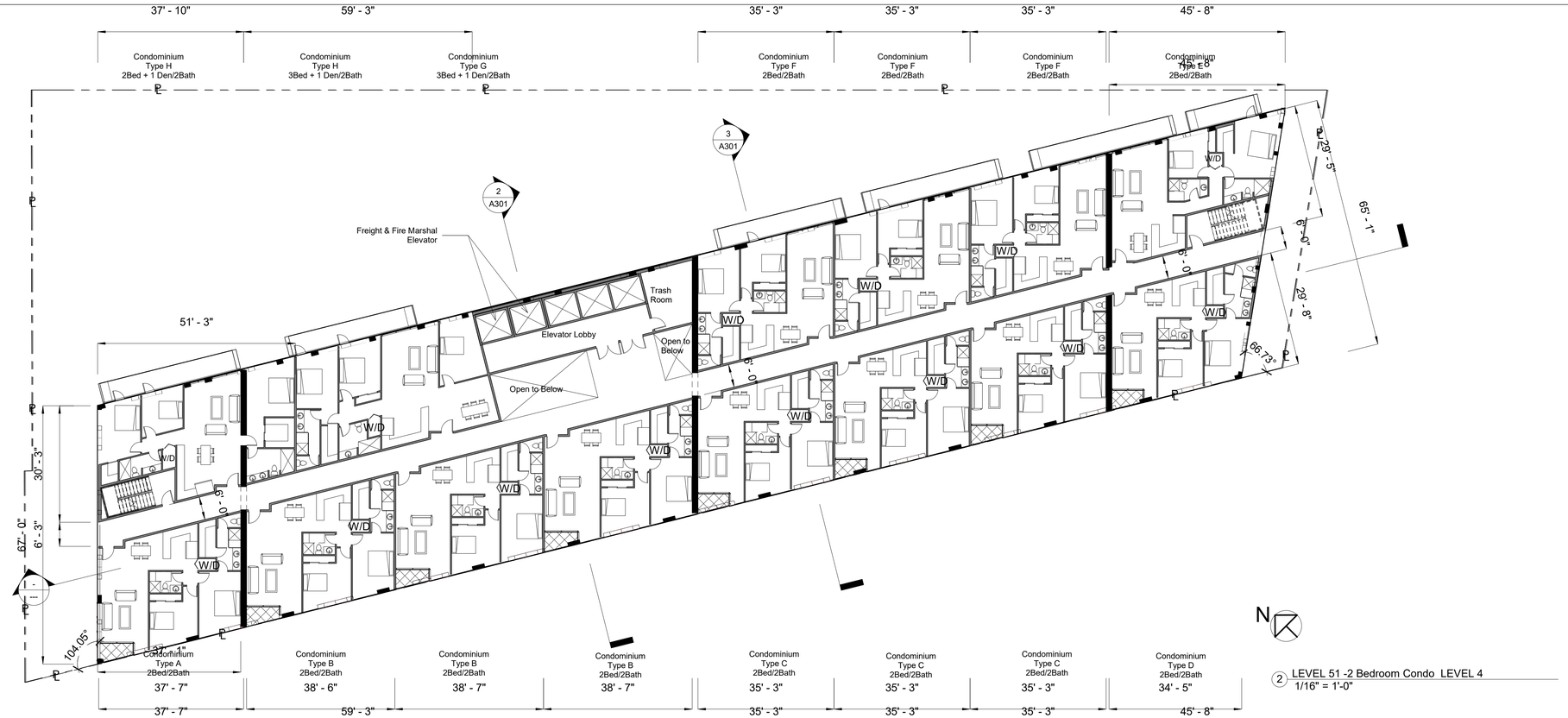
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LEVEL 48 & 49 - 2 Bedroom Condo Floor Plan

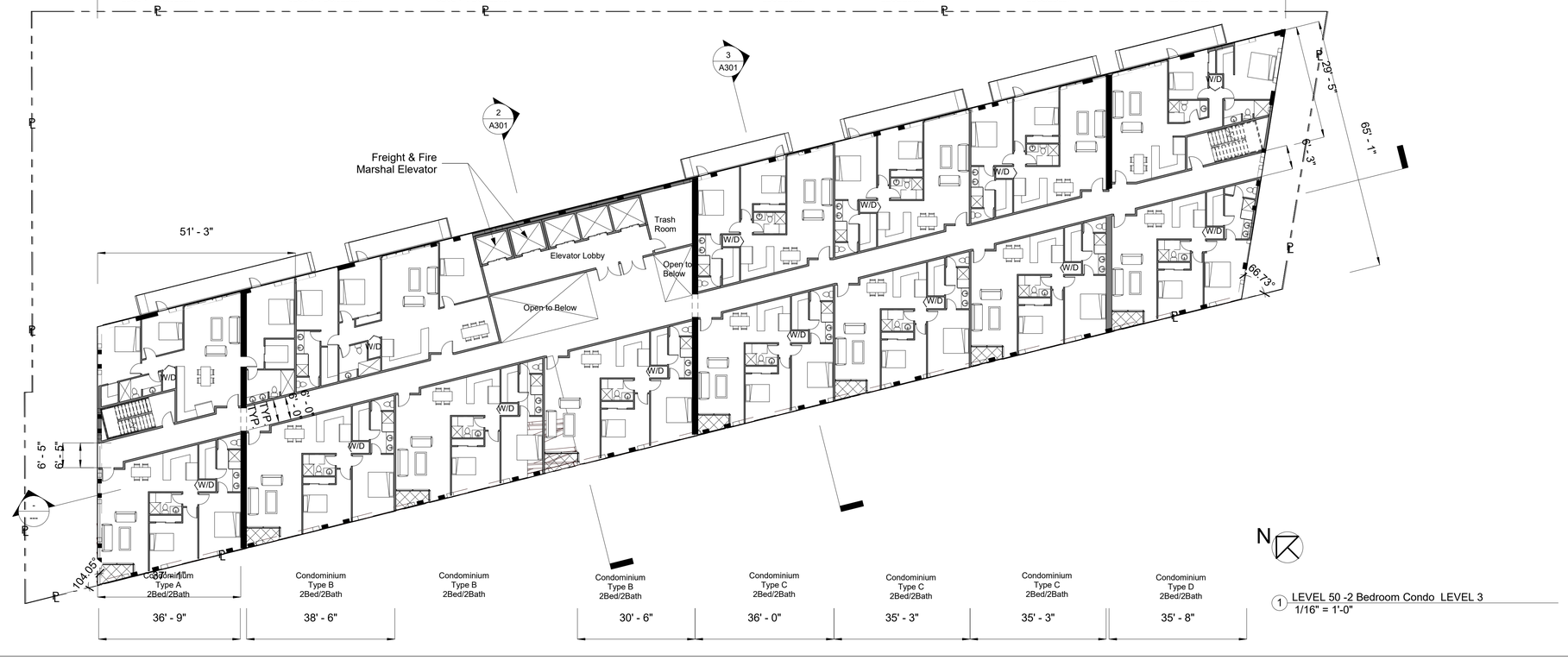
Project number	10130
Date	08/14/2015
Drawn by	YP
Checked by	NFN

A148

Scale 1/16" = 1'-0"



2 LEVEL 51 -2 Bedroom Condo LEVEL 4
1/16" = 1'-0"



1 LEVEL 50 -2 Bedroom Condo LEVEL 3
1/16" = 1'-0"

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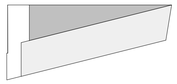
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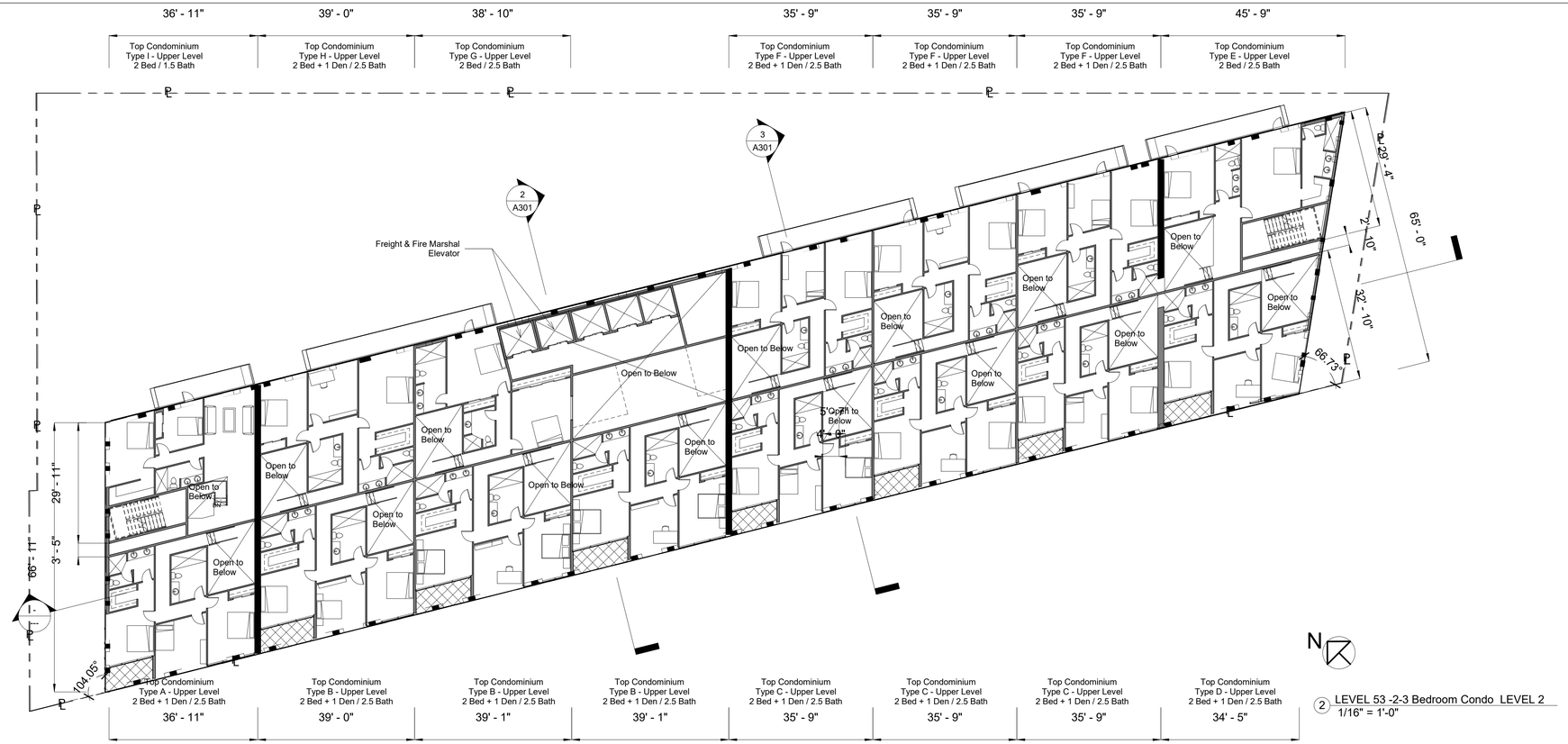
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LEVEL 50 & 51 - 2 Bedroom Condo Floor Plan

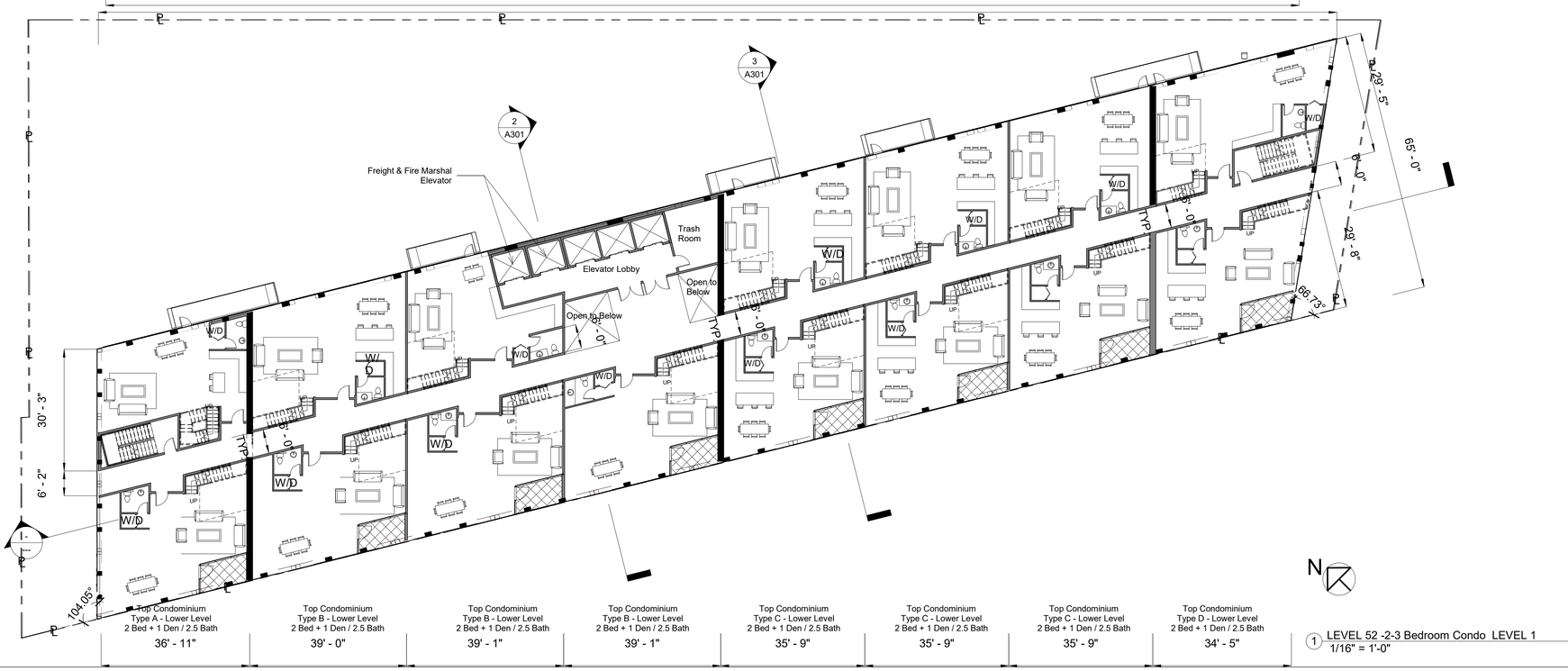
Project number	10130
Date	08/14/2015
Drawn by	YP
Checked by	NFN

A150

Scale 1/16" = 1'-0"



2 LEVEL 53 -2-3 Bedroom Condo LEVEL 2
1/16" = 1'-0"



1 LEVEL 52 -2-3 Bedroom Condo LEVEL 1
1/16" = 1'-0"

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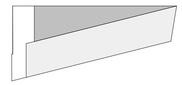
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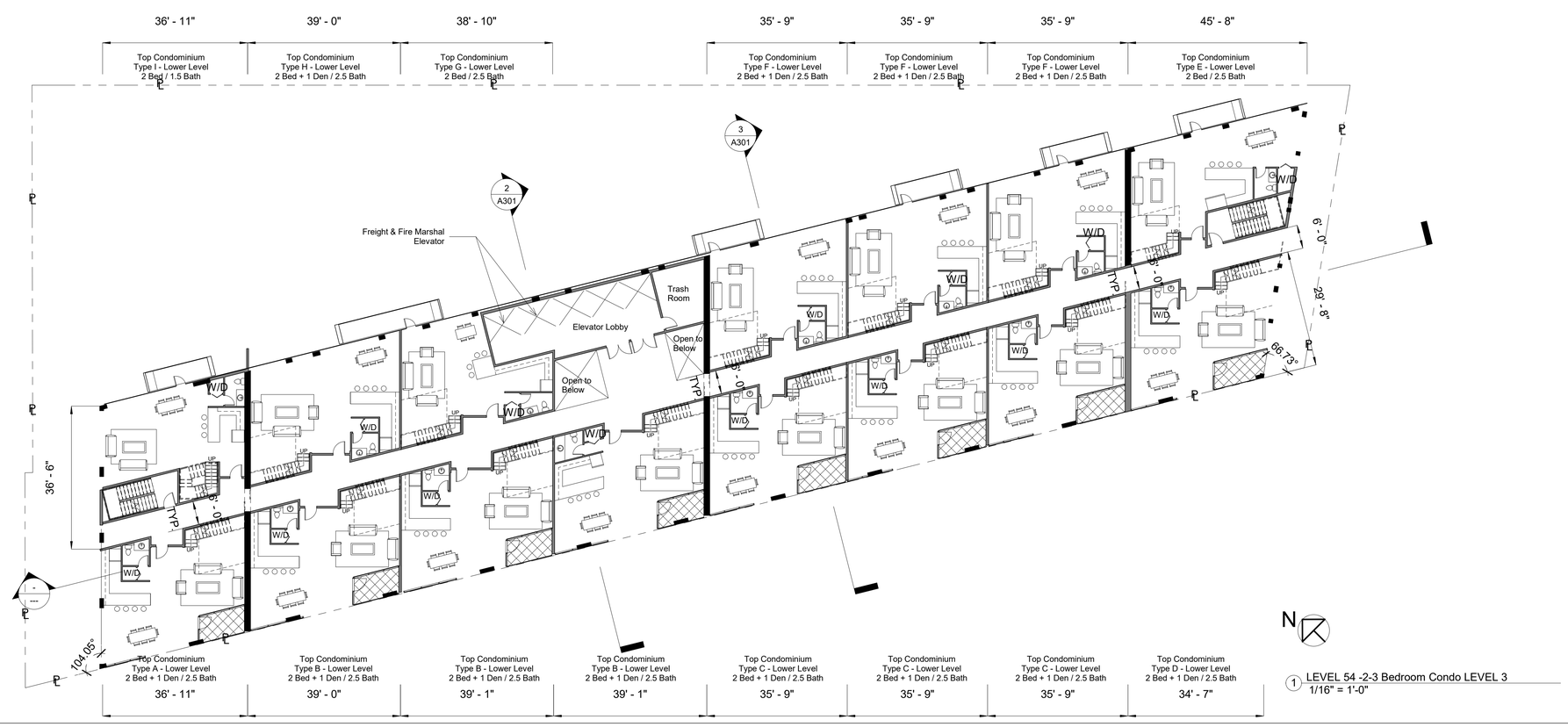
LEVEL 52 & 53 - 2-3 Bedroom Condo PLAN

Project number	10130
Date	08/14/2015
Drawn by	YP
Checked by	NFN
Scale	1/16" = 1'-0"

A152



2 LEVEL 55 -2 Bedroom Condo LEVEL 4
1/16" = 1'-0"



1 LEVEL 54 -2-3 Bedroom Condo LEVEL 3
1/16" = 1'-0"

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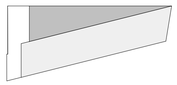
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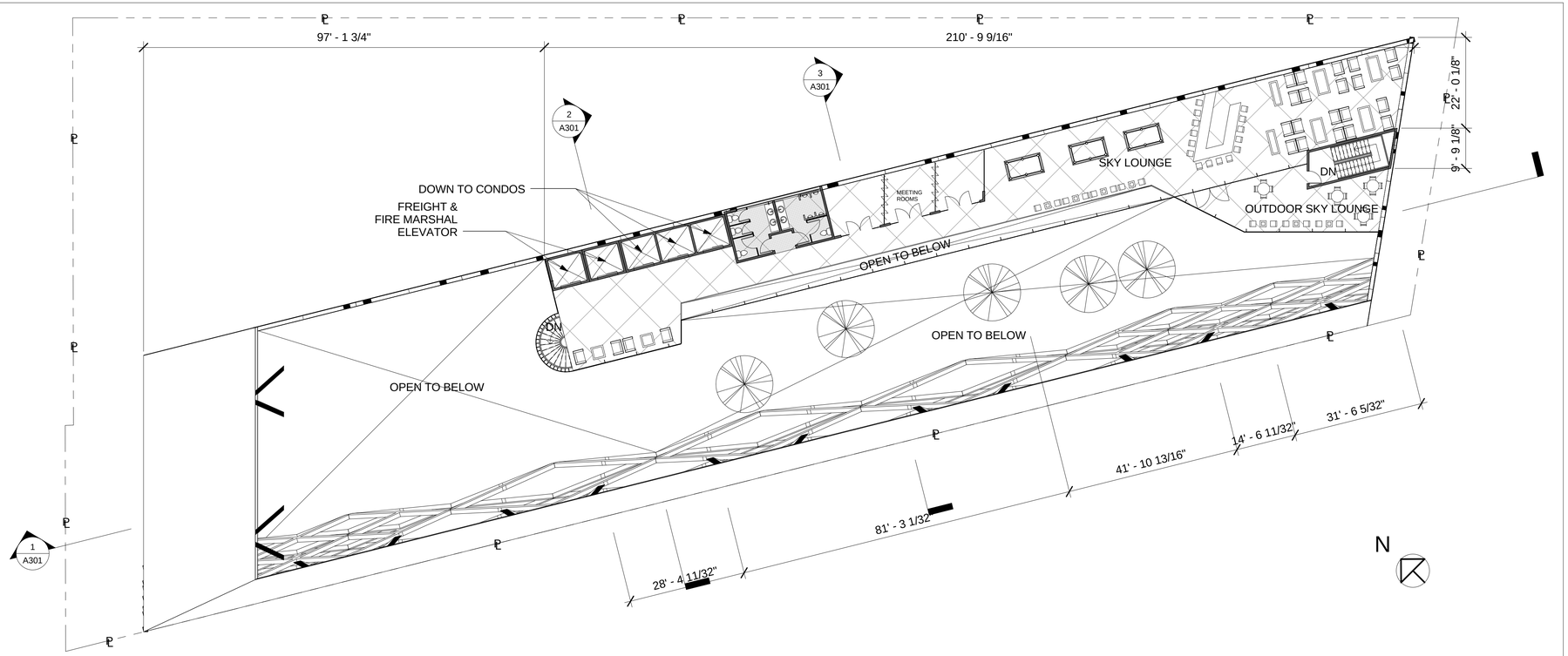
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LEVEL 54 & 55 - 2-3 Bedroom Condo FLOOR PLAN

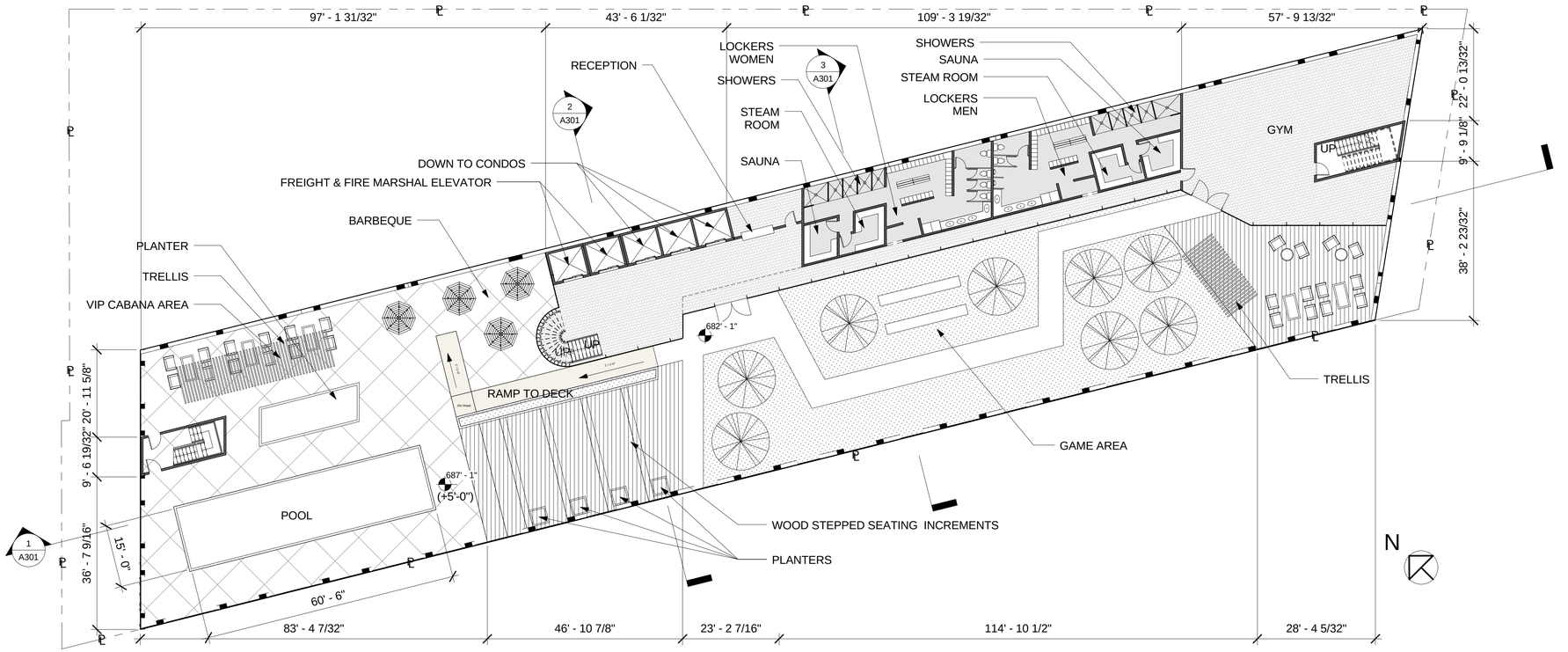
Project number	10130
Date	08/14/2015
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A154

Scale 1/16" = 1'-0"



2 LEVEL 57 - PENTHOUSE AMENITIES
1/16" = 1'-0"



1 LEVEL 56 -PENTHOUSE AMENITIES
1/16" = 1'-0"

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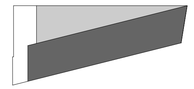
Revisions:

No	Date	Description
1	12/16/2015	1ST ENT. SUBMITTAL



Sheet Title:
LEVEL 56 & 57 - PENTHOUSE AMEN. FLOOR PLAN

Key Plan:



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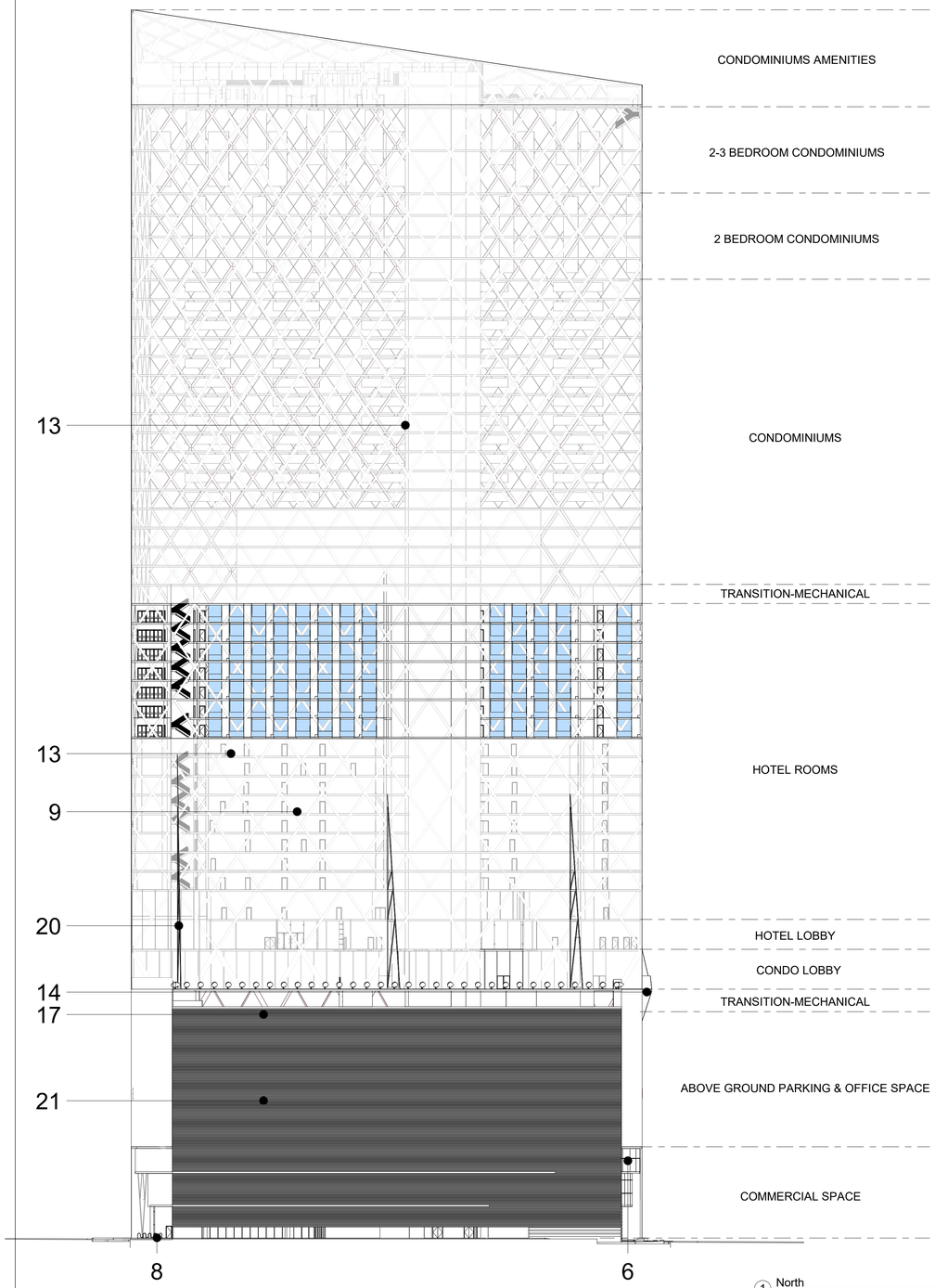
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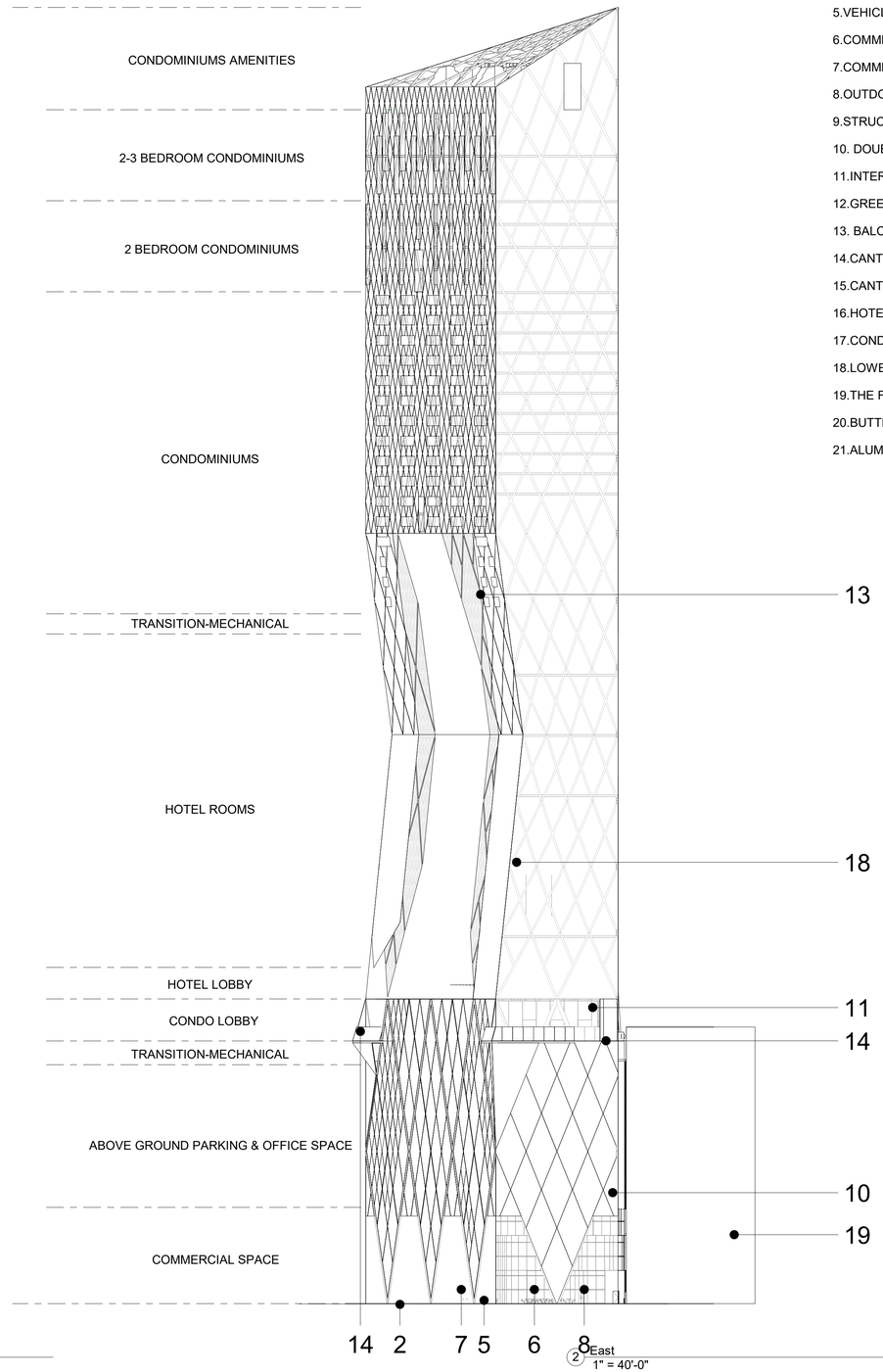
Project No: 85-10130

Phase: ENTITLEMENT

Sheet No:
A156



1 North
1" = 40'-0"



2 East
1" = 40'-0"

1. COMMERCIAL ENTRANCE
2. HOTEL ENTRANCE
3.CONDOMINIUM ENTRANCE
4.PARKING ENTRANCE
5.VEHICLE DROPOFF
6.COMMERCIAL SPACE
7.COMMERCIAL STOREFRONT
8.OUTDOOR SEATING
9.STRUCTURE
10. DOUBLE GLAZING W/ LED LIGHT ARRAY
11.INTERIOR FLOOR TO CEILING GLAZING
12.GREEN SCREEN(VEGETATION)
13. BALCONY
14.CANTILEVERED BALCONY(CONDO AMENITIES)
15.CANTILEVERED BALCONY(BALLROOM)
16.HOTEL AMENITIES DECK
17.CONDO AMENITIES GREEN SPACE
18.LOWER LEVEL GLAZING
19.THE FIGUEROA HOTEL
20.BUTTRESS
21.ALUMINUM PANELS

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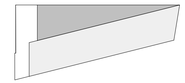
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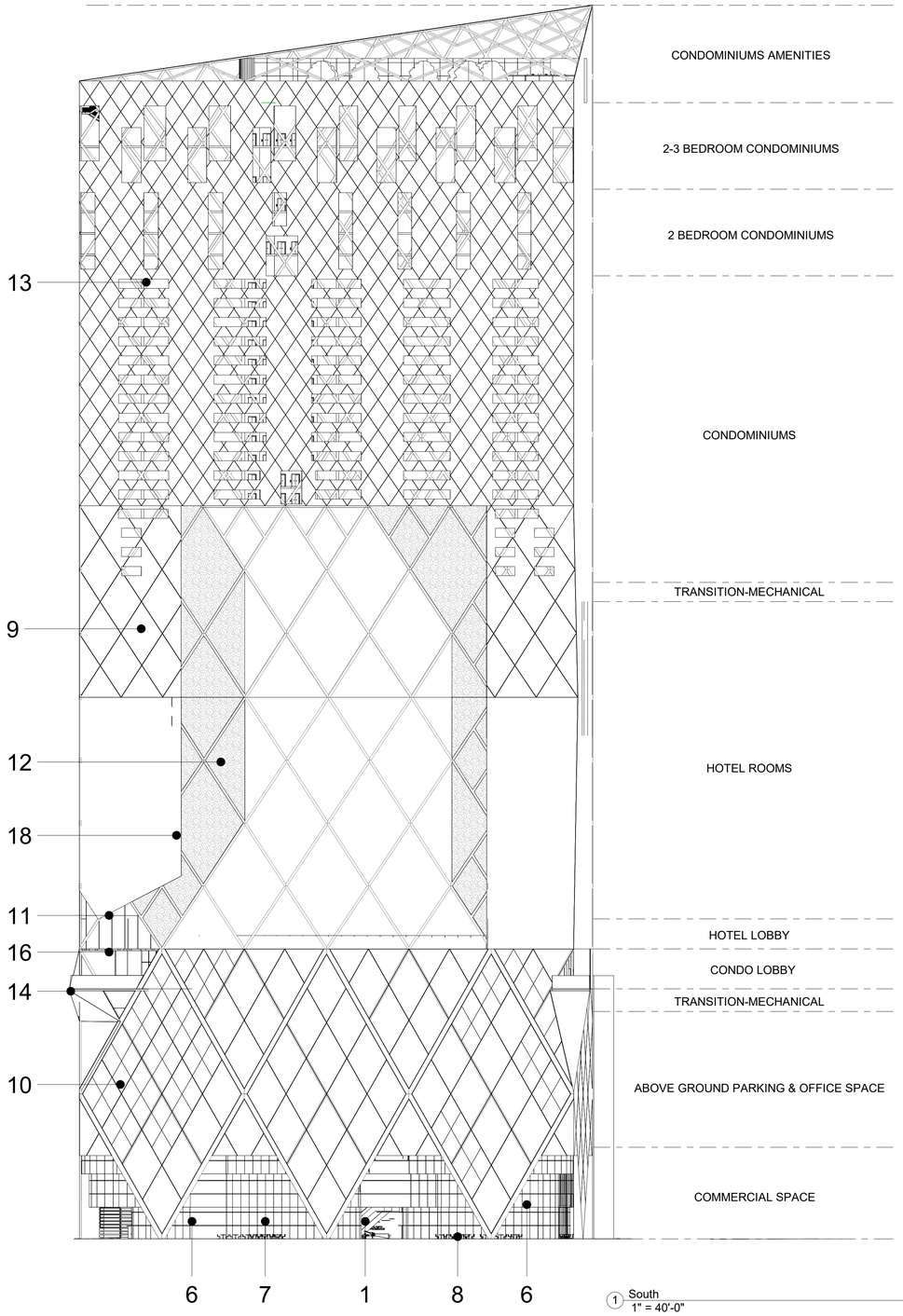
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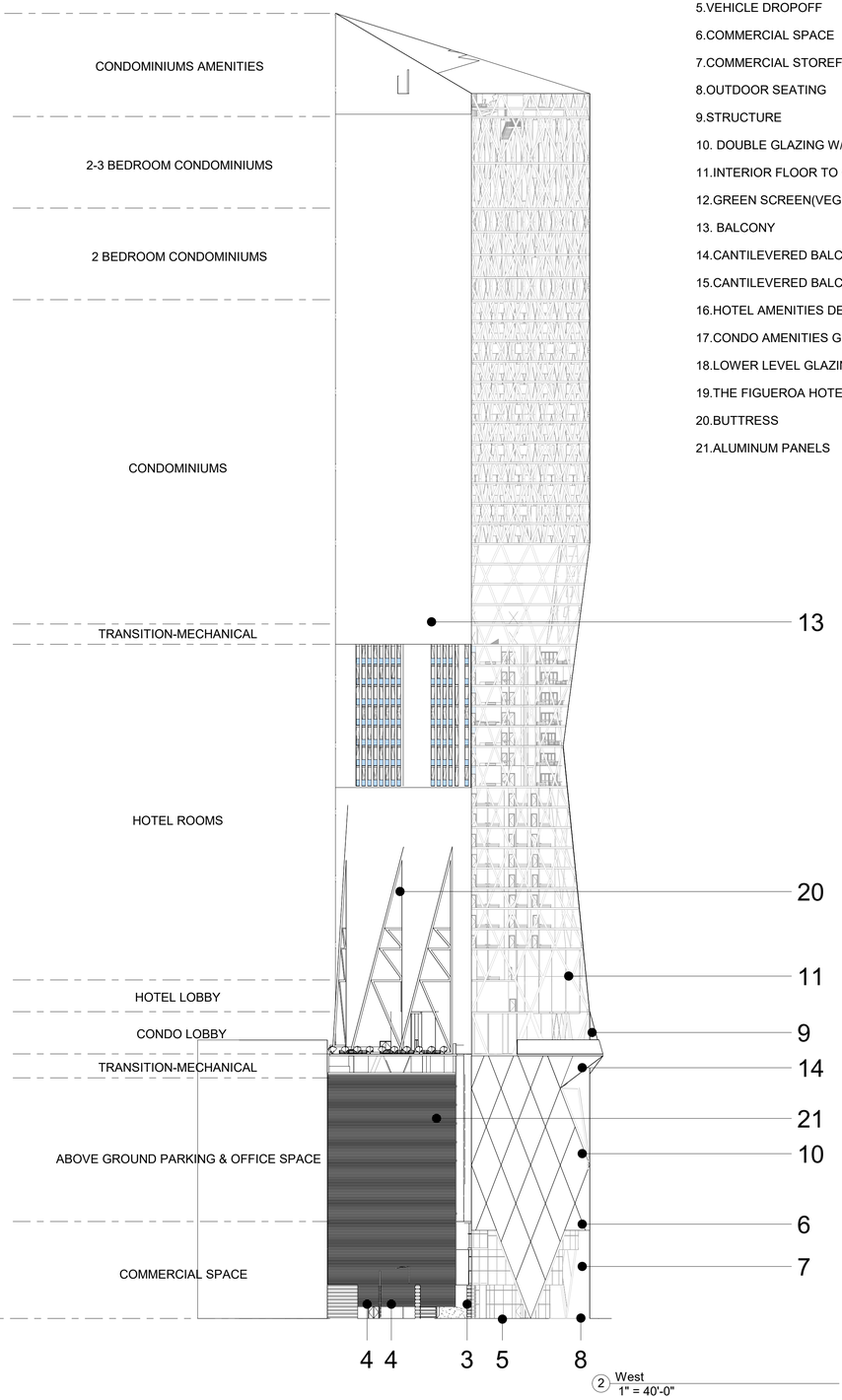
Project number	10130
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A201

Scale 1" = 40'-0"



1 South
1" = 40'-0"



2 West
1" = 40'-0"

1. COMMERCIAL ENTRANCE
2. HOTEL ENTRANCE
3.CONDOMINIUM ENTRANCE
4.PARKING ENTRANCE
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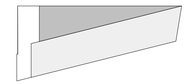
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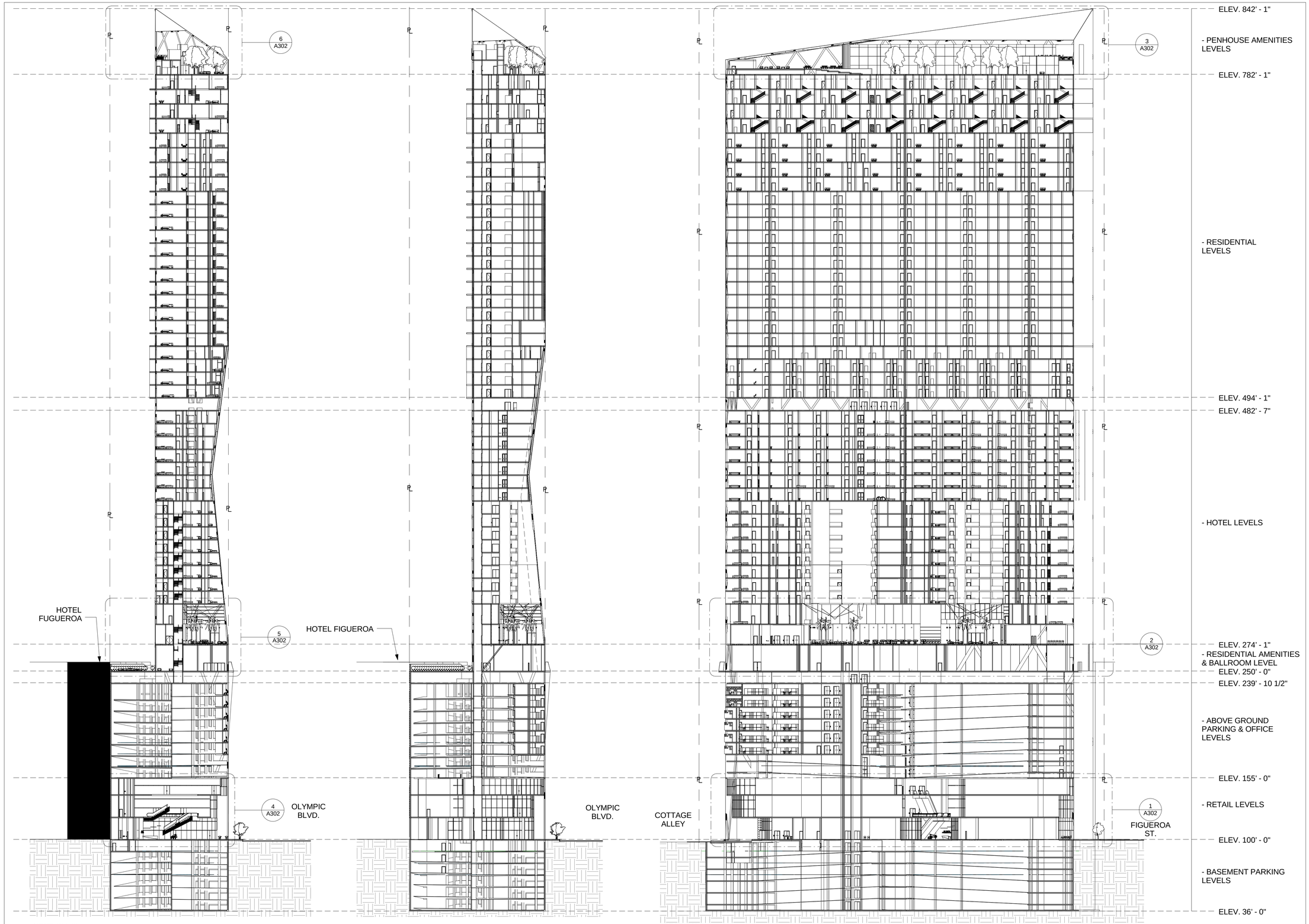
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SOUTH & WEST ELEVATION

Project number	10130
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A202

Scale 1" = 40'-0"



3 SECTION #3
1" = 40'-0"

2 SECTION #2
1" = 40'-0"

1 SECTION #1
1" = 40'-0"

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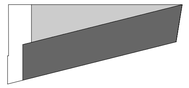
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Scale:
1" = 40'-0"

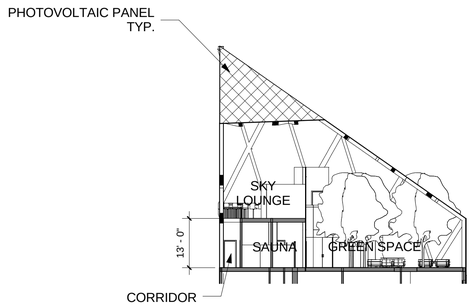
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12/16/2015

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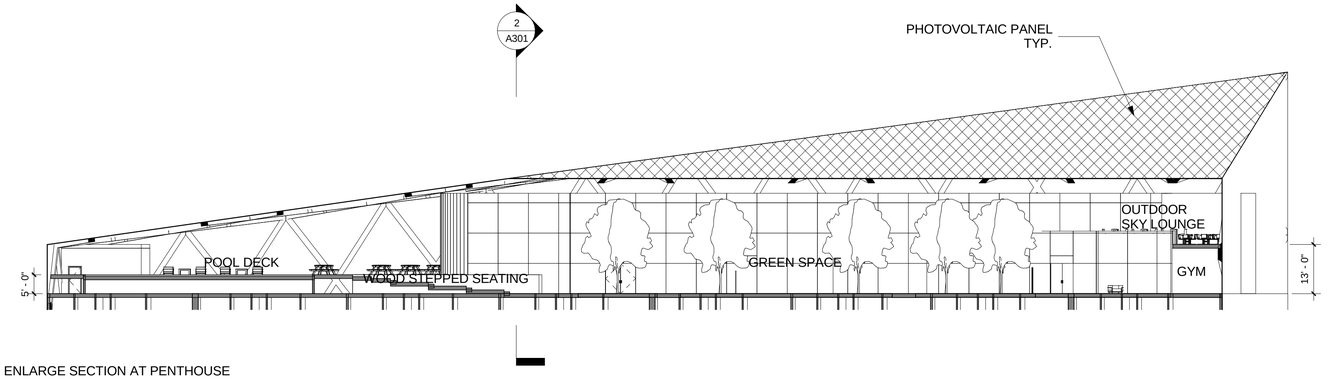
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Phase:
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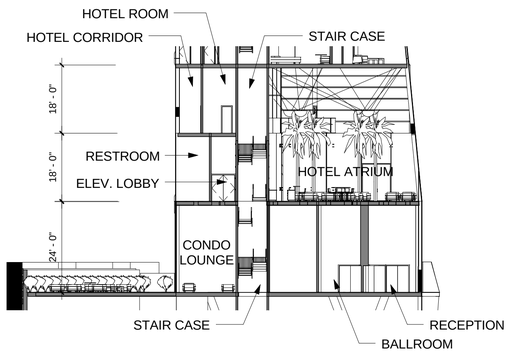
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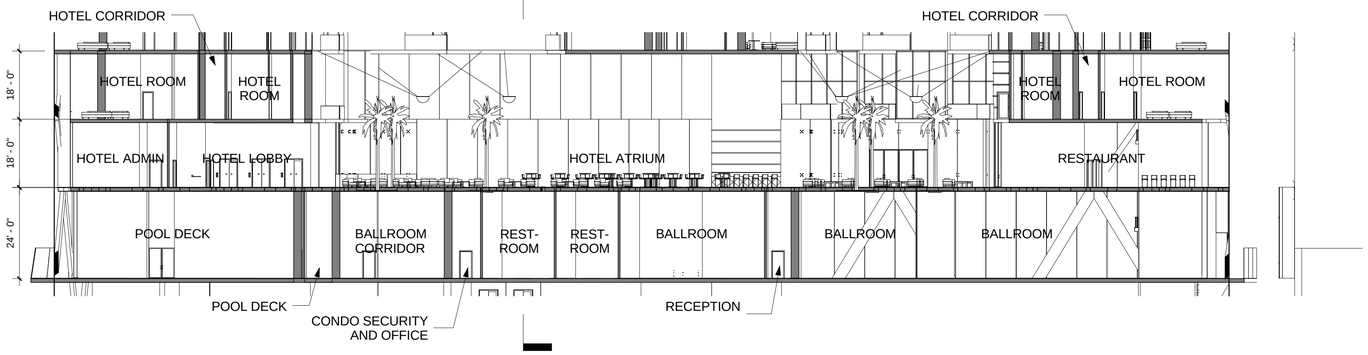
6 ENLARGE SECTION AT PENTHOUSE AMENITIES #2
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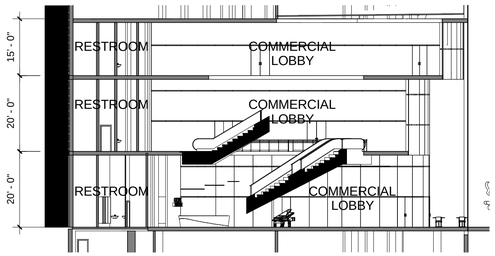
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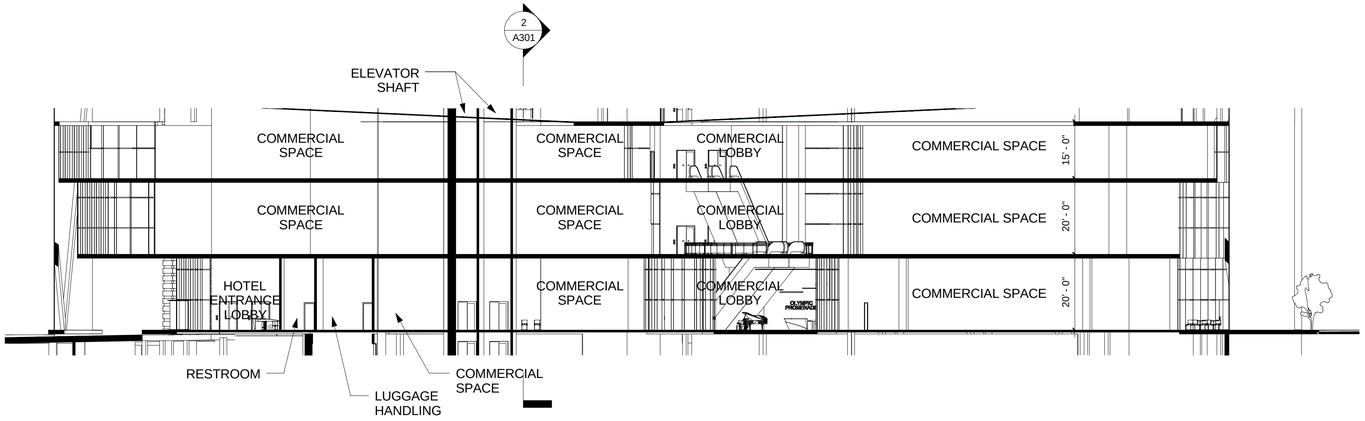
5 ENLARGE SECTION AT HOTEL LOBBY #2
1" = 20'-0"



2 ENLARGE SECTION AT HOTEL LOBBY #1
1" = 20'-0"



4 ENLARGE SECTION AT RETAIL #2
1" = 20'-0"



1 ENLARGE SECTION AT RETAIL #1
1" = 20'-0"

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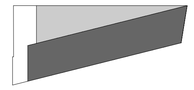
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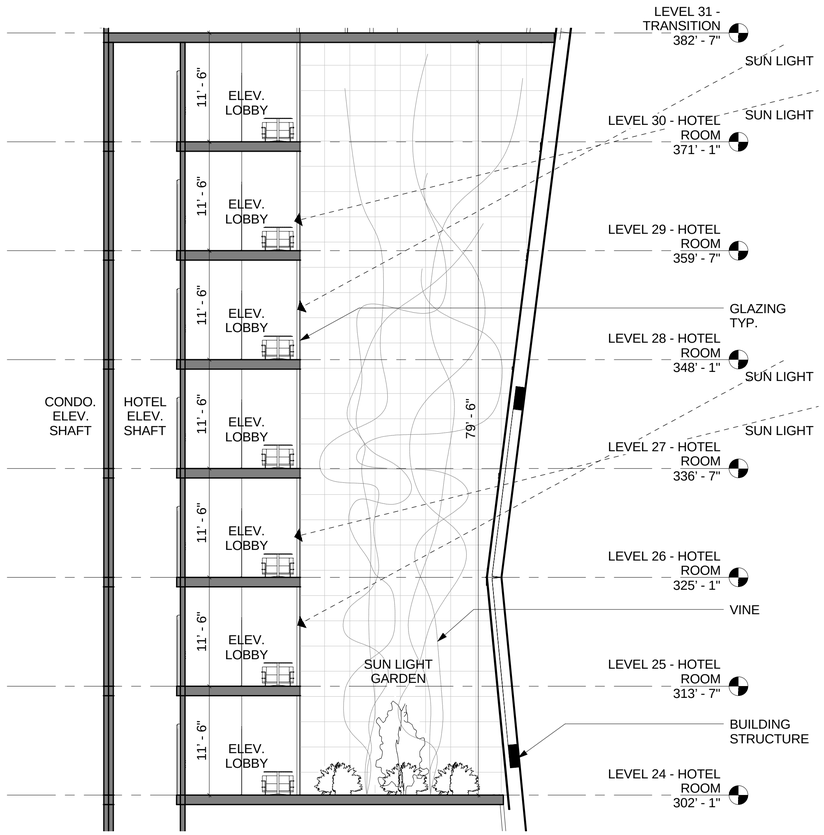
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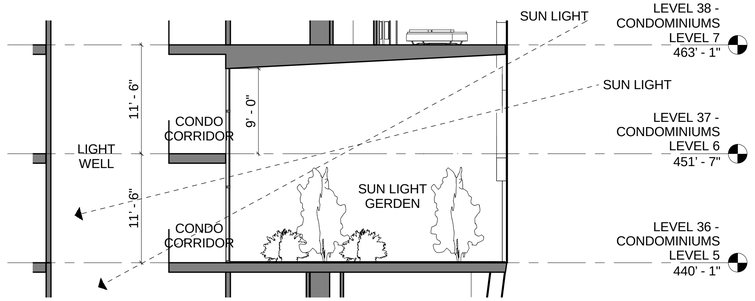
Project No: 85-10130

Phase: ENTITLEMENT

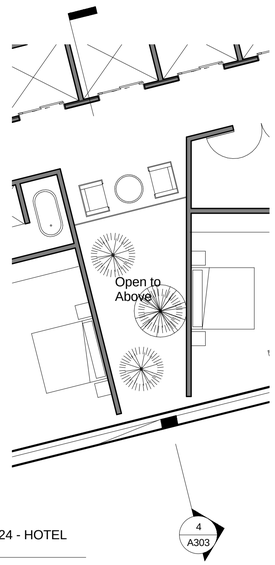
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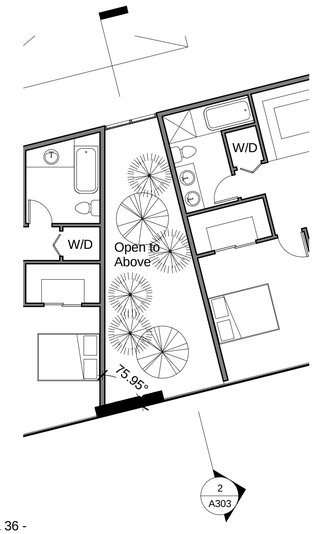
4 ENLARGED SECTION - HOTEL ROOM
1/8" = 1'-0"



2 ENLARGED SECTION - LEVEL 36 - SUN LIGHT GARDEN
1/8" = 1'-0"



3 ENLARGED PLAN - LEVEL 24 - HOTEL ROOM LEVEL 9
1/8" = 1'-0"



1 ENLARGED PLAN - LEVEL 36 - CONDOMINIUMS LEVEL 5
1/8" = 1'-0"

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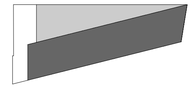
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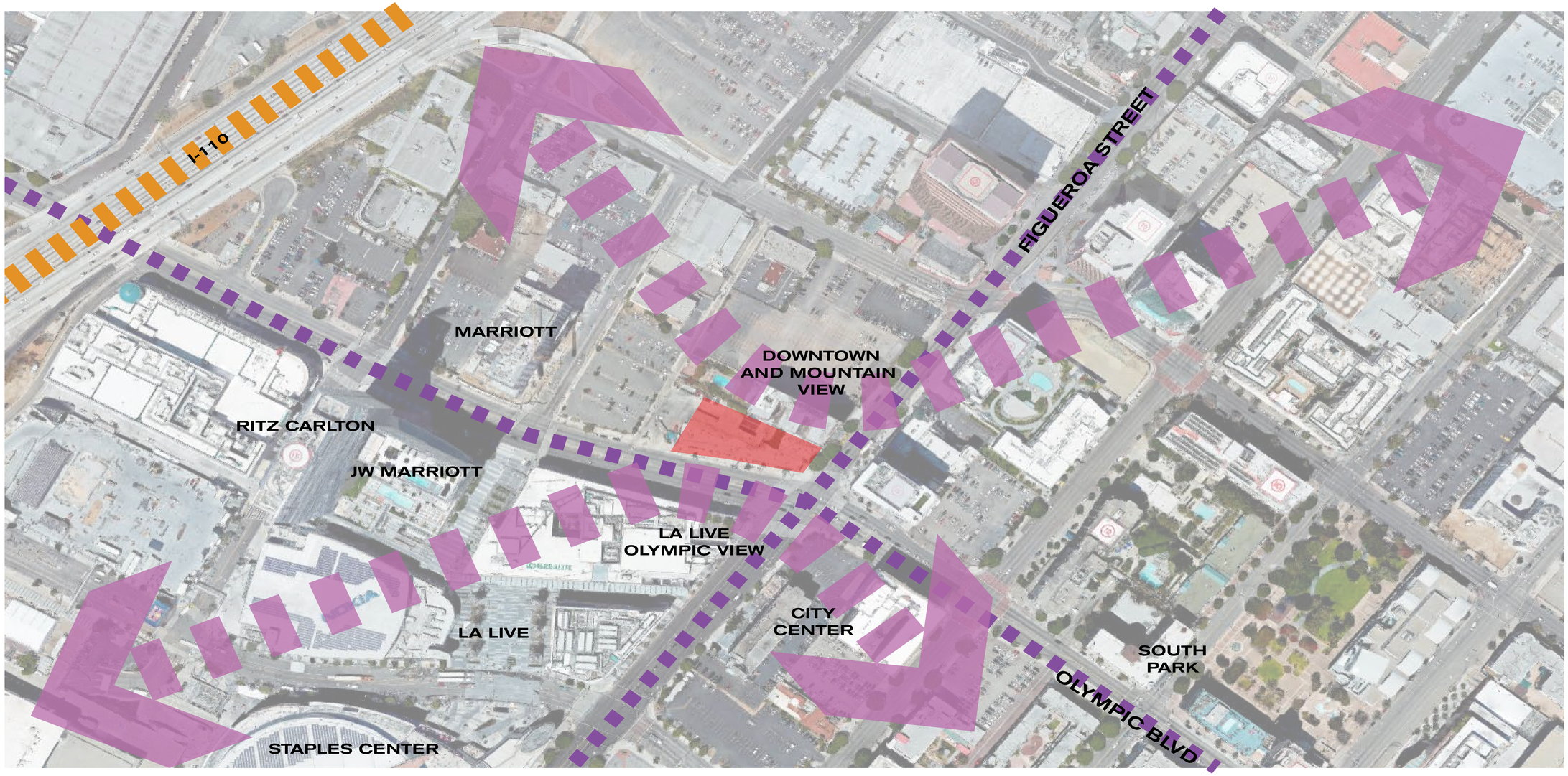
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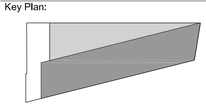
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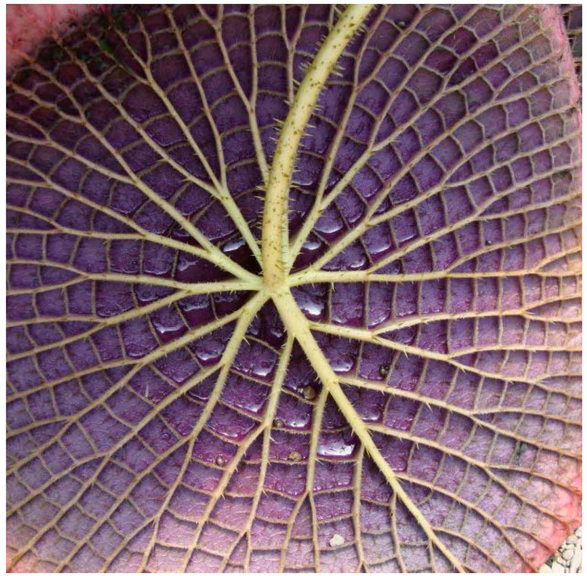
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Project No: 115035

Phase: ENTITLEMENT

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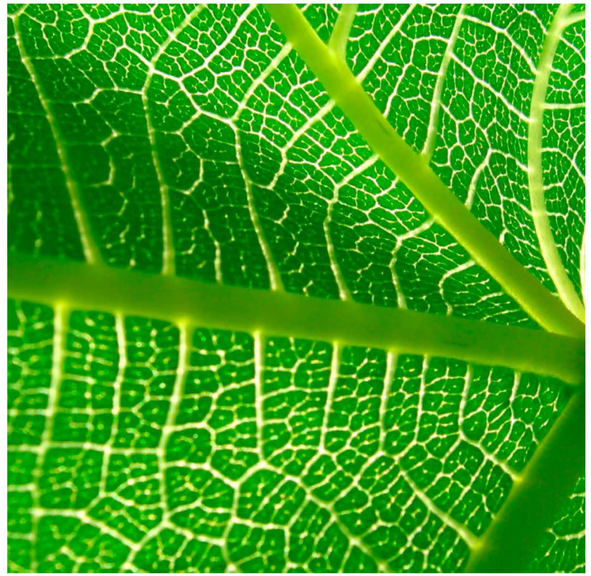












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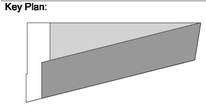
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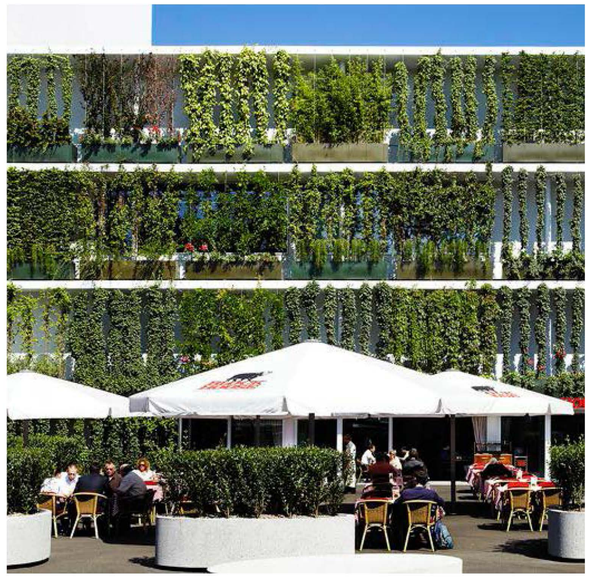
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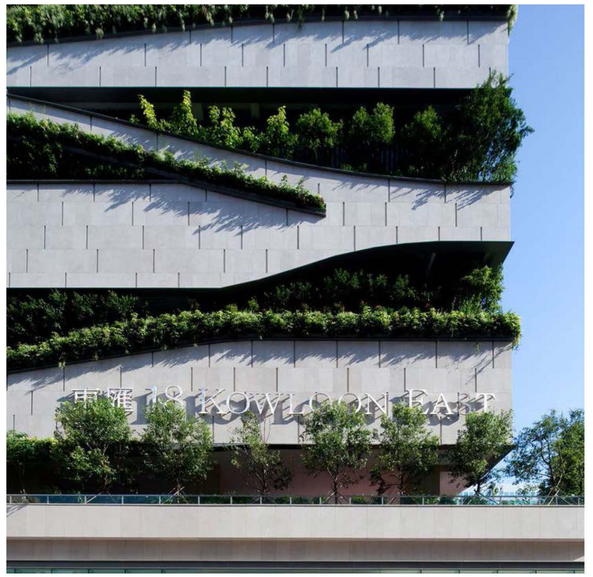
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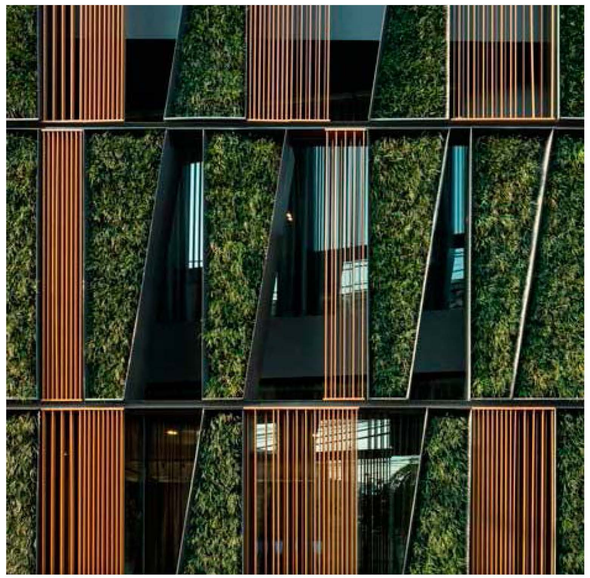
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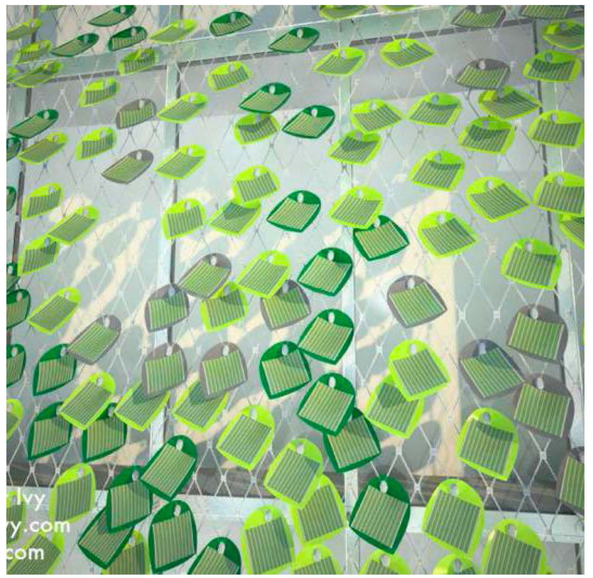












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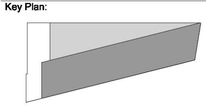
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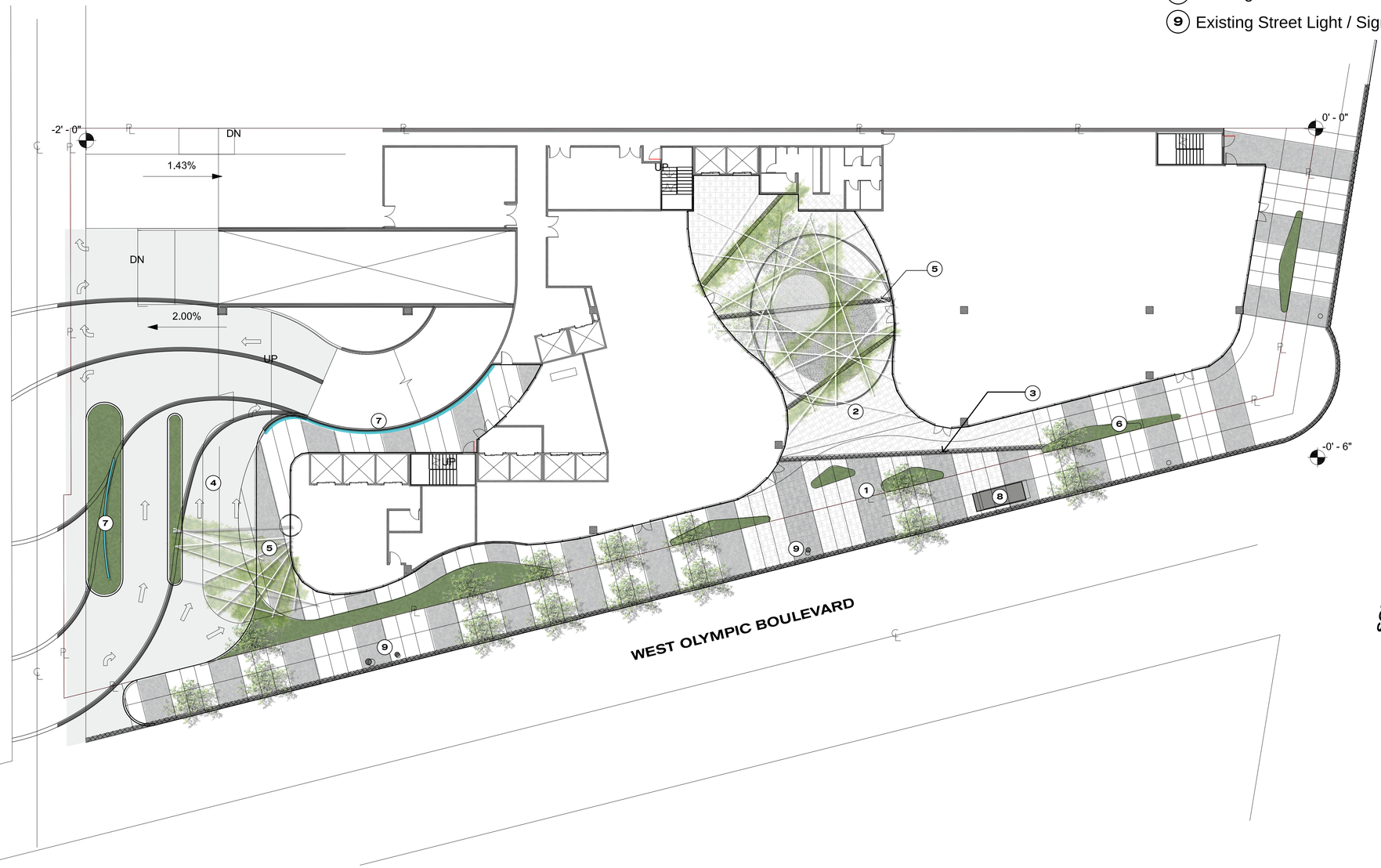
Drawn by: HL

Project No: 115035

Phase: ENTITLEMENT

Sheet No:
L-1.00

1. LA Entertainment District Paving and Planting
2. Interior Paving
3. Banded Cobble Pavers
4. Drop-off Entry Pavers
5. Overhead Planted Vine Cables
6. Planted Buffer Area
7. Water Wall Feature
8. Existing Bus Shelter
9. Existing Street Light / Signage



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Revisions:

No	Date	Description
1	12/16/2015	1ST ENT. SUBMITTAL

LICENSED LANDSCAPE ARCHITECT
CHARLES R. ABE
10/31/16
Renewal Date
12/10/2015
Date
STATE OF CALIFORNIA

Sheet Title:
LANDSCAPE
PLAN - GROUND

Key Plan:

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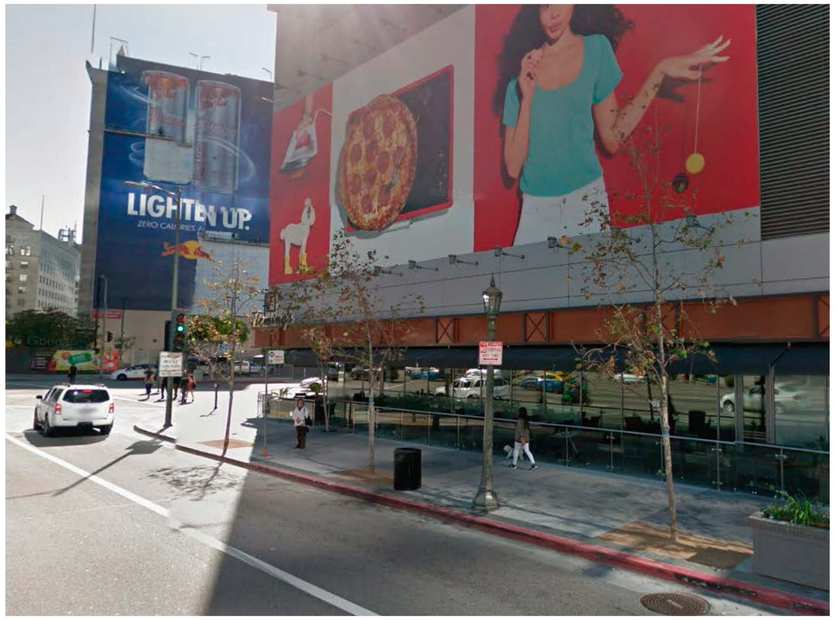
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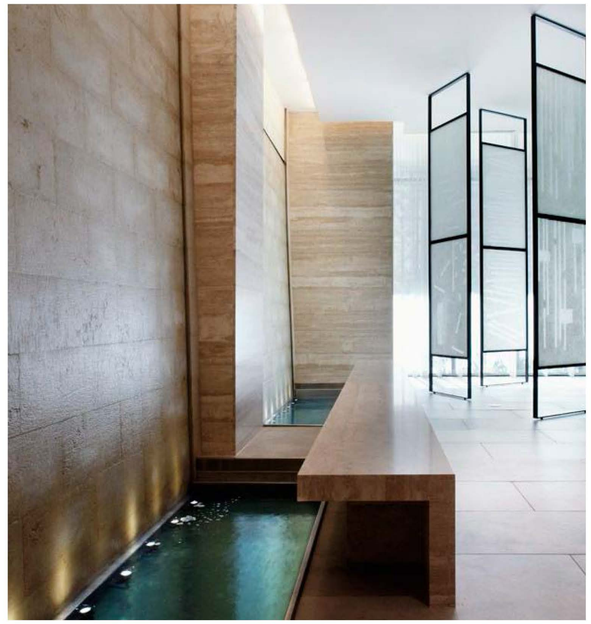
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Phase: ENTITLEMENT

Sheet No:
L-1.01

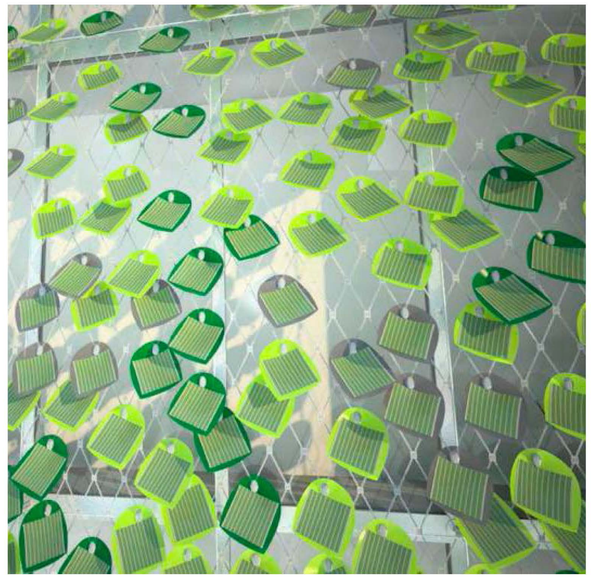












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Revisions:

No	Date	Description
1	12/16/2015	1ST ENT. SUBMITTAL

LICENSED LANDSCAPE ARCHITECT
CHRIS E. ARE No. 3917
REGISTRATION EXPIRES
10/31/16
DATE SIGNED
12/10/2015
STATE OF CALIFORNIA

Sheet Title:
GROUND LEVEL IMAGES

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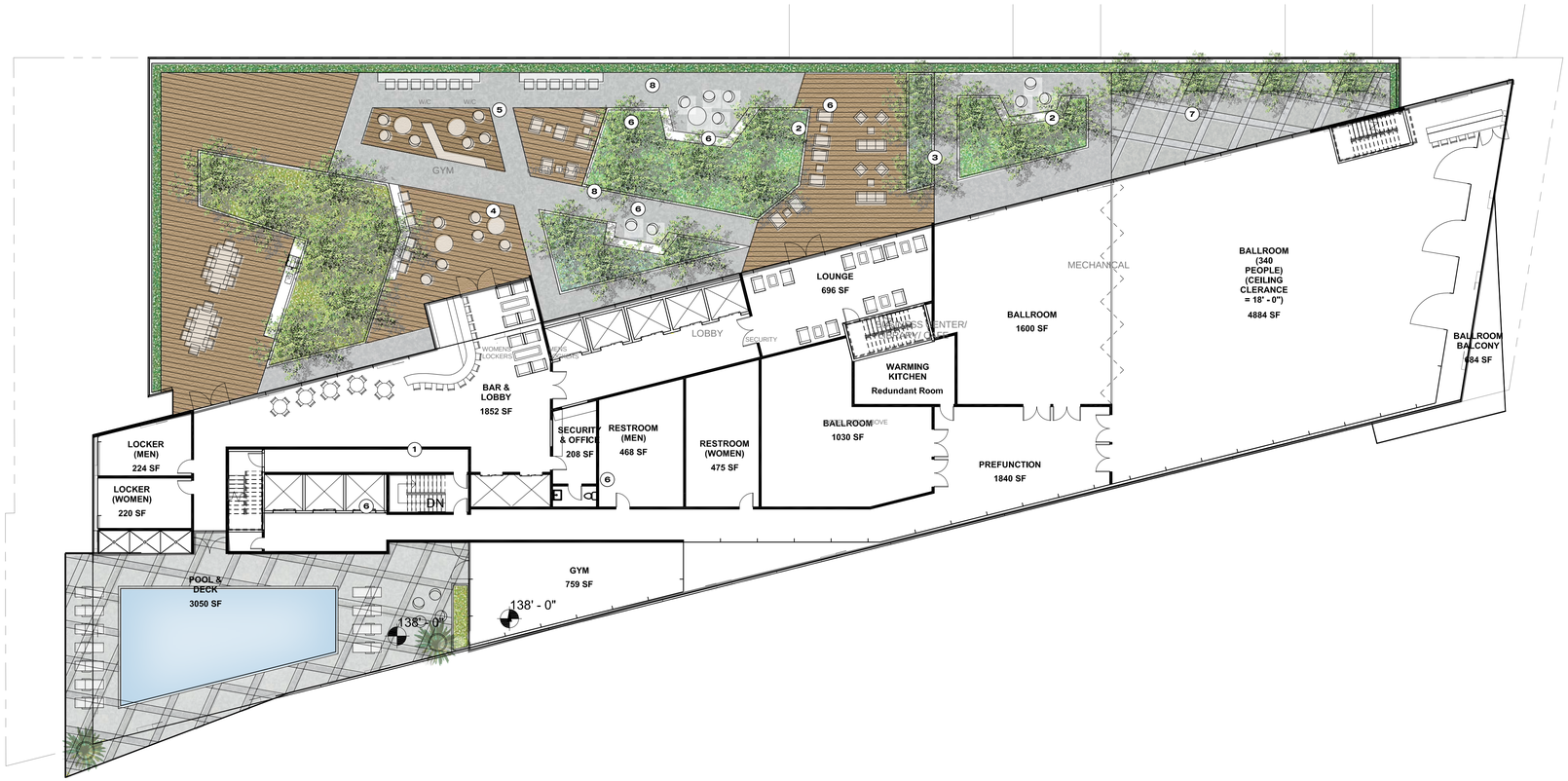
Drawn by: HL

Project No: 115035

Phase: ENTITLEMENT

Sheet No:
L-1.02

1. Pool Paving
2. Carved Planted Area
3. Garden and Seating Area
4. Community Table and BBQ
5. Exercise Yoga Deck
6. Lounge Seating
7. Outdoor Ballroom Patio
8. Bartop Seating



0' 8' 16' 32' 48'

NORTH

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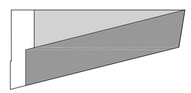
Revisions:

No	Date	Description
1	12/16/2015	1ST ENT. SUBMITTAL

LICENSED LANDSCAPE ARCHITECT
CALVIN R. ABE No. 4900
Expiration 10/31/16
Renewal Date 12/9/2015
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STATE OF CALIFORNIA

Sheet Title:
LANDSCAPE PLAN - LEVEL 13

Key Plan:



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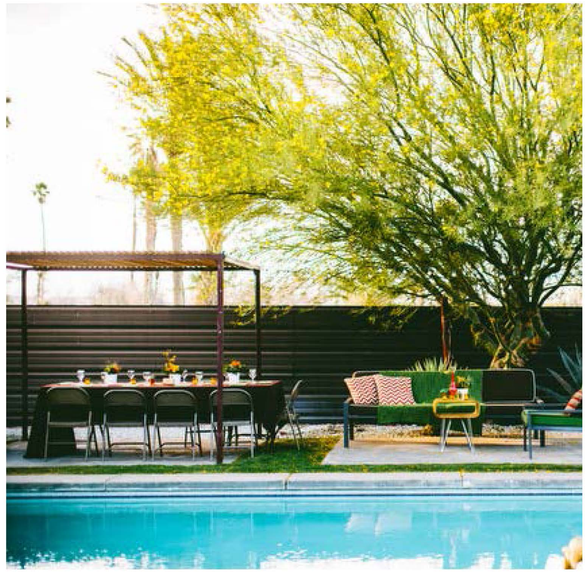
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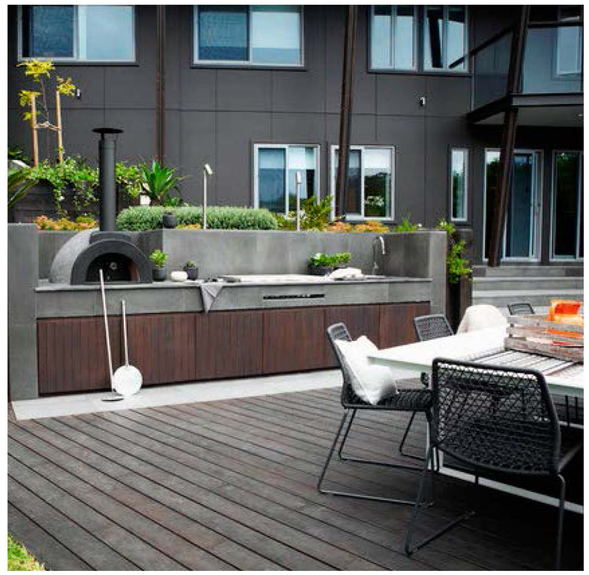
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Project No: 115035

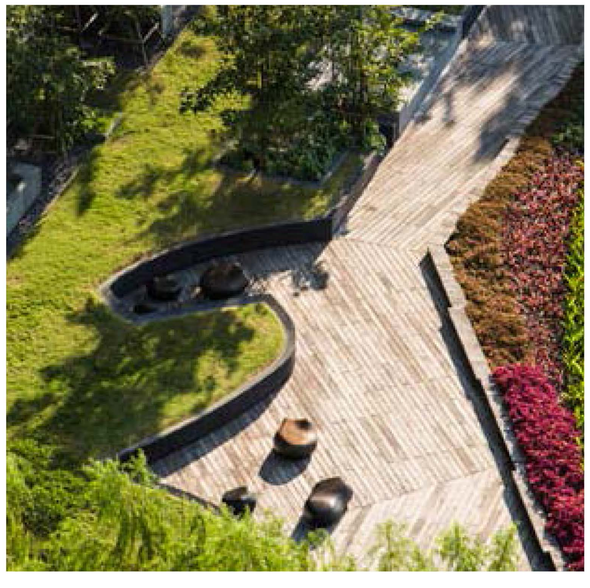
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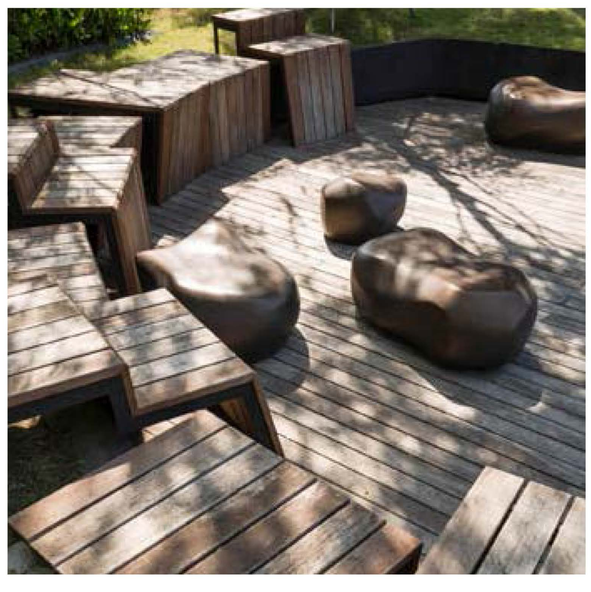
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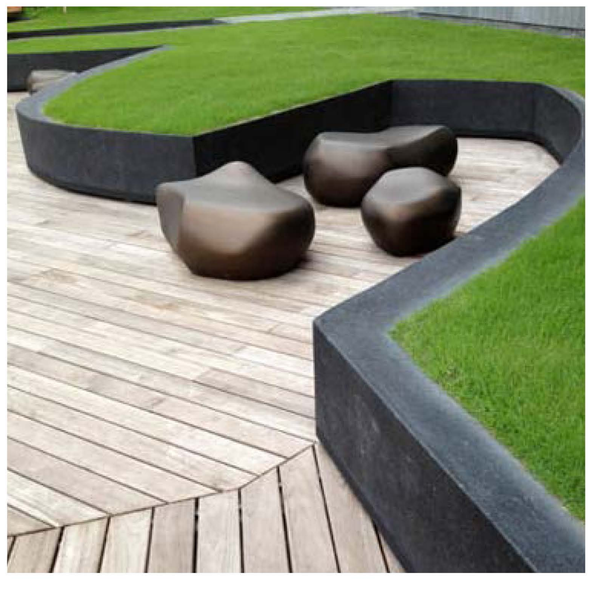












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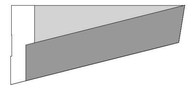
Revisions:

No	Date	Description
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LICENSED LANDSCAPE ARCHITECT
KAMIR R. ABE No. 5424
Renewal Date 10/31/16
Date 12/10/2015
STATE OF CALIFORNIA

Sheet Title:
LEVEL 13 IMAGES

Key Plan:



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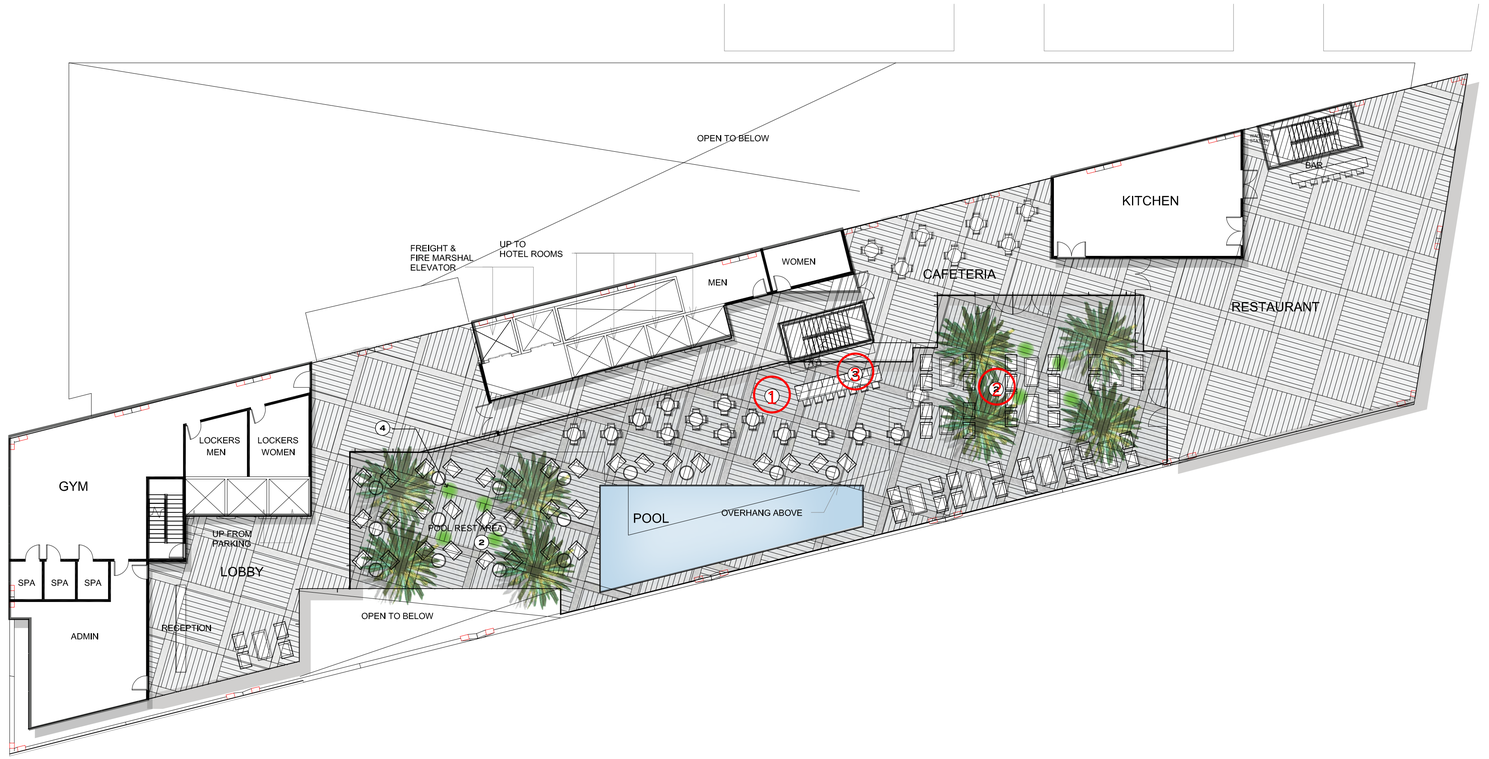
Date: 12/9/2015

Drawn by: HL | **Project No:** 115035

Phase: ENTITLEMENT

Sheet No:
L-1.04

1. Iconic Paving Pattern
2. Lounge Area
3.Bay Area
4. Hanging Planting



0' 8' 16' 32' 48'

NORTH

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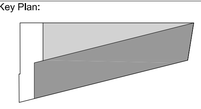
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1	12/16/2015	1ST ENT. SUBMITTAL

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12/10/2015
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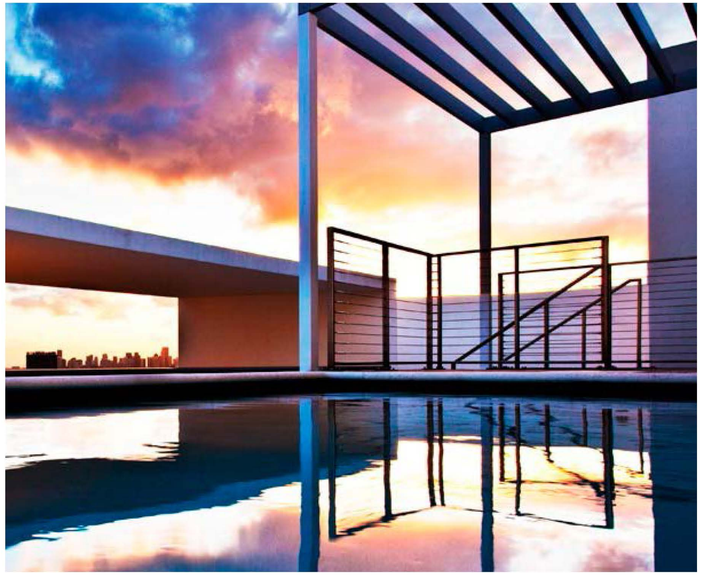
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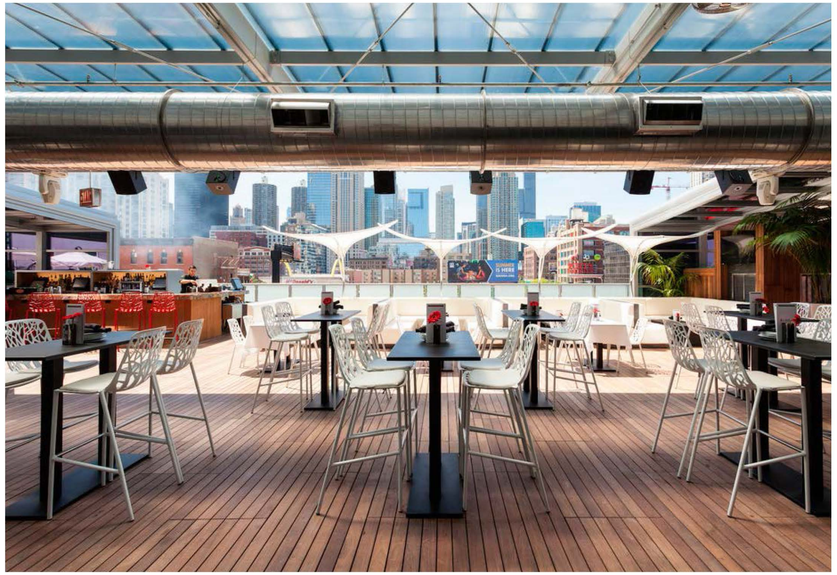
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Project No: 115035

Phase: ENTITLEMENT

Sheet No:
L-1.05













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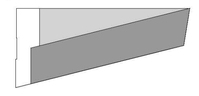
Revisions:

No	Date	Description
1	12/16/2015	1ST ENT. SUBMITTAL

LICENSED LANDSCAPE ARCHITECT
CALVIN R. ABE NO. 5624
10/31/16
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12/10/2015
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STATE OF CALIFORNIA

Sheet Title:
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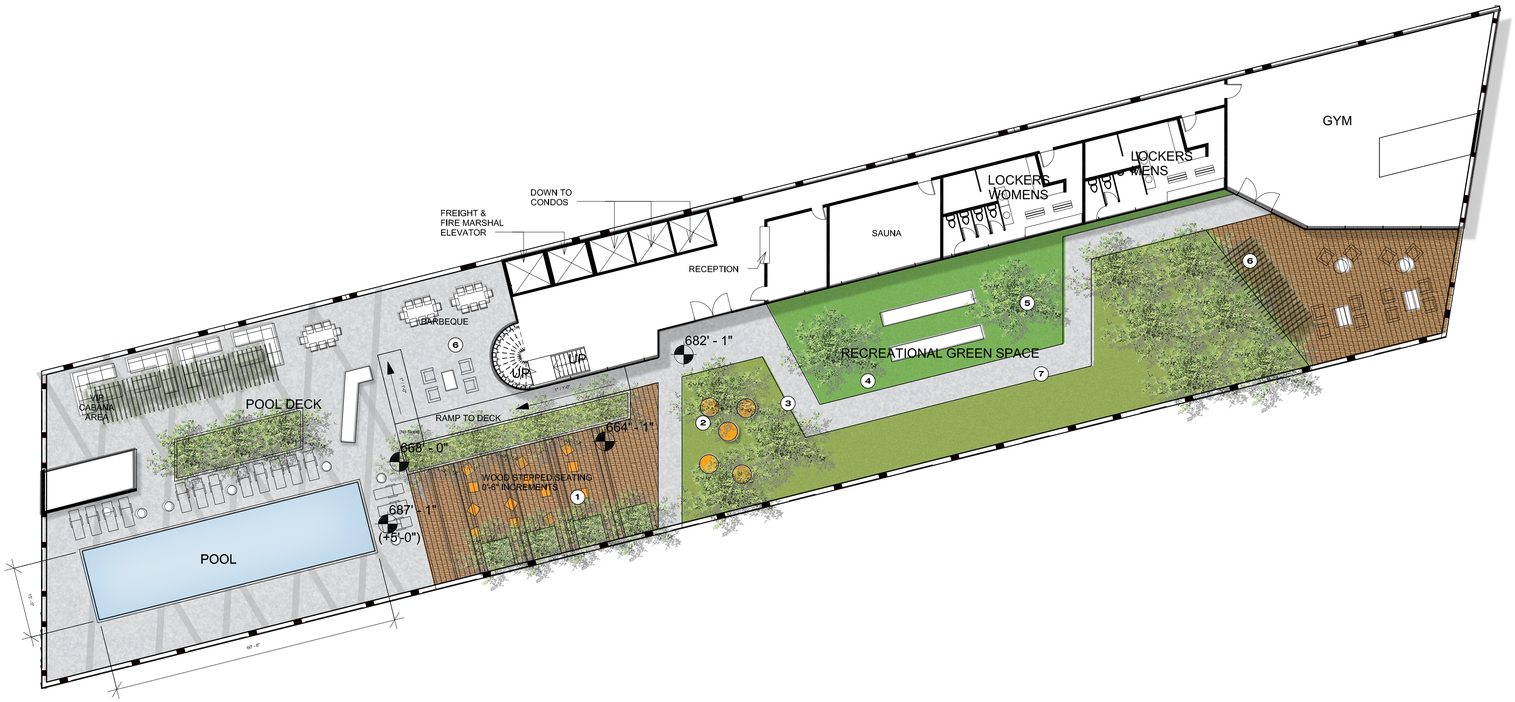
Date: 12/9/2015

Drawn by: HL | **Project No:** 115035

Phase: ENTITLEMENT

Sheet No:
L-1.06

1. Pool Paving and Banding
2. Wood Stepped Seating
3. Wood Exercise Deck
4. Moveable Seating
5. Game Tables
6. Trellis
7. Flexible Event Green Space



0' 8' 16' 32' 48'

NORTH

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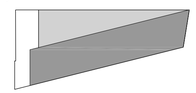
Revisions:

No	Date	Description
1	12/16/2015	1ST ENT. SUBMITTAL

LICENSED LANDSCAPE ARCHITECT
GLADYS R. ABE No. 5009
Expiration Date: 10/31/16
Revised Date: 12/9/2015
Date
STATE OF CALIFORNIA

Sheet Title:
LANDSCAPE PLAN - LEVEL 56

Key Plan:



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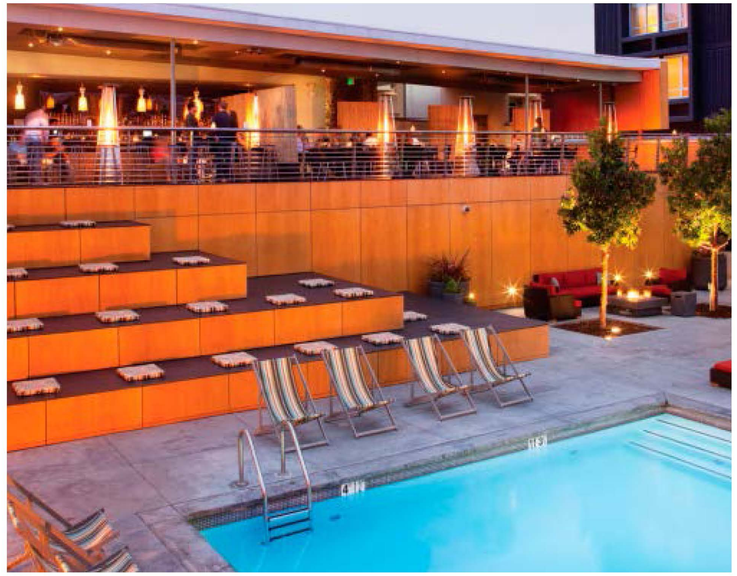
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Phase: ENTITLEMENT

Sheet No: L-1.07











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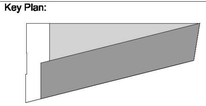
Revisions:

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1	12/16/2015	1ST ENT. SUBMITTAL

LICENSED LANDSCAPE ARCHITECT
CALVIN R. ABE NO. 5624
10/31/16
Renewal Date
12/10/2015
Date
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LEVEL 56 IMAGES

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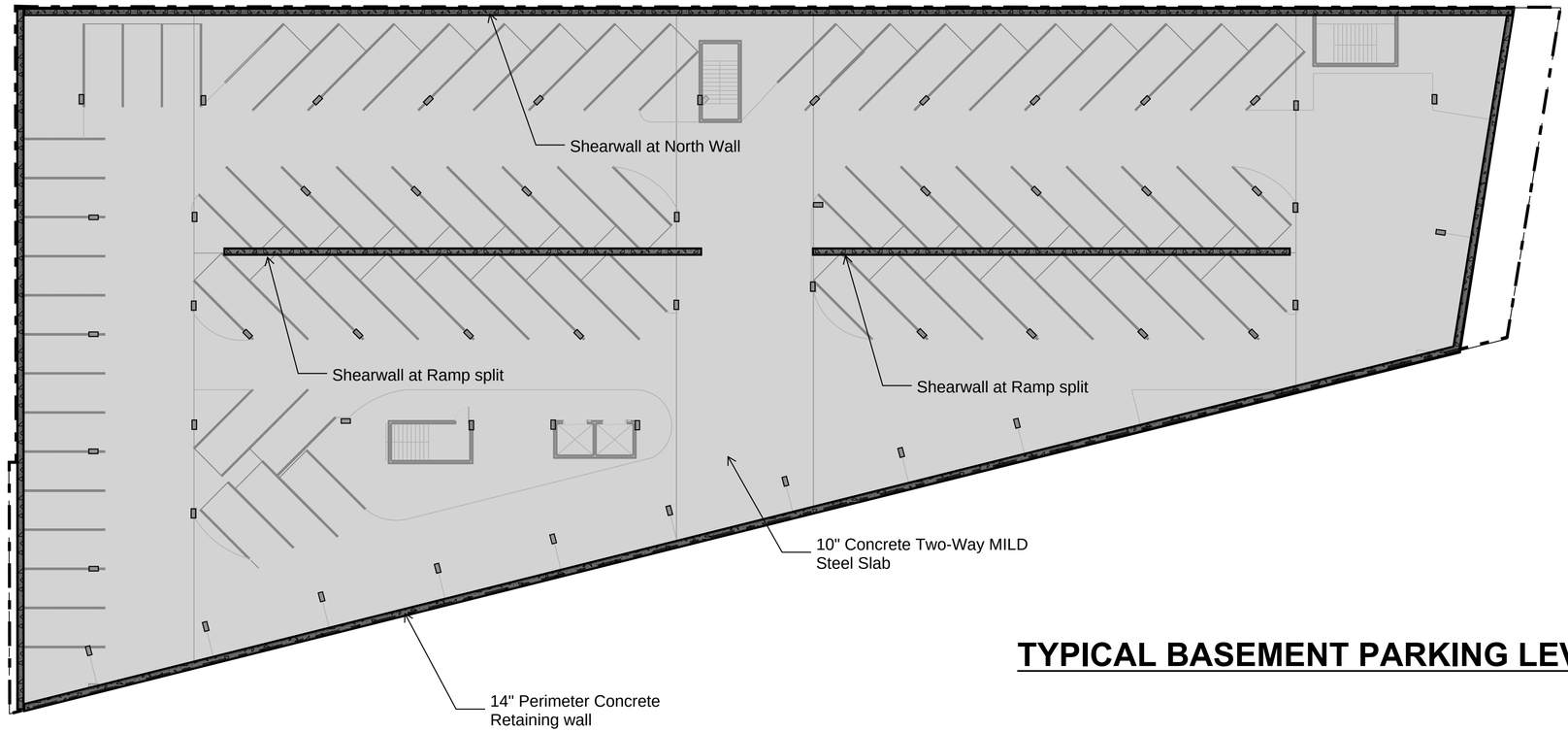
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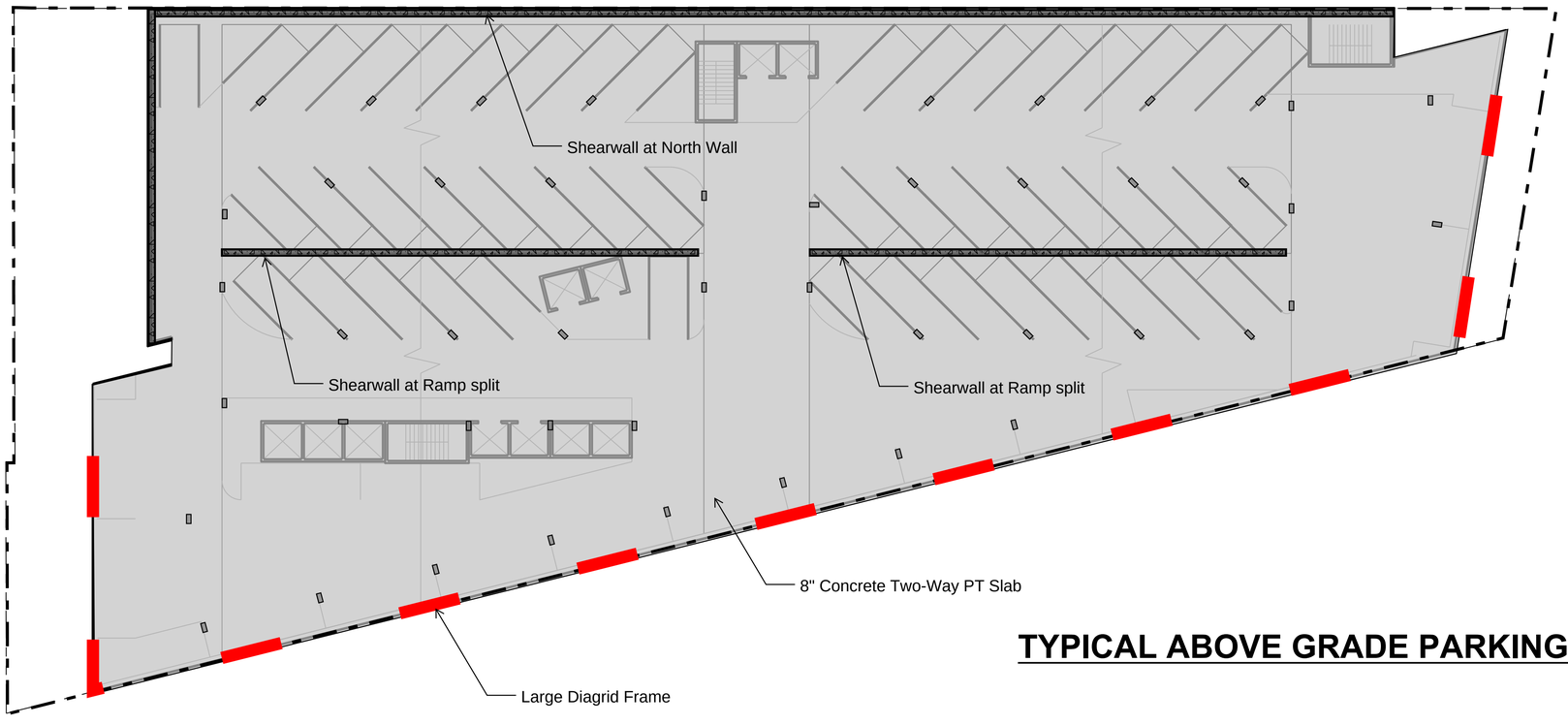
Project No: 115035

Phase: ENTITLEMENT

Sheet No:
L-1.08



TYPICAL BASEMENT PARKING LEVEL



TYPICAL ABOVE GRADE PARKING LEVEL

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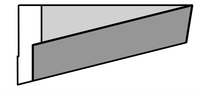
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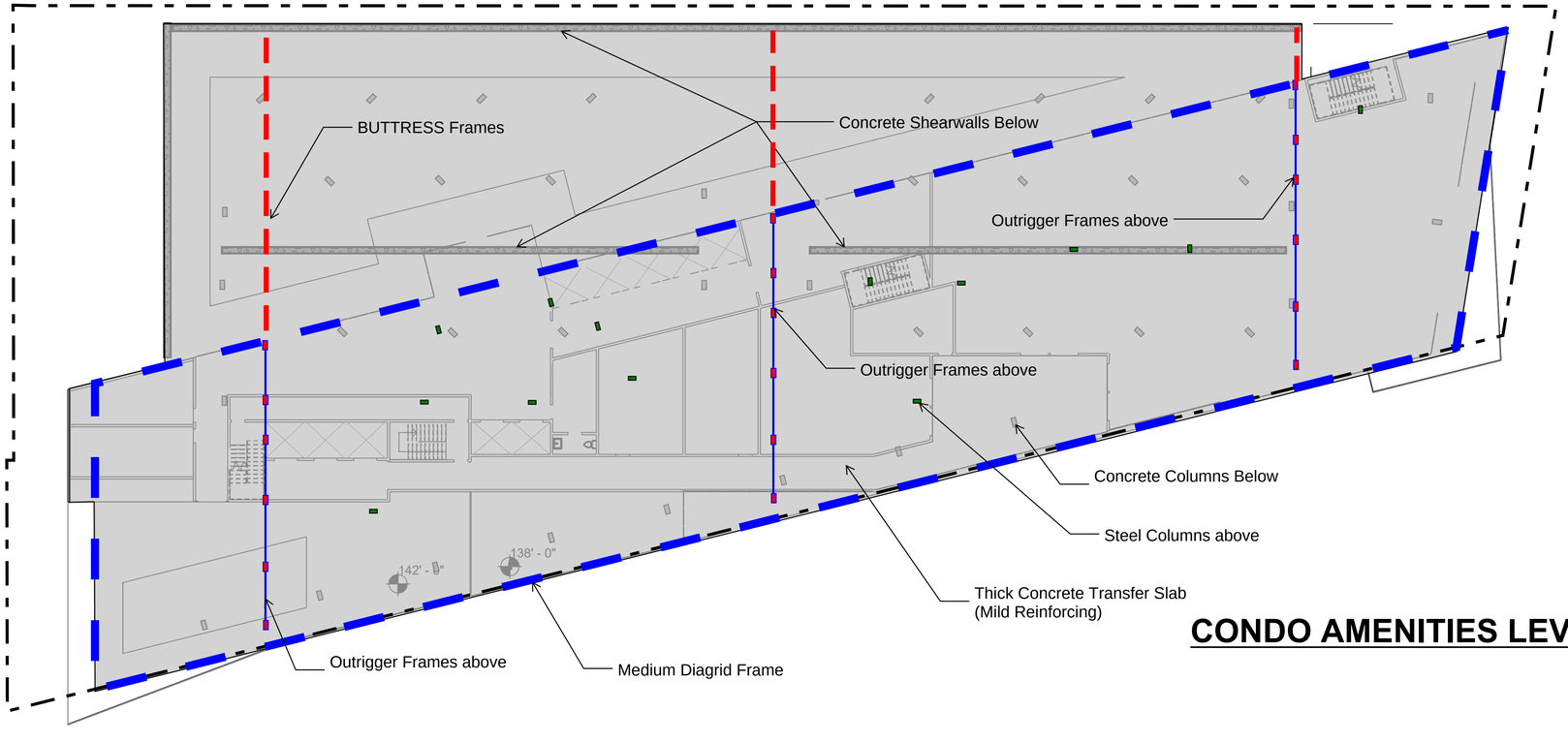
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Phase: **ENTITLEMENT**

Sheet No:

S 1.1



CONDO AMENITIES LEVEL



TYPICAL HOTEL ATRIUM LEVEL

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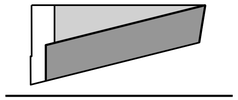
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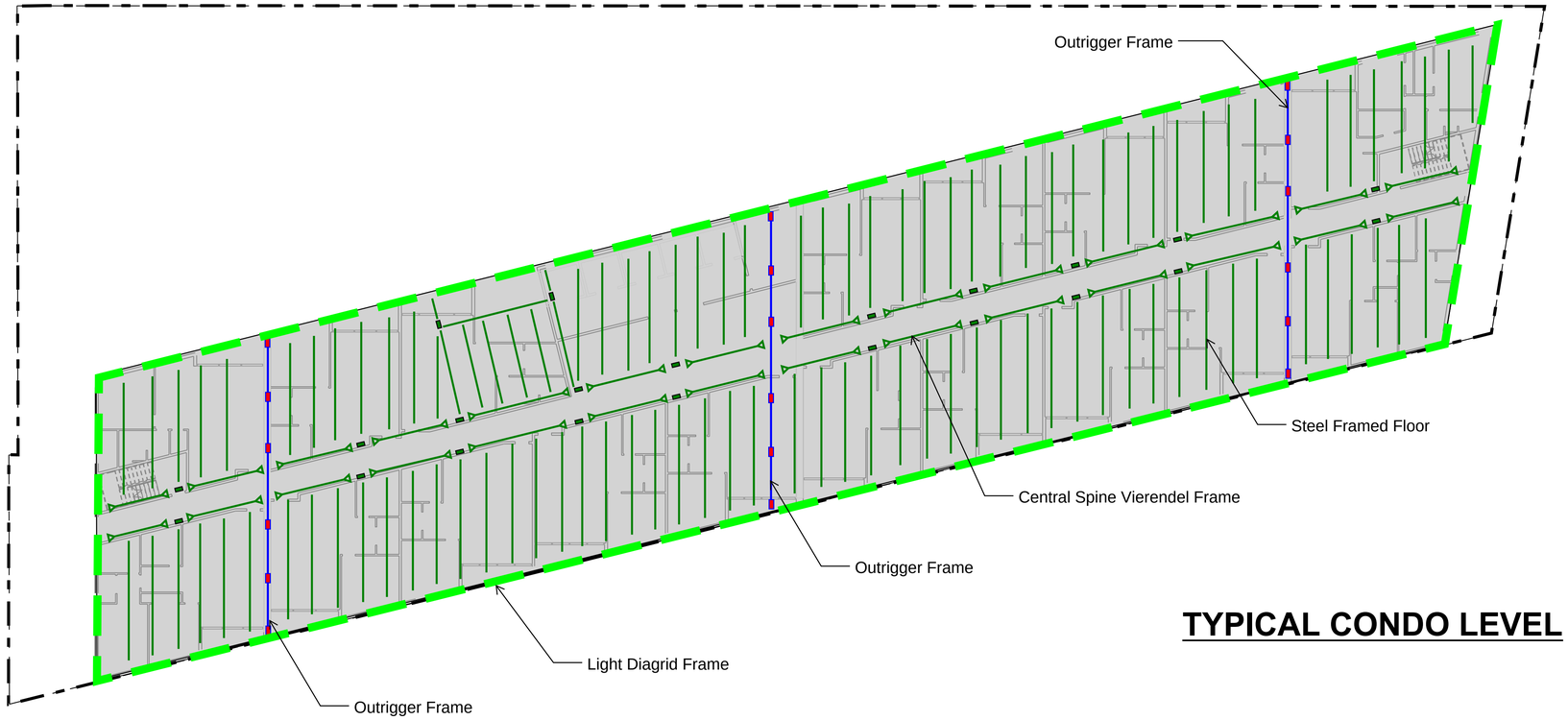
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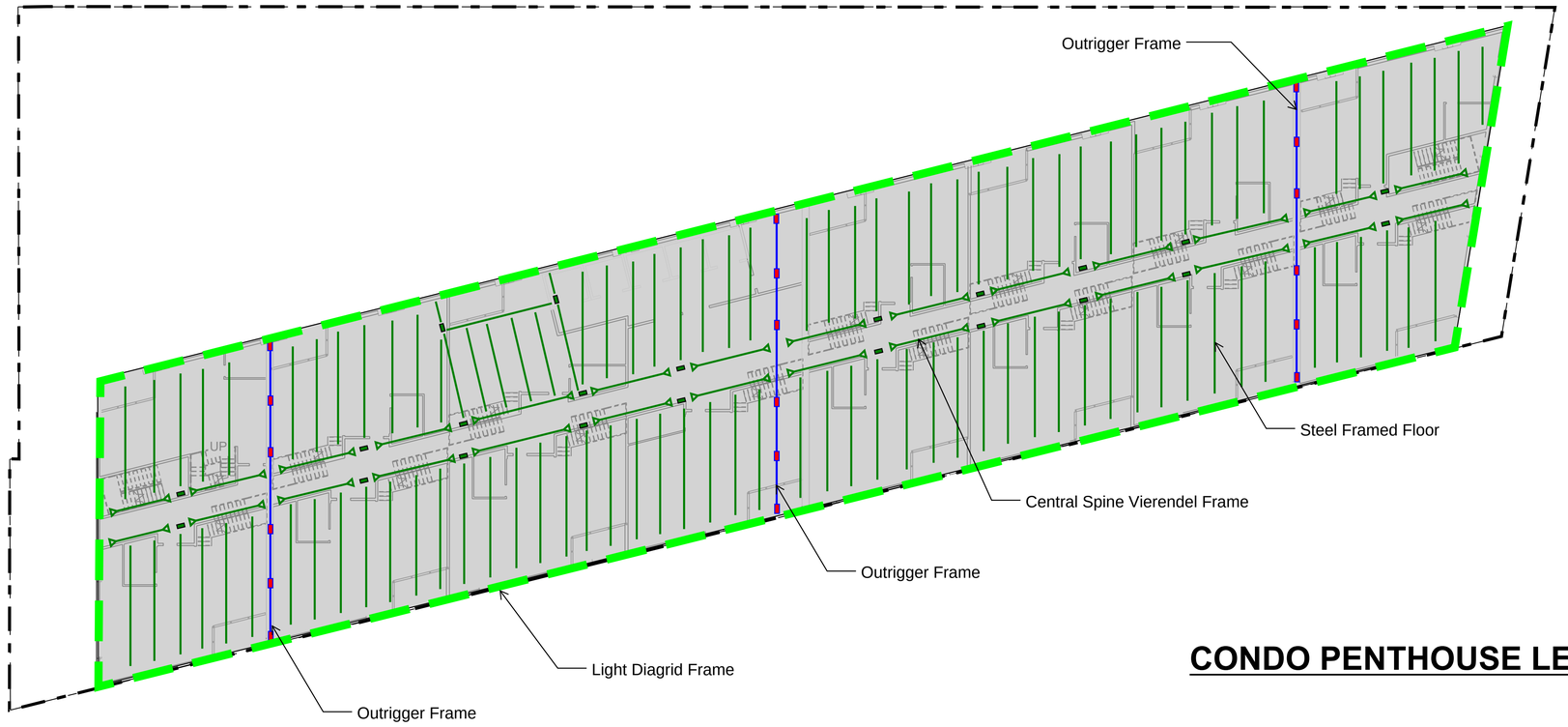
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TYPICAL CONDO LEVEL



CONDO PENTHOUSE LEVEL

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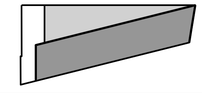
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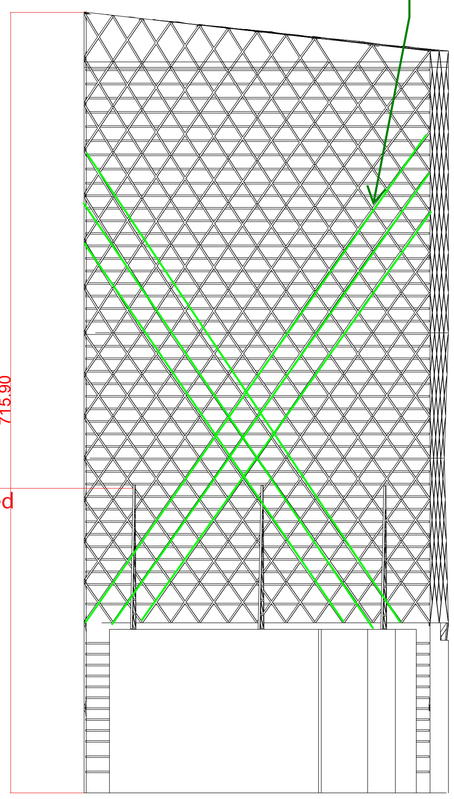
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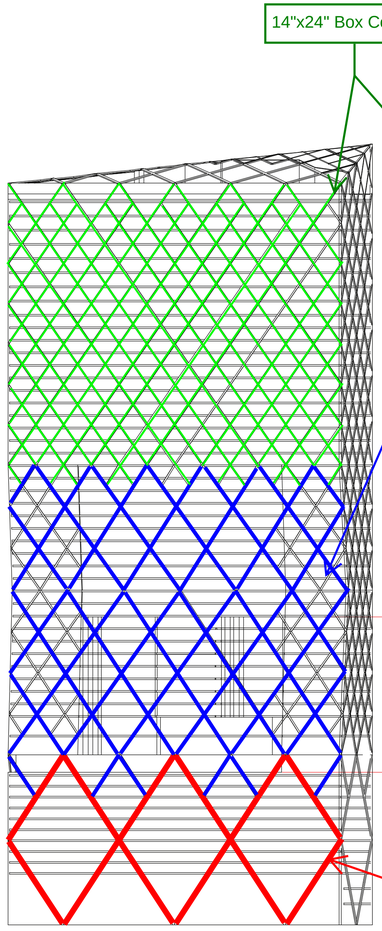
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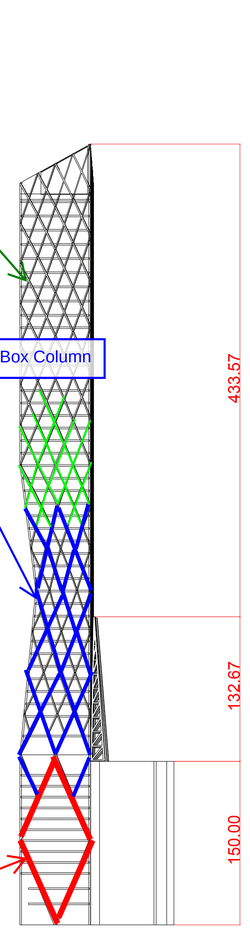
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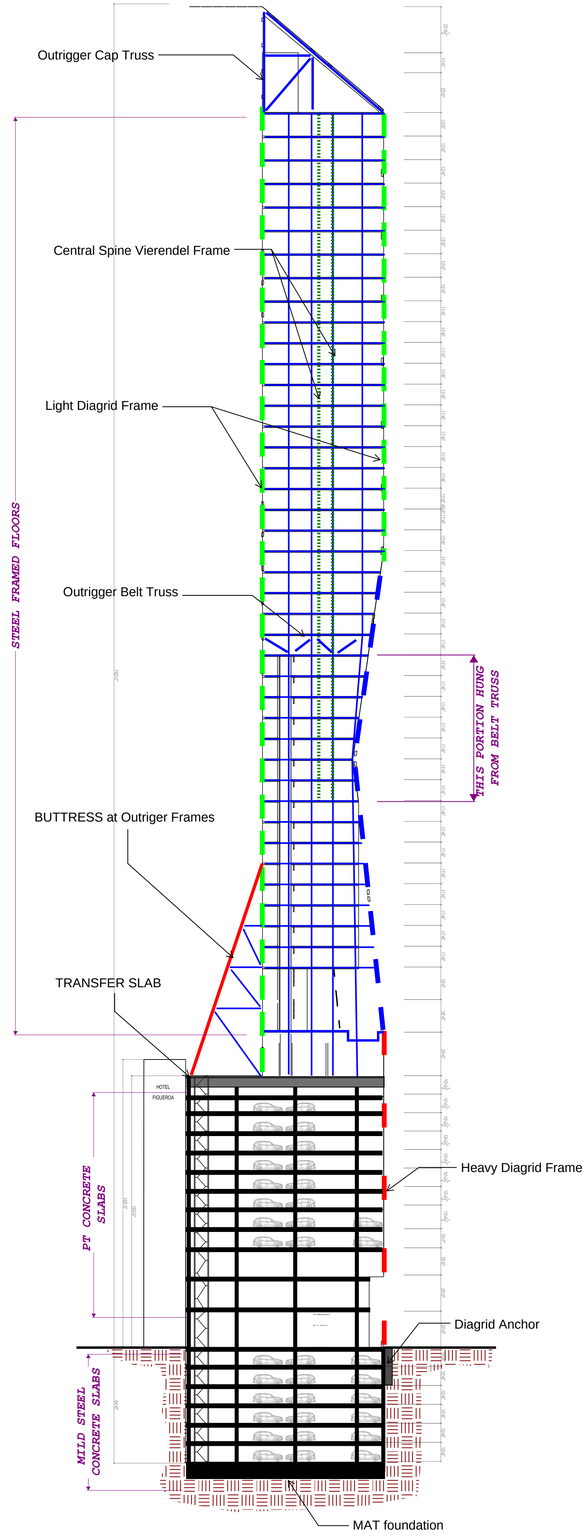
back elevation



front elevation



side elevation



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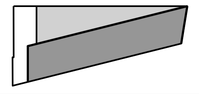
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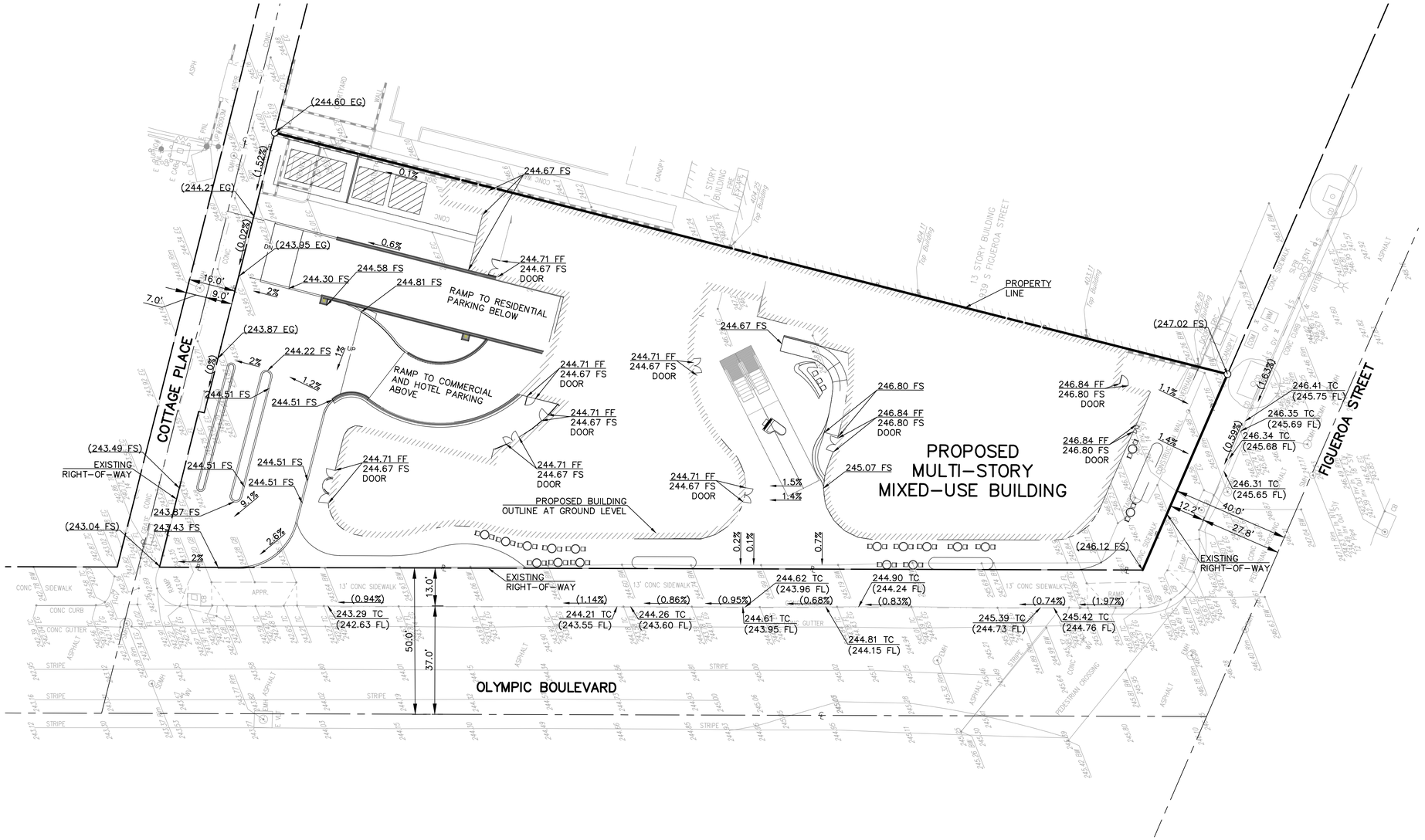
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Drawn by: **RW** | Project No: **14350**

Phase: **ENTITLEMENT**

Sheet No:

S 2.0



PLAN

SCALE: 1" = 20'

20' 10' 0' 20' 40'

GRAPHIC SCALE

Note: For reduced sized prints, original scale is in inches

GENERAL NOTE:

1. GRADING WITHIN LIMIT OF SUBTERRANEAN PARKING STRUCTURE PER ARCHITECTURAL AND STRUCTURAL PLANS. ELEVATION PROVIDED HERE WITHIN THE STRUCTURE LIMIT FOR REFERENCE ONLY.

2. CONTRACTOR TO CONFIRM DEPTH OF DRY UTILITIES WITHIN RIGHT-OF-WAY AS NEEDED.

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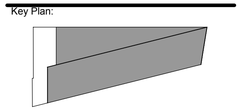
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Revisions:

No	Date	Description
A	12/14/2015	CONCEPTUAL PLAN

Sheet Title:
PRELIMINARY GRADING PLAN

Key Plan:



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Scale: 1" = 20'

Date: 12/14/2015

Drawn by: LINDA LUU

Project No: 1NEM010200

Phase: CONCEPTUAL

Sheet No:

C2.0

V. MITIGATION MONITORING PROGRAM

1. 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 (City) is the Lead Agency for Olympic Tower Project.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. Where appropriate, the EIR applied mitigation measures needed to avoid or reduce potentially significant environmental impacts. In addition, Project Design Features (PDFs) that would reduce impacts of the Project on the environment were identified. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures and PDFs identified in the EIR.

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

2. ORGANIZATION

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

Enforcement Agency – the agency with the power to enforce the mitigation measure and/or PDF.

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 and/or PDFs.

Monitoring Phase – the phase of the Project during which the mitigation measure and/or PDF shall be monitored. Examples include the following general categories:

- Pre-Construction, including the design phase
- Construction

- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the mitigation measure and/or PDF shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required mitigation measure and/or PDF has been implemented.

The Project Applicant shall be responsible for implementing all mitigation measures and/or PDFs, unless otherwise noted and shall be obligated to provide documentation concerning implementation of the listed mitigation measures and/or PDFs to the appropriate monitoring agency and the appropriate enforcement agency. All departments listed in the MMP are within the City, unless otherwise noted. It is noted that while certain agencies outside of the City are listed as the monitoring/enforcement agencies for individual mitigation measures and/or PDFs 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.

3. ADMINISTRATIVE PROCEDURES AND ENFORCEMENT

This MMP shall be enforced throughout all phases of the Project. The Project Applicant shall be responsible for implementing each mitigation measure and/or PDF and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that each mitigation measure and/or PDF has been implemented. The Project Applicant shall maintain records demonstrating compliance with each mitigation measure and/or PDF. 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 Department of City Planning, who shall be responsible for monitoring implementation of mitigation measures and/or PDFs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Project Applicant's compliance with the mitigation measures and/or PDFs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Project Applicant and Construction Monitor and be included as part of the Project Applicant's Annual Compliance Report. The Construction Monitor shall be obligated to promptly notify the Project Applicant of any non-compliance with the mitigation measures and/or PDFs. If the Project 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.

4. 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 mitigation measures and/or PDFs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with the mitigation measures and/or PDFs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a mitigation measure and/or PDF may be modified or deleted, if 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 mitigation measures and/or PDFs. Any addendum or subsequent CEQA clearance that may be required in connection with the modification or deletion shall explain why the mitigation measure and/or PDF is no longer needed, not feasible, or the other basis for modifying or deleting the mitigation measure and or PDF. Under this process, the modification or deletion of a mitigation measure and/or PDF 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 mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

5. MITIGATION MEASURES AND PDFS

Air Quality

MM-C-1: All off-road construction equipment greater than 50 hp shall be required to meet U.S. EPA Tier 4 emission standards to reduce NO_x, PM_{10}, 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 the California Air Resources Board (CARB). Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT

documentation, and CARB or the South Coast Air Quality Management District (SCAQMD) operating permit shall be provided.

During plan check, the Project Applicant shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower that shall be used during any portion of demolition/excavation activities and concrete pour days for the mat foundation for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and CARB or SCAQMD operating permit shall be available on-site at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off road diesel-powered equipment within the construction inventory list described above shall meet Tier 4 CARB/USEPA standards.

Enforcement Agency: City of Los Angeles Department of City Planning

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

MM-C-2: The Project Applicant shall use of 2010 or newer diesel haul trucks (e.g., material delivery trucks and soil import/export), and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require trucks that meet U.S. EPA 2007 model year NO_x emissions requirements.

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

Cultural Resources

MM-D-1: Retain a Qualified Archaeologist. The Project Applicant shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology, during the initial excavation phase to carry out all mitigation measures related to archaeological resources.

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 prior to issuance of Building Permit

Action Indicating Compliance: Compliance report prepared by qualified archaeologist

MM-D-2: Prepare a Monitoring and Mitigation Plan. Before excavation, an Archaeological Resources Monitoring and Mitigation Plan (Monitoring Plan) shall be prepared. The Monitoring Plan shall include, but not be limited to, monitoring protocol for excavation, a construction worker training program, and discovery and processing protocol for inadvertent discoveries of archaeological resources. The Monitoring Plan should identify areas with moderate to high sensitivity determined for cultural resources that require monitoring and detail a protocol for determining circumstances in which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate. Specifically, the Monitoring Plan shall include a framework for assessing the geo-archaeological setting to determine whether sediments capable of preserving archaeological remains are present, and the depth at which these sediments would no longer be capable of containing archaeological material.

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 prior to issuance of Grading Permit

Action Indicating Compliance: Issuance of Monitoring Plan to City

MM-D-3: Worker Training. Before excavation, at the Project kickoff, the selected qualified archaeologist or their designee will 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 shall be provided contact information and protocols to follow if inadvertent discoveries are made. In addition, workers shall be shown examples of the types of archaeological resources that would require notification of the Project archaeologist.

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 prior to issuance of Grading Permit

Action Indicating Compliance: Compliance report prepared by qualified archaeologist

MM-D-4: Monitoring for Archaeological Resources. Before ground disturbance, an archaeological monitor shall be present during initial excavation activities as stipulated in the Monitoring Plan. The qualified archaeologist may designate an archaeologist to conduct the monitoring under their direction. Specifically, field observations regarding the geo-archaeological setting shall be conducted to determine the presence of undisturbed sediments capable of preserving archaeological remains, and the depth at which these sediments would no longer be capable of containing archaeological material. The duration and timing of the monitoring shall be determined by the qualified archaeologist in consultation with the Department of City Planning and the Project Applicant. At the conclusion of monitoring activities, a technical report shall be prepared documenting the methods and results of all work completed under the Monitoring Plan. The report shall be prepared under the supervision of a qualified archaeologist and submitted to City Planning and the South Central Coastal Information Center.

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/Grading and Excavation Phase

Monitoring Frequency: Once prior to issuance of Building Permit

Action Indicating Compliance: Compliance report prepared by qualified archaeologist

Greenhouse Gas Emissions

PDF-GHG-1: The Project shall include rooftop photovoltaic panels, calculated to provide power to common and amenity areas (refer to Figure III-4 and Figure III-35 in Section III [Project Description]).

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 prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Issuance of Certificate of Occupancy

PDF-GHG-2: The Project shall include façade photovoltaic panels contained within the glass panels to provide power to the building exterior lighting and LED lighting (refer to Figure III-32 and Figure III-33 in Section III [Project Description]).

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 prior to issuance of Certificate of Occupancy

Action Indicating Compliance: Issuance of Certificate of Occupancy

Hazards and Hazardous Materials

MM-G-1: Prior to issuance of a grading permit, the Project Applicant shall prepare a Soil Management Plan (SMP) for the Project in accordance with all applicable requirements of the Los Angeles Fire Department, the Los Angeles Regional Water Quality Control Board, and the Department of Toxic Substances Control. The SMP shall be approved by the Department of Building and Safety, Grading Division. The SMP shall set forth procedures to be followed during the Project's excavation and development phases to properly manage the soil and minimize risks to workers and the public during construction in accordance with any requirements set forth by the Los Angeles Fire Department, the Los Angeles Regional Water Quality Control Board, and/or the Department of Toxic Substances Control. The SMP shall address the delineation of the vertical and lateral extent of residual gasoline-related constituent impacts in Project site soil. Soil management procedures shall be described so that hazardous soil can be separated from non-hazardous soil during excavation tasks. The SMP shall describe the transport and disposal of the soil at an appropriate waste management facility(ies).

Enforcement Agency: City of Los Angeles Department of Public Works; Los Angeles Fire Department

Monitoring Agency: City of Los Angeles Department of Public Works

Monitoring Phase: Pre-Construction/Construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

Noise

MM-I-1: All diesel-powered construction vehicles shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA. Should they be required, generators would be solar-powered.

Enforcement Agency: City of Los Angeles Department of City Planning

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

MM-I-2: Temporary sound barriers capable of achieving a sound attenuation of at least 5 dBA shall be erected along the Project's boundaries.

Enforcement Agency: City of Los Angeles Department of City Planning

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

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

MM-I-3: Construction activities that produce vibration, such as demolition, excavation, and earthmoving, shall be sequenced so that vibration sources within 10 feet of Hotel Figueroa do not operate simultaneously.

Enforcement Agency: City of Los Angeles Department of City Planning

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

MM-I-4: No pile driving shall occur as part of Project construction.

Enforcement Agency: City of Los Angeles Department of City Planning

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

MM-I-5: Pre-construction surveys shall be performed to document the conditions of Hotel Figueroa. A structural monitoring program shall be implemented and recorded during part or all of the Project's construction phase. The performance standards of the structure-monitoring plan shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the building.
- A registered civil engineer or certified engineering geologist shall develop recommendations for a structure-monitoring program, including a timeline for monitoring.
- The structure-monitoring program shall survey for vertical and horizontal movement, as well as vibration thresholds (0.25 PPV in/sec) established specifically for the Project's construction activities and proximity to the Hotel Figueroa. If the thresholds are met or exceeded, or if noticeable structural damage becomes evident to the Project contractor, work shall stop in the area of the affected building until measures have been taken to prevent construction-related damage to the structure.
- The structure-monitoring program shall be submitted to the Department of Building and Safety for review and approval and received into the case file for the associated discretionary action permitting the Project prior to initiating any construction activities.

Enforcement Agency: City of Los Angeles Department of City Planning

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

Monitoring Phase: Pre-construction

Monitoring Frequency: Once prior to issuance of Grading Permit

Action Indicating Compliance: Issuance of structure-monitoring plan to City

Transportation/Traffic

MM-L-1: The Project Applicant shall prepare and provide to LADOT a preliminary Transportation Demand Management (TDM) Program to the satisfaction of LADOT and in accordance with the City's Trip Reduction Ordinance to reduce the Project's traffic generation. The final TDM Program shall be approved by LADOT prior to issuance of any Certificate of Occupancy. The preliminary TDM Program shall include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. LADOT shall determine and approve the specific contents of the TDM Program and traffic-reduction strategies, which could include the following, as examples:

- *On-Site Employee Transportation Coordinator*. An on-site Employee Transportation Coordinator (ETC) could be designated for the Project. The ETC would manage all aspects of an enhanced TDM program and also would participate in City-sponsored workshops and information roundtables. The ETC would establish a Transportation Information Center and Transportation Fairs. The Transportation Information Center would provide on-site information at its buildings for employees and visitors about local public transit services (including bus lines, rail lines and connections, rideshare programs and shuttles), and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers). Walking and biking maps also would be provided for employees, visitors and residents, which would include but not be limited to information about convenient local services and restaurants within walking distance of the project. Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the ETC located at the Project site. Transportation information should be maintained at the administrative offices of the buildings, or by directing inquiries to the building's web site as a portal.

- *TDM Website Information*. Transportation information should be provided in a highly visible and accessible location on the building's web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees, visitors and residents of available alternative transportation modes to access the project, other amenities in the area and travel opportunities in the area. The website also should highlight the environmental benefits of utilization of alternative transportation modes.

- *TDM Promotional Material*. Provide and exhibit in public places information materials on options for alternative transportation modes and opportunities. In

addition, transit fare media and day/month passes should be made available to employees and visitors during typical business hours.

- *Transit Welcome Package*. All new employees could be provided with a Transit Welcome Package (TWP) in addition to holding Transportation Fair on an annual basis. The TWP at a minimum could include information regarding employer's arrangements for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the Project site.

- *Carpool Program for Employees*. Provide preferential parking within the parking garages for employees who commute to work in registered carpools. An employee who drives to work with at least one other employee to the site may register as a carpool entitled to preferential parking within the meaning of this provision.

- *Public Transit Stop Enhancements.* Working in cooperation with the City and other transit agencies to improve existing bus stops with enhanced shelters and transit information within the immediate vicinity of the buildings. Enhancements could include enhanced weather/sun protection, lighting, benches, and trash receptacles. These improvements would be intended to make riding the bus a safer and more attractive alternative.

- *Convenient Parking/Amenities for Bicycle Riders*. Provide locations at the Project site for convenient parking for bicycle commuters for working employees and visitors. The bicycle parking should be located within the buildings such that long-term and short-term parkers could be accommodated. Bicycle parking may mean bicycle racks, a locked cage, or other similar parking area. Provide shower facilities for employees who commute to work via bicycle.

- *Local Hiring Program*. To the extent feasible, when hiring, conduct outreach to residents who live within Downtown Los Angeles based on satisfaction of other requirements of the available positions.

- *Flexible/Alternative Work Schedules*. Encourage tenants in the building to offer flexible or alternative work schedules, as well as the opportunity to telecommute if feasible.

- *Parking Cash-Out Program.* Require in all leases it executes as landlord for space within the project that tenants offer a parking cash-out program. Parking cash-out program means an employer-funded program under which an employer offers in-lieu of any parking subsidy, a transit subsidy or cash allowance (for use of alternative modes such as walking and bicycling) of equal or greater value.

- *Unbundling and Lease of Parking Spaces for the Residential Land Use*. Offer options for buyers of the residential condominium dwelling units to purchase parking separately (i.e., unbundle parking from the unit price).

- *Participation in a Transportation Management Organization (TMO)*, if one is established and the Project Site included. 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.

- *Record a Covenant and Agreement* to ensure that the TDM Program shall be maintained.

The following improvements shall be part of the TDM Program:

- Contribution to the Los Angeles Bicycle Plan – Prior to the issuance of any certificates of occupancy, the Project Applicant shall contribute a one-time fixed-fee of $100,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the Project Site area.

- The Project Applicant shall 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).

<u>Transportation Systems Management (TSM) Improvements</u>

Some of the signalized intersections within the Project Site study area require an upgrade to the traffic signal equipment and hardware. Some of the traffic signals in the study area currently operate using a Type 170 traffic signal controller. Newer controllers (e.g., Type 2070) provide for enhanced and real-time operation of the traffic signal timing. Also, when supplemented by additional roadway system loops and closed-circuit television (CCTV) cameras at key locations, LADOT can identify the causes of delay and implement instant signal timing remedies to improve the traffic flow of vehicles and buses. These traffic signal upgrades provide a system-

wide benefit by reducing delays experienced by motorists. 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 shall be implemented by the Project Applicant:

- Install a new CCTV at Figueroa Street and Venice Boulevard, the cost of which is approximately $40,000,
- Upgrade the fiber optic cable from 12SM to 48SM on Figueroa Street between Venice and Olympic Boulevards, the cost of which is approximately $40,000.

The Project 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 described above. All improvements and associated traffic signal work within the City 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 Project Applicant, provided that, in each case, the Project Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a predesign meeting to finalize the proposed design needed for the project. If a proposed transportation improvement does not receive the required approval, a substitute may be provided subject to the approval of LADOT upon demonstration that the substitute is environmentally equivalent or superior to the original.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Prior to issuance of Building Permit; 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 to City

MM-L-2: Prior to issuance of a demolition permit, in coordination with LADOT and the Department of Building and Safety, the Project Applicant shall prepare a detailed Construction Traffic Management Plan, including street closure information, detour plans, haul routes, and staging plans. The Construction Traffic Management Plan shall outline how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of specific construction activities and other projects in the vicinity, and shall include the following elements as appropriate:

- Provide for temporary traffic control during all construction activities within public rights-of-way to improve traffic flow on public roadways (e.g., flagmen);
- Schedule of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- Reroute construction trucks to reduce travel on congested streets to the extent feasible;
- Prohibit construction-related vehicles from parking on surrounding public streets;
- Provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Accommodate all equipment on-site; and
- Obtain the required permits for truck haul routes from the City prior to issuance of any permit for the Project.

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

Monitoring Agency: City of Los Angeles Department of Transportation; City of Los Angeles Department of Transportation

Monitoring Phase: Prior to issuance of Demolition Permit; construction

Monitoring Frequency: Periodic field inspection

Action Indicating Compliance: Field inspection sign off

Utilities and Service Systems – Water

PDF-WATER-1: Water Conservation Measures

- High Efficiency Toilets with a flush volume of 1.1 gallons per flush or less
- Urinals – Waterless
- Showerheads with a flow rate of 1.5 gallons per minute or less
- ENERGY STAR Certified Residential Clothes Washers – Integrated Water Factor of 3.7 or less, front-loading, and capacity of 2.3 cubic feet
- ENERGY STAR Certified Residential Dishwashers – 3.07 gallons per cycle or less, standard type
- Centralized Domestic Water Heating System with hot water return branches
- Point of Use Water Heaters may be used where conditions warrant
- Individual metering and billing for water use for every residential dwelling unit and commercial unit
- Water-Saving pool filter
- Pool/Spa recirculating filtration equipment
- Pool splash troughs around the perimeter that drain back into the pool
- Install a meter on the pool make-up line so water use can be monitored and leaks can be identified and repaired
- Reuse pool backwash water for irrigation
- Leak Detection System for swimming pools and Jacuzzi
- Micro-Spray
- Hydro-zoning Irrigation – Commercial zoning with plant factor 0.3 and Residential zoning with plant factor 0.4

- Drip/Subsurface Irrigation to Commercial zone (4,251 square feet) and Residential zone (8,474 square feet)
- Primary (On-Site) Waste Water Treatment Systems – Possible uses are public toilets and irrigation. Exact usage information not yet known.

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 a Certificate of Occupancy

Action Indicating Compliance: Issuance of a Certificate of Occupancy

ERRATA TO THE ENVIRONMENTAL IMPACT REPORT

FOR THE OLYMPIC TOWER PROJECT

This Errata revises Mitigation Measure L-1 that was included in the Draft Environmental Impact Report (EIR) and the Final EIR for the Olympic Tower Project. Mitigation Measure L-1 calls for preparation and implementation of a Transportation Demand Management (TDM) Plan to the satisfaction of LADOT and in accordance with the City's Trip Reduction Ordinance to reduce the Project's traffic generation, in addition to implementation of traffic signal upgrades. The requirements of Mitigation Measure L-1 are substantially similar to the Transportation Improvement and Mitigation Program included in the Los Angeles Department of Transportation's (LADOT) Traffic Impact Assessment letter, dated June 12, 2017 (refer to item A on page 3).

To ensure consistency between Mitigation Measure L-1 and LADOT's TDM Program and Transportation Systems Management (TSM) Improvements for the Olympic Tower Project, Mitigation Measure L-1 on pages IV.L-91 through IV.L-94 in the Draft EIR and on pages V-11 through V-13 in the Final EIR has been revised as follows to more closely reflect LADOT's language in their Traffic Impact Assessment letter (deleted text shown in ~~strikethrough~~; new text shown in underline):

L-1: ~~Prior to issuance of a Certificate of Building Permit, the~~The Project Applicant shall prepare and provide to LADOT a preliminary Transportation Demand Management (TDM) ~~Plan~~Program to the satisfaction of LADOT and in accordance with the City's Trip Reduction Ordinance to reduce the Project's traffic generation. The final TDM Program shall be ~~required~~ approved by LADOT prior to issuance of any Certificate of Occupancy. ~~This~~The preliminary TDM ~~plan~~Program ~~also~~ shall include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. ~~The final TDM Plan shall be required prior to issuance of any Certificate of Occupancy.~~ LADOT shall determine and approve the specific contents of the TDM ~~Plan~~Program and traffic-reduction strategies, which could include the following, as examples:

- *On-Site Employee Transportation Coordinator*. An on-site Employee Transportation Coordinator (ETC) could be designated for the Project. The ETC would manage all aspects of an enhanced TDM program and also would participate in City-sponsored workshops and information roundtables. The ETC would establish a Transportation Information Center and Transportation Fairs. The Transportation Information Center would provide on-site information at its buildings for employees and visitors about local public transit services (including bus lines, rail lines and connections, rideshare programs and shuttles), and bicycle facilities (including routes, rental and sales locations,

on-site bicycle racks and showers). Walking and biking maps also would be provided for employees, visitors and residents, which would include but not be limited to information about convenient local services and restaurants within walking distance of the project. Such transportation information may be provided through a computer terminal with access to the Internet, as well as through the office of the ETC located at the Project site. Transportation information should be maintained at the administrative offices of the buildings, or by directing inquiries to the building's web site as a portal.

- *TDM Website Information*. Transportation information should be provided in a highly visible and accessible location on the building's web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees, visitors and residents of available alternative transportation modes to access the project, other amenities in the area and travel opportunities in the area. The website also should highlight the environmental benefits of utilization of alternative transportation modes.

- *TDM Promotional Material*. Provide and exhibit in public places information materials on options for alternative transportation modes and opportunities. In addition, transit fare media and day/month passes should be made available to employees and visitors during typical business hours.

- *Transit Welcome Package*. All new employees could be provided with a Transit Welcome Package (TWP) in addition to holding Transportation Fair on an annual basis. The TWP at a minimum could include information regarding employer's arrangements for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the Project site.

- *Carpool Program for Employees*. Provide preferential parking within the parking garages for employees who commute to work in registered carpools. An employee who drives to work with at least one other employee to the site may register as a carpool entitled to preferential parking within the meaning of this provision.

- *Public Transit Stop Enhancements.* Working in cooperation with the City and other transit agencies to improve existing bus stops with enhanced shelters and transit information within the immediate vicinity of the buildings. Enhancements could include enhanced weather/sun protection, lighting,

benches, and trash receptacles. These improvements would be intended to make riding the bus a safer and more attractive alternative.

- *Convenient Parking/Amenities for Bicycle Riders*. Provide locations at the Project site for convenient parking for bicycle commuters for working employees and visitors. The bicycle parking should be located within the buildings such that long-term and short-term parkers could be accommodated. Bicycle parking may mean bicycle racks, a locked cage, or other similar parking area. Provide shower facilities for employees who commute to work via bicycle.

- *Local Hiring Program*. To the extent feasible, when hiring, conduct outreach to residents who live within Downtown Los Angeles based on satisfaction of other requirements of the available positions.

- *Flexible/Alternative Work Schedules*. Encourage tenants in the building to offer flexible or alternative work schedules, as well as the opportunity to telecommute if feasible.

- *Parking Cash-Out Program.* Require in all leases it executes as landlord for space within the project that tenants offer a parking cash-out program. Parking cash-out program means an employer-funded program under which an employer offers in-lieu of any parking subsidy, a transit subsidy or cash allowance (for use of alternative modes such as walking and bicycling) of equal or greater value.

- *Unbundling and Lease of Parking Spaces for the Residential Land Use*. Offer options for buyers of the residential condominium dwelling units to purchase parking separately (i.e., unbundle parking from the unit price).

- *Participation in a Transportation Management Organization (TMO)*, if one is established and the Project Site included. 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.

- *Record a Covenant and Agreement* to ensure that the TDM Program shall be maintained.

The following improvements shall be part of the TDM Program:

  - Contribution to the Los Angeles Bicycle Plan – Prior to the issuance of any certificates of occupancy, the Project Applicant shall contribute a one-time

fixed-fee of $100,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements within the Project Site area.

- The Project Applicant shall 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).

~~Traffic Signal Upgrades~~Transportation Systems Management (TSM) Improvements

Some of the signalized intersections within the ~~project~~Project Site study area require an upgrade to the traffic signal equipment and hardware. Some of the traffic signals in the study area currently operate using a Type 170 traffic signal controller. Newer controllers (e.g., Type 2070) provide for enhanced and real-time operation of the traffic signal timing. Also, when supplemented by additional roadway system loops and closed-circuit television (CCTV) cameras at key locations, LADOT can identify the causes of delay and implement instant signal timing remedies to improve the traffic flow of vehicles and buses. These traffic signal upgrades provide a system-wide benefit by reducing delays experienced by motorists. 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 shall be implemented by the Project Applicant:

- Install a new CCTV at Figueroa Street and Venice Boulevard, the cost of which is approximately $40,000,

- Upgrade the fiber optic cable from 12SM to 48SM on Figueroa Street between Venice and Olympic Boulevards, the cost of which is approximately $40,000.

The Project 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 described above. All improvements and associated traffic signal work within the City 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 Project Applicant, provided that, in each case, the Project Applicant has demonstrated reasonable efforts and due diligence to the

satisfaction of LADOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor email LADOT's B-Permit Coordinator at ladot.planprocessing@lacity.org to arrange a predesign meeting to finalize the proposed design needed for the project. If a proposed transportation improvement does not receive the required approval, a substitute may be provided subject to the approval of LADOT upon demonstration that the substitute is environmentally equivalent or superior to the original.

CEQA requires recirculation of a Draft EIR only when "significant new information" is added to a Draft EIR after public notice of the availability of the Draft EIR has occurred (refer to California Public Resources Code Section 21092.1 and CEQA Guidelines Section 15088.5), but before the EIR is certified. Section 15088.5 of the CEQA Guidelines specifically states the following:

- *New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:*

- *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*

- *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted to reduce the impact to a level of insignificance.*

- *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.*

- *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*

CEQA Guidelines Section 15088.5 also provides that "[r]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR [...] A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record."

The information added pursuant to this Errata does not disclose a new significant environmental impact that would result from the Project or from a new mitigation measure or substantial increase in the severity of an environmental impact, nor does the information in the Errata contain significant new information that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid

such an effect that the Project Applicant has declined to adopt. Additionally, information provided in this Errata does not present a feasible Project alternative or mitigation measure considerably different from others previously analyzed in the EIR. The revisions to Mitigation Measure L-1include additional traffic improvement measures to reduce the Project's traffic impacts and do not eliminate measures or requirements. The revisions provide consistency between Mitigation Measure L-1 and LADOT requirements.

The City has reviewed the information in this Errata and has determined that the information does not change any of the basic findings or conclusions of the EIR, does not constitute "significant new information" pursuant to CEQA Guidelines Section 15088.5, and does not require recirculation of the EIR.

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

811 W Olympic Bl
DOT Case No. CEN 15-43386

Date: June 12, 2017

To: Karen Hoo, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE OLYMPIC TOWER MIXED-USE PROJECT LOCATED AT 811 WEST OLYMPIC BOULEVARD (ENV-2015-4558-EIR/CPC-2015-4557-MCUO-CUX-ZV-TDR-SPR/VTT-73966-CN)**

The Department of Transportation (DOT) has reviewed the transportation impact study, dated October 27, 2016, prepared by Linscott, Law & Greenspan, Engineers for the Olympic Tower Project located at 811 West Olympic Boulevard. The project is bordered by the Figueroa Hotel to the north, Olympic Boulevard to the south, Figueroa Street to the east, and Cottage Place 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 criteria[1], the transportation study included the detailed analysis of 18 signalized intersections and determined that three of these study intersections would be significantly impacted by project-related traffic, 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 although the impacts remain significant and unavoidable.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a mixed-use development with a 373-room hotel, a 10,801-square-foot hotel conference center, 65,074 square feet of retail space, 374 condominiums, and 33,498 square feet of general office space and to remove the existing structures, which include a car wash, retail space, and restaurants. The development would be 57 stories above six subterranean parking levels with frontage facing Olympic Boulevard. The levels of the development would contain the following:

[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.

Level	Use
1-3	Retail Space
4-12	A combination of office/conference room space and ramp-accessed parking
13 and 31	Mechanical use
14 and 15	Hotel lobby and associated amenities
16 - 30	Hotel rooms
32 - 47	Residential condominiums
48 - 55	Residential penthouses
56 and 57	Rooftop amenities including the pool

Access to the project site would be provided via Cottage Place, which borders the westerly property frontage. The project is expected to be completed by the end of 2019.

B. Trip Generation

Prior to accounting for the trip reductions from the Transportation Demand Management program discussed below, the project is estimated to generate a net increase of approximately 4,423 daily trips, 336 trips during the a.m. peak hour and 374 trips during the p.m. peak hour. The trip generation estimates, summarized in **Attachment 2**, 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 and supplemental traffic analyses for four scenarios:

1. Proposed project development assuming full access to/from Cottage Place and Olympic Boulevard;
2. Proposed project development assuming access to/from Cottage Place and Olympic Boulevard intersection is restricted to right-turn ingress and egress turning movements;
3. Proposed project development assuming full access to/from Cottage Place and Olympic Boulevard intersection and completion of the MyFigueroa project;
4. Proposed project development assuming access to/from the Cottage Place and Olympic Boulevard intersection is restricted to right-turn ingress and egress turning movements and completion of the MyFigueroa Project.

The study determined that the project would result in significant traffic impacts during both peak hours at the following intersections before mitigation based on a project build-out year of 2019:

1. Figueroa Street and 9th Street (All scenarios)
2. Figueroa Street and Olympic Boulevard (All scenarios)
3. Figueroa Street and Pico Boulevard (Scenario 3 and 4)

In consideration of the City's Vision Zero initiative and the Mobility Plan 2035, the transportation study proposed a transportation mitigation program focused on reducing project-related trips and promotion of other travel modes. The transportation mitigation program would partially but not fully mitigate the project's significant traffic impacts during the peak commute hours at the above intersections.

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. However, the project did not meet or exceed any of the four thresholds defined in the agreement; therefore, no additional freeway analysis was required.

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:

   - An on-site employee transportation coordinator;
   - An on-site Transportation Information Center and Transportation Fairs;
   - TDM Web Site Information;
   - TDM Promotional Material – Provide and exhibit information materials on options for alternative transportation modes and opportunities;

- Transit Welcome Package – Provide all new employees with a Transit Welcome Package which could include information regarding employer's arrangements for free or discounted use of the transit system, area bus/rail transit route and connections/transfers information, bicycle facilities, and convenient local services and restaurants within walking distance of the project;
- Carpool program for employees;
- Preferential rideshare parking location;
- Public transit stop enhancements including weather/sun protection, lighting, benches and trash receptacles;
- Convenient parking and facilities for bicycle riders;
- Local hiring program – To the extent feasible, when hiring, conduct outreach to residents who live within Downtown Los Angeles based on satisfaction of other requirements of the available positions;
- Allowance for flexible and alternative work schedules;
- Parking cash-out programs for the project and uses as appropriate;
- Unbundling and lease of parking spaces for residents;
- Participation in a Transportation Management Organization (TMO), if one is established and the project site included. 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;
- Record a Covenant and Agreement to ensure that the TDM program will be maintained.

The following improvements proposed by the project should be part of the TDM program:

- 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 **$100,000** 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. **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 a new CCTV at Figueroa Street and Venice Boulevard, the cost of which is approximately **$40,000**,
- Upgrade the fiber optic cable from 12SM to 48SM on Figueroa Street between Venice and Olympic Boulevards, the cost of which is approximately **$40,000**.

B. Voluntary 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 of these enhancements is **$270,000**.

Intersection	Enhancement	Cost
Chick Hearn Court/LA Live Way	Continental Crosswalks	$10,000
Olympic Boulevard/Georgia Street	Continental Crosswalks	$10,000
Olympic Boulevard/Francisco Street	Continental Crosswalks	$10,000
Olympic Boulevard/Flower Street	Leading Pedestrian Interval	$10,000
	Continental Crosswalks	$10,000
Olympic Boulevard/Hope Street	Leading Pedestrian Interval	$10,000
	Continental Crosswalks	$10,000
Olympic Boulevard/Grand Avenue	Leading Pedestrian Interval	$10,000
	Median Island West Leg	$50,000
9th Street/Flower Street	Leading Pedestrian Interval	$10,000
	Continental Crosswalks	$10,000
9th Street/Hope Street	Leading Pedestrian Interval	$10,000
	Continental Crosswalks	$10,000
9th Street/Grand Avenue	Leading Pedestrian Interval	$10,000
	Continental Crosswalks	$10,000
8th Street/Flower Street	Leading Pedestrian Interval	$10,000
	Continental Crosswalks	$10,000
6th Street/Figueroa Street	Leading Pedestrian Interval	$10,000
5th Street/Figueroa Street	Westbound Dual Right-Turn Protected Phasing	$50,000
	Total Cost	$270,000

C. 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.

D. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction-related traffic be restricted to off-peak hours.

E. 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** is designated as a Boulevard II which would require a 40-foot half-width roadway within a 55-foot half-width right-of-way and **Figueroa Street** is designated as a Modified Avenue I which would require 36.5-foot half-width roadway within a 50-foot half-width right-of-way. **Cottage Place** is classified as an alley which would require a 10-foot half-width right-of-way.

F. 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.

G. Project Access and Circulation

Access to the project would be provided along Cottage Place by three driveways: one for residential land use, one for commercial use via porte cochere, and one for loading activities. Conceptually, the proposed site plan illustrated in **Attachment 3** 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. 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.

H. 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

P:\Letters\2017\CEN15-43386_811 Olympic Tower_mu_ltr.doc

c: Kevin Ocubillo, Council District No. 14
Carl Mills, BOE Development Services
Mehrdad Moshksar, Central District Office, DOT
Taimour Tanavoli, Case Management Office, DOT
Clare M. Look-Jaeger, Linscott, Law & Greenspan, Engineers

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2015 EXISTING V/C	LOS	[2] YEAR 2015 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	[3] YEAR 2019 FUTURE PRE-PROJECT V/C	LOS	[4] YEAR 2019 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT
1	Blaine Street/ Olympic Boulevard	AM	0.592	A	0.608	B	0.016	NO	0.763	C	0.779	C	0.016	NO
		PM	0.512	A	0.530	A	0.018	NO	0.684	B	0.702	C	0.018	NO
2	Blaine Street - SR-110 SB On-Ramp/ 11th Street	AM	0.395	A	0.400	A	0.005	NO	0.454	A	0.460	A	0.006	NO
		PM	0.600	A	0.607	B	0.007	NO	0.669	B	0.675	B	0.006	NO
3	LA Live Way - SR-110 NB On-Ramp/ 11th Street-Chick Hearn Court	AM	0.203	A	0.207	A	0.004	NO	0.261	A	0.265	A	0.004	NO
		PM	0.222	A	0.227	A	0.005	NO	0.311	A	0.316	A	0.005	NO
4	Georgia Street/ Olympic Boulevard	AM	0.353	A	0.366	A	0.013	NO	0.547	A	0.560	A	0.013	NO
		PM	0.406	A	0.419	A	0.013	NO	0.631	B	0.645	B	0.014	NO
5	Francisco Street/ Olympic Boulevard	AM	0.272	A	0.280	A	0.008	NO	0.361	A	0.370	A	0.009	NO
		PM	0.369	A	0.383	A	0.014	NO	0.488	A	0.501	A	0.013	NO
6	Figueroa Street/ [2], [3] 8th Street	AM	0.486	C	0.491	C	0.005	NO	0.664	E	0.669	E	0.005	NO
		PM	0.468	D	0.473	D	0.005	NO	0.629	F	0.635	F	0.006	NO
7	Figueroa Street/ [2], [3] 9th Street - James M. Wood Boulevard	AM	0.708	C	0.721	C	0.013	NO	0.924	E	0.937	E	0.013	YES
		PM	0.528	C	0.542	C	0.014	NO	0.812	F	0.826	F	0.014	YES
8	Figueroa Street/ [2] Olympic Boulevard	AM	0.753	C	0.773	C	0.020	NO	0.986	E	1.000	E	0.014	YES
		PM	0.713	C	0.736	C	0.023	NO	0.997	E	1.020	F	0.023	YES
9	Figueroa Street/ Pico Boulevard	AM	0.603	B	0.619	B	0.016	NO	0.821	D	0.838	D	0.017	NO
		PM	0.629	B	0.643	B	0.014	NO	0.883	D	0.896	D	0.013	NO
10	Flower Street/ 8th Street	AM	0.211	A	0.212	A	0.001	NO	0.323	A	0.325	A	0.002	NO
		PM	0.439	A	0.445	A	0.006	NO	0.625	B	0.631	B	0.006	NO
11	Flower Street/ 9th Street	AM	0.249	A	0.257	A	0.008	NO	0.382	A	0.393	A	0.011	NO
		PM	0.470	A	0.483	A	0.013	NO	0.731	C	0.744	C	0.013	NO
12	Flower Street/ Olympic Boulevard	AM	0.428	A	0.463	A	0.035	NO	0.613	B	0.647	B	0.034	NO
		PM	0.559	A	0.572	A	0.013	NO	0.827	D	0.840	D	0.013	NO
13	Francisco Street/ SR-110 NB Off-Ramp - James M. Wood Boulevard	AM	0.223	A	0.226	A	0.003	NO	0.421	A	0.425	A	0.004	NO
		PM	0.221	A	0.225	A	0.004	NO	0.528	A	0.532	A	0.004	NO
14	Blaine Street/ Connecticut Street - SR-110 SB Off-Ramp	AM	0.325	A	0.337	A	0.012	NO	0.467	A	0.479	A	0.012	NO
		PM	0.226	A	0.233	A	0.007	NO	0.293	A	0.299	A	0.006	NO
15	Georgia Street - SR-110 NB On-Ramp/ 9th Street - SR-110 SB Off-Ramp- James M. Wood Boulevard	AM	0.409	A	0.413	A	0.004	NO	0.527	A	0.531	A	0.004	NO
		PM	0.357	A	0.362	A	0.005	NO	0.495	A	0.501	A	0.006	NO
16	Bixel Street - SR-110 SB On-Ramp/ 8th Street	AM	0.537	A	0.537	A	0.000	NO	0.617	B	0.617	B	0.000	NO
		PM	0.587	A	0.587	A	0.000	NO	0.667	B	0.667	B	0.000	NO

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2015 EXISTING V/C	LOS	[2] YEAR 2015 EXISTING WITH PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT	[3] YEAR 2019 FUTURE PRE-PROJECT V/C	LOS	[4] YEAR 2019 FUTURE WITH PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT
17	Figueroa Street/	AM	0.538	A	0.542	A	0.004	NO	0.633	B	0.637	B	0.004	NO
	6th Street - SR-110 NB and SB Off-Ramps [2]	PM	0.490	A	0.494	A	0.004	NO	0.665	B	0.670	B	0.005	NO
18	Figueroa Street/	AM	0.448	A	0.454	A	0.006	NO	0.554	A	0.561	A	0.007	NO
	5th Street - SR-110 NB and SB On-Ramps [2]	PM	0.673	B	0.680	B	0.007	NO	0.840	D	0.848	D	0.008	NO

[1] According to LADOT's "Traffic Study Policies and Procedures, " August 2014, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010

[2] Based on field observations and existing vehicle queuing, the intersection calculations and v/c ratios reflect a reduced intersection capacity of 1,200 vehicles per hour.
[3] LOS calculated as LOS A or B. LOS adjusted based on observations conducted in the field.

Note:
This analysis does not assume completion of The My Figueroa Project in the future baseline conditions.

Table 11-1
SUMMARY OF IMPACTED LOCATIONS BY SCENARIO

NO.	INTERSECTION	[1] PROPOSED PROJECT WITH EXISTING ROADWAY NETWORK		SUPPLEMENTAL IMPACT ANALYSIS					
				[2] ASSUMING COTTAGE PL./ OLYMPIC BOULEVARD RESTRICTED TO RIGHT TURNS		[3] ASSUMING IMPLEMENTATION OF MY FIGUEROA PROJECT		[4] ASSUMING COTTAGE PL./ OLYMPIC BL. & MY FIGUEROA PROJECT	
		Existing With Project Conditions	Future With Project Conditions	Existing With Project Conditions	Future With Project Conditions	Existing With Project Conditions	Future With Project Conditions	Existing With Project Conditions	Future With Project Conditions
7	Figueroa Street/ 9th Street	NO	YES	NO	YES	NO	YES	NO	YES
8	Figueroa Street/ Olympic Boulevard	NO	YES	NO	YES	NO	YES	NO	YES
9	Figueroa Street/ Pico Boulevard	NO	NO	NO	NO	NO	YES	NO	YES

[1] Refer to Table 9-1 for the study intersection LOS summary.
[2] This supplemental impact analysis scenario assumes that access to/from the Cottage Place/Olympic Boulevard intersection (alley driveway intersection) for the project is restricted to right-turn ingress and egress turning movements. Refer to Appendix Table D-1 for the study intersection LOS summary.
[3] This supplemental impact analysis scenario assumes implementation of the My Figueroa project which will affect lane configurations at some of the intersections along the Figueroa Street corridor. Refer to Appendix Table E-1 for the study intersection LOS summary.
[4] This supplemental impact analysis scenario assumes that access to/from the Cottage Place/Olympic Boulevard intersection (alley driveway intersection) for the project is restricted to right-turn ingress and egress turning movements and implementation of the My Figueroa project. Refer to Appendix Table F-1 for the study intersection LOS summary.

Table 7-1
PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
Proposed Project								
Hotel [3]	373 Rooms	3,327	145	105	250	128	133	261
- Less Transit Adjustment (15%) [4]		(499)	(22)	(16)	(38)	(19)	(20)	(39)
- Less Walk Adjustment (5%) [4]		(166)	(7)	(5)	(12)	(6)	(7)	(13)
- Less Internal Capture (15%) [4]		(499)	(22)	(16)	(38)	(19)	(20)	(39)
Retail [5]	65,074 GLSF	2,779	38	24	62	116	125	241
- Less Transit Adjustment (15%) [4]		(417)	(6)	(4)	(10)	(17)	(19)	(36)
- Less Walk Adjustment (5%) [4]		(139)	(2)	(1)	(3)	(6)	(6)	(12)
- Less Internal Capture (15%) [4]		(417)	(6)	(4)	(10)	(17)	(19)	(36)
Condominium [6]	374 DU	2,173	28	137	165	130	64	194
- Less Transit Adjustment (15%) [4]		(326)	(4)	(21)	(25)	(20)	(10)	(30)
- Less Walk Adjustment (5%) [4]		(109)	(1)	(7)	(8)	(7)	(3)	(10)
- Less Internal Capture (15%) [4]		(326)	(4)	(21)	(25)	(20)	(10)	(30)
Office [7]	33,498 GSF	369	46	6	52	9	41	50
- Less Transit Adjustment (15%) [4]		(55)	(7)	(1)	(8)	(1)	(6)	(7)
- Less Walk Adjustment (5%) [4]		(18)	(2)	0	(2)	0	(2)	(2)
- Less Internal Capture (15%) [4]		(55)	(7)	(1)	(8)	(1)	(6)	(7)
Conference Center [7]	10,801 GSF	119	15	2	17	3	13	16
- Less Transit Adjustment (15%) [4]		(18)	(2)	0	(2)	0	(2)	(2)
- Less Walk Adjustment (5%) [4]		(6)	(1)	0	(1)	0	(1)	(1)
- Less Internal Capture (15%) [4]		(18)	(2)	0	(2)	0	(2)	(2)
Subtotal Proposed		**5,699**	**177**	**177**	**354**	**253**	**243**	**496**
Less Existing								
Retail [5]	(1,500) GLSF	(64)	(1)	0	(1)	(3)	(3)	(6)
- Less Transit Adjustment (15%) [4]		10	0	0	0	0	0	0
- Less Walk Adjustment (5%) [4]		3	0	0	0	0	0	0
- Less Pass-by Adjustment (20%) [4]		13	0	0	0	1	1	2
Automated Car Wash [8]	(9,130) GSF	(1,290)	Nom.	Nom.	Nom.	(65)	(64)	(129)
- Less Pass-by Adjustment (20%) [9]		258	0	0	0	13	13	26
Restaurant [10]	(2,500) GSF	(318)	(15)	(12)	(27)	(15)	(10)	(25)
- Less Transit Adjustment (15%) [4]		48	2	2	4	2	2	4
- Less Walk Adjustment (5%) [4]		16	1	1	2	1	1	2
- Less Internal Capture (15%) [4]		48	2	2	4	2	2	4
Subtotal Existing		**(1,276)**	**(11)**	**(7)**	**(18)**	**(64)**	**(58)**	**(122)**
NET INCREASE		**4,423**	**166**	**170**	**336**	**189**	**185**	**374**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 310 (Hotel) trip generation average rates.
- Daily Trip Rate: 8.92 trips/occupied rooms; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.67 trips/occupied rooms; 58% inbound/42% outbound
- PM Peak Hour Trip Rate: 0.70 trips/occupied rooms; 49% inbound/51% outbound

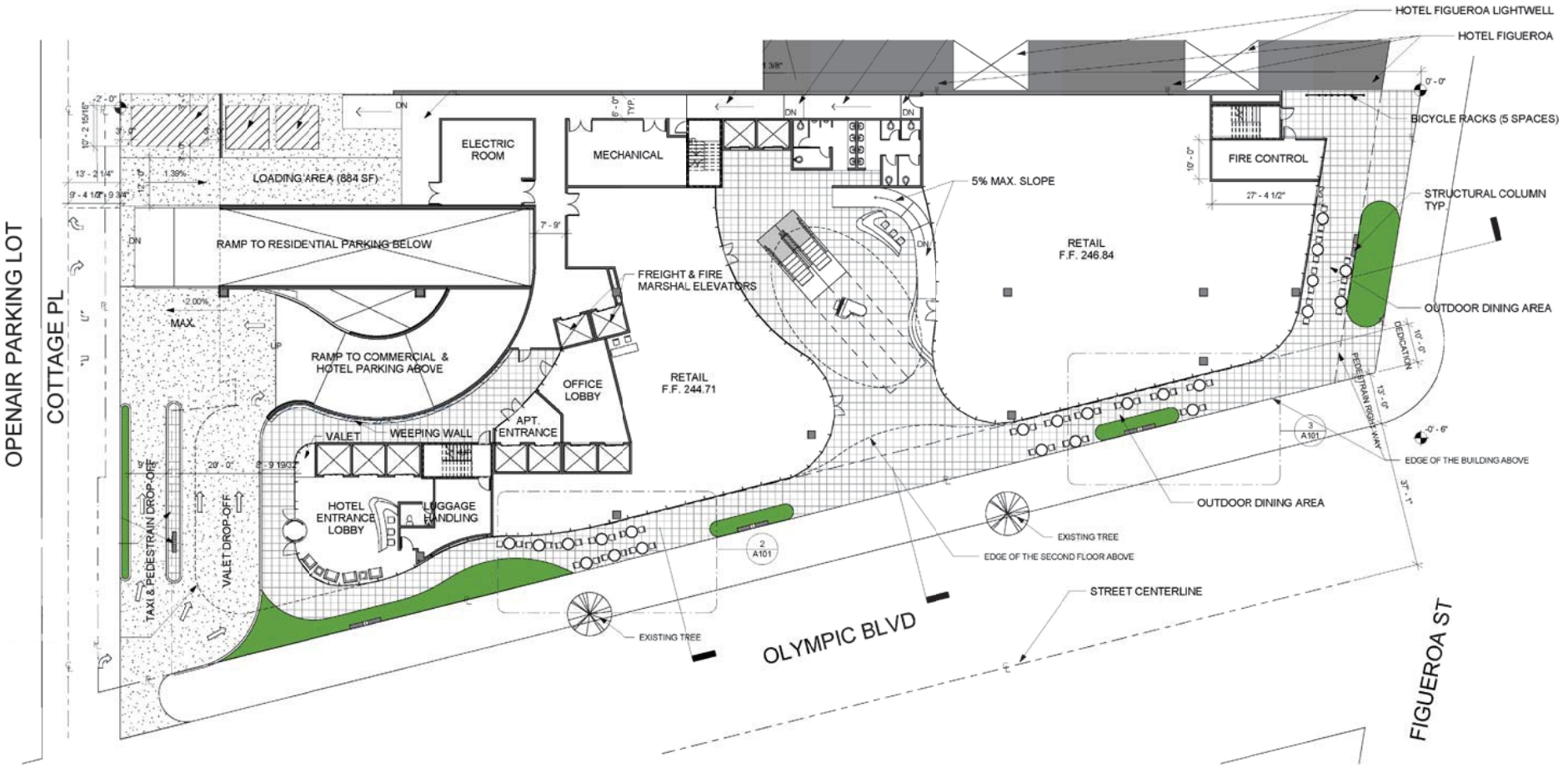
[4] Transit, walk and Central Business District (CBD) trip adjustments are based on site's proximity to Metro rail and bus transit opportunities and the site's location within the CBD.
[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[6] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.
- Daily Trip Rate: 5.81 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.44 trips/dwelling units; 17% inbound/83% outbound
- PM Peak Hour Trip Rate: 0.52 trips/dwelling units; 67% inbound/33% outbound

[7] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 11.03 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.56 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 1.49 trips/1,000 SF of floor area; 17% inbound/83% outbound

[8] ITE Land Use Code 948 (Automated Car Wash) trip generation average rates.
- Daily Trip Rate: As no ITE trip rate is provided, it was assumed that the PM peak hour volume represents 10% of daily trips
- Nom. = Nominal
- PM Peak Hour Trip Rate: 14.12 trips/1,000 SF of floor area; 50% inbound/50% outbound

[9] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
[10] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
- Daily Trip Rate: 127.15 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 10.81 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.85 trips/1,000 SF of floor area; 60% inbound/40% outbound



NOT TO SCALE

MAP SOURCE: NARDI ASSOCIATES

FIGURE 2-3
GROUND FLOOR SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

OLYMPIC TOWER PROJECT

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City of Los Angeles
Department of City Planning

9/25/2019
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
815 W OLYMPIC BLVD

ZIP CODES
90015

RECENT ACTIVITY
ENV-2015-4558-EIR

CASE NUMBERS
CPC-2017-432-CPU-CA
CPC-2015-4557-MCUP-CUX-TDR-SPR-DD
CPC-2010-213-CA
CPC-2008-4502-GPA
CPC-2005-361-CA
CPC-2005-1124-CA
CPC-2005-1122-CA
CPC-2002-1128-CA
CPC-1986-606-GPC
ORD-175038
ORD-164307-SA2445
ORD-129944
ZA-2013-3696-CUB
ZA-1999-820-CUZ
VTT-73966-CN
ENV-2017-433-EIR
ENV-2015-4558-EIR
ENV-2013-3697-CE
ENV-2013-3392-CE
ENV-2010-214-ND
ENV-2008-4505-ND
ENV-2005-362-CE
ENV-2005-1125-CE
ENV-2005-1123-CE
ENV-2002-1131-ND
ENV-2002-1130-ND
PRIOR-06/01/1946

Address/Legal Information	
PIN Number	127-5A207 17
Lot/Parcel Area (Calculated)	6,090.6 (sq ft)
Thomas Brothers Grid	PAGE 634 - GRID D5
Assessor Parcel No. (APN)	5138003014
Tract	CITY LANDS OF LOS ANGELES
Map Reference	M R 2-504/505 PAT 3-64/65
Block	None
Lot	PT "UNNUMBERED LT"
Arb (Lot Cut Reference)	225
Map Sheet	127-5A207
Jurisdictional Information	
Community Plan Area	Central City
Area Planning Commission	Central
Neighborhood Council	Downtown Los Angeles
Council District	CD 14 - José Huizar
Census Tract #	2077.10
LADBS District Office	Los Angeles Metro
Planning and Zoning Information	
Special Notes	None
Zoning	C2-4D
Zoning Information (ZI)	ZI-2374 LOS ANGELES STATE ENTERPRISE ZONE
	ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses
	ZI-2385 Greater Downtown Housing Incentive Area
	ZI-2452 Transit Priority Area in the City of Los Angeles
General Plan Land Use	Regional Center Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	Yes
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No

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Streetscape	Los Angeles Sports and Entertainment District
Adaptive Reuse Incentive Area	Adaptive Reuse Incentive Area
Affordable Housing Linkage Fee	
Residential Market Area	Medium-High
Non-Residential Market Area	High
Transit Oriented Communities (TOC)	Tier 3
CRA - Community Redevelopment Agency	City Center Redevelopment Project
Central City Parking	Yes
Downtown Parking	Yes
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	5138003014
Ownership (Assessor)	
Owner1	OLYMFIG26 LLC C/O C/O BEN NEMAN
Address	1433 S GRIFFITH AVE LOS ANGELES CA 90021
Ownership (Bureau of Engineering, Land Records)	
Owner	LOS ANGELES CAR WASH CORP
Address	811 W. OLYMPIC BLVD LOS ANGELES CA 90015
Owner	LOS ANGELES CAR WASH CORP.
Address	811 W OLYMPIC BLVD LOS ANGELES CA 90015
APN Area (Co. Public Works)*	0.840 (ac)
Use Code	2520 - Commercial - Service Station - With Car Wash - No Additional Services
Assessed Land Val.	$23,099,247
Assessed Improvement Val.	$1,076,937
Last Owner Change	05/01/2014
Last Sale Amount	$22,000,220
Tax Rate Area	13264
Deed Ref No. (City Clerk)	406906
	35
	170546
Building 1	
Year Built	1981
Building Class	SX
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	16,329.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	Yes
Flood Zone	None

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Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Buffer Zone
	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	0.264014712
Nearest Fault (Name)	Puente Hills Blind Thrust
Region	Los Angeles Blind Thrusts
Fault Type	B
Slip Rate (mm/year)	0.70000000
Slip Geometry	Reverse
Slip Type	Moderately / Poorly Constrained
Down Dip Width (km)	19.00000000
Rupture Top	5.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	25.00000000
Maximum Magnitude	7.10000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	GREATER SOUTH PARK
Hubzone	Redesignated until Dec 2021
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	LOS ANGELES STATE ENTERPRISE ZONE
Housing	
Direct all Inquiries to	Housing+Community Investment Department
Telephone	(866) 557-7368
Website	http://hcidla.lacity.org
Rent Stabilization Ordinance (RSO)	No
Ellis Act Property	No
Public Safety	
Police Information	
Bureau	Central
Division / Station	Central
Reporting District	171
Fire Information	
Bureau	Central
Batallion	1
District / Fire Station	10
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2017-432-CPU-CA
Required Action(s):	CA-CODE AMENDMENT
	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	COMMUNITY PLAN UPDATE
Case Number:	CPC-2015-4557-MCUP-CUX-TDR-SPR-DD
Required Action(s):	MCUP-MASTER CONDITIONAL USE PERMIT
	CUX-ADULT ENTERTAINMENTS
	DD-DIRECTOR'S DETERMINATION
	SPR-SITE PLAN REVIEW
	TDR-TRANSFER OF DEVELOPMENT RIGHTS (aka TFAR)
Project Descriptions(s):	PURSUANT TO SECTION 12.24-W.1, A MCP FOR THE SALE OF ALCOHOLIC BEVERAGES FOR ON-SITE AND OFF-SITE CONSUMPTION FOR A TOTAL OF 20 LICENSES (16 ON-SITE AND 4 OFF-SITE) FOR THE SUBJECT DEVELOPMENT, PURSUANT TO SECTION 12.24-X.18, A CUX TO ALLOW FOR DANCING AND LIVE ENTERTAINMENT, PURSUANT TO SECTION 12.27, A ZV TO ALLOW OUTDOOR DINING IN LOCATIONS OTHER THEN THE GROUND FLOOR, A ZV TO ALLOW LESS THEN ONE ON-SITE TREE PER FOUR RESIDENTIAL DWELLING UNITS, A ZV TO PROVIDE SHORT TERM AND LONG TERM PARKING ON A LEVEL OTHER THEN THE GROUND FLOOR OF THE DEVELOPMENT, PURSUANT TO SECTION 14.5.7, TFAR FOR THE TRANSFER OF MORE THEN 50,000 SQ FT, AND PURSUANT TO SECTION 16.05, SITE PLAN REVIEW AND APPROVAL FOR THE DEVELOPMENT OF A MIXED-USE PROJECT CONSISTING OF 374 RESIDENTIAL UNITS, 373 HOTEL ROOMS, 33,498 SQ FT OF OFFICE, 10,801 SQ FT OF CONFERENCE CENTER, AND 65,074 SQ FT OF COMMERCIAL SPACE.
Case Number:	CPC-2010-213-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AN AMENDMENT TO ARTICLE 4.5 AND SECTION 16.05 OF ARTICLE 6.1 OF THE LOS ANGELES MUNICIPAL CODE (LAMC), AND RELEVANT SECTIONS OF THE LOS ANGELES ADMINISTRATIVE CODE, TO MODIFY THE AUTHORITY AND PROCEDURES FOR EFFECTUATING A TRANSFER OF FLOOR AREA RIGHTS (TFAR) AND TO MAKE OTHER TECHNICAL CHANGES TO REFLECT THE EXPIRATION OF THE AMENDED CENTRAL BUSINESS DISTRICT REDEVELOPMENT PROJECT AREA.
Case Number:	CPC-2008-4502-GPA
Required Action(s):	GPA-GENERAL PLAN AMENDMENT
Project Descriptions(s):	CENTRAL CITY PLAN AMENDMENT FOR URBAN DESIGN STANDARDS AND GUIDELINES AND MODIFIED STREETS, CODE CLARIFICATIONS
Case Number:	CPC-2005-361-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	CODE AMENDMENT TO UPDATE RESIDENTIAL STANDARDS AND INCENTIVIZE HOUSING IN THE CENTRAL CITY AREA.
Case Number:	CPC-2005-1124-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	TO REQUIRE PROJECTS IN THE CENTRAL CITY COMMUNITY PLAN TO COMPLY WITH DESIGN AND STREETSCAPE GUIDELINES
Case Number:	CPC-2005-1122-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	INCENTIVES FOR HTE PRODUCTION OF AFFORDABLE AND WORKFORCE HOUSING IN THE CENTRAL CITY PLAN AREA
Case Number:	CPC-2002-1128-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	
Case Number:	CPC-1986-606-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	GENERAL PLAN/ZONE CONCSISTENCY - CENTRAL CITY AREA - COMMUNITYWIDE ZONE CHANGES AND COMMUNITY PLAN CHNAGES TO BRING THE ZONING INTO CONSISTENCY WITH THE COMMUNITY PLAN. INCLUDING CHANGESOF HEIGHT AS NEEDED
Case Number:	ZA-2013-3696-CUB
Required Action(s):	CUB-CONDITIONAL USE BEVERAGE-ALCOHOLI
Project Descriptions(s):	CONDITIONAL USE TO PERMIT THE CONTINUED SALE AND DISPENSING OF A FULL LINE OF ALCOHOLIC BEVERAGES IN CONJUNCTION WITH AN EXISTING 2,900 SQUARE FOOT RESTAURANT WITH OUTDOOR PATIO ACCOMMODATING 98 INTERIOR SEATS AND 20 EXTERIOR, PATIO SEATS. THE DAILY HOURS OF OPERATION WILL BE 10 A.M. TO 2 A.M. THE SUBJECT SITE CONSISTS OF 30,233.8 SQUARE FEET AND ZONED C2-4D.
Case Number:	ZA-1999-820-CUZ
Required Action(s):	CUZ-ALL OTHER CONDITIONAL USE CASES
Project Descriptions(s):	TO PERMIT THE CONSTRUCTION, USE AND MAINTENANCE OF A WIRELESS TELECOMMUNICATIONSFACILITIES IN THE C2-4D ZONE.

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Case Number:	VTT-73966-CN
Required Action(s):	CN-NEW CONDOMINIUMS
Project Descriptions(s):	PURSUANT TO SECTION 12.24-W.1, A MCP FOR THE SALE OF ALCOHOLIC BEVERAGES FOR ON-SITE AND OFF-SITE CONSUMPTION FOR A TOTAL OF 20 LICENSES (16 ON-SITE AND 4 OFF-SITE) FOR THE SUBJECT DEVELOPMENT, PURSUANT TO SECTION 12.24-X.18, A CUX TO ALLOW FOR DANCING AND LIVE ENTERTAINMENT, PURSUANT TO SECTION 12.27, A ZV TO ALLOW OUTDOOR DINING IN LOCATIONS OTHER THEN THE GROUND FLOOR, A ZV TO ALLOW LESS THEN ONE ON-SITE TREE PER FOUR RESIDENTIAL DWELLING UNITS, A ZV TO PROVIDE SHORT TERM AND LONG TERM PARKING ON A LEVEL OTHER THEN THE GROUND FLOOR OF THE DEVELOPMENT, PURSUANT TO SECTION 14.5.7, TFAR FOR THE TRANSFER OF MORE THEN 50,000 SQ FT, AND PURSUANT TO SECTION 16.05, SITE PLAN REVIEW AND APPROVAL FOR THE DEVELOPMENT OF A MIXED-USE PROJECT CONSISTING OF 374 RESIDENTIAL UNITS, 373 HOTEL ROOMS, 33,498 SQ FT OF OFFICE, 10,801 SQ FT OF CONFERENCE CENTER, AND 65,074 SQ FT OF COMMERCIAL SPACE.
Case Number:	ENV-2017-433-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	COMMUNITY PLAN UPDATE
Case Number:	ENV-2015-4558-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	PURSUANT TO SECTION 12.24-W.1, A MCP FOR THE SALE OF ALCOHOLIC BEVERAGES FOR ON-SITE AND OFF-SITE CONSUMPTION FOR A TOTAL OF 20 LICENSES (16 ON-SITE AND 4 OFF-SITE) FOR THE SUBJECT DEVELOPMENT, PURSUANT TO SECTION 12.24-X.18, A CUX TO ALLOW FOR DANCING AND LIVE ENTERTAINMENT, PURSUANT TO SECTION 12.27, A ZV TO ALLOW OUTDOOR DINING IN LOCATIONS OTHER THEN THE GROUND FLOOR, A ZV TO ALLOW LESS THEN ONE ON-SITE TREE PER FOUR RESIDENTIAL DWELLING UNITS, A ZV TO PROVIDE SHORT TERM AND LONG TERM PARKING ON A LEVEL OTHER THEN THE GROUND FLOOR OF THE DEVELOPMENT, PURSUANT TO SECTION 14.5.7, TFAR FOR THE TRANSFER OF MORE THEN 50,000 SQ FT, AND PURSUANT TO SECTION 16.05, SITE PLAN REVIEW AND APPROVAL FOR THE DEVELOPMENT OF A MIXED-USE PROJECT CONSISTING OF 374 RESIDENTIAL UNITS, 373 HOTEL ROOMS, 33,498 SQ FT OF OFFICE, 10,801 SQ FT OF CONFERENCE CENTER, AND 65,074 SQ FT OF COMMERCIAL SPACE.
Case Number:	ENV-2013-3697-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	CONDITIONAL USE TO PERMIT THE CONTINUED SALE AND DISPENSING OF A FULL LINE OF ALCOHOLIC BEVERAGES IN CONJUNCTION WITH AN EXISTING 2,900 SQUARE FOOT RESTAURANT WITH OUTDOOR PATIO ACCOMMODATING 98 INTERIOR SEATS AND 20 EXTERIOR, PATIO SEATS. THE DAILY HOURS OF OPERATION WILL BE 10 A.M. TO 2 A.M. THE SUBJECT SITE CONSISTS OF 30,233.8 SQUARE FEET AND ZONED C2-4D.
Case Number:	ENV-2013-3392-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	THE PROPOSED ORDINANCE MODIFIES SECTION 22.119 OF THE LOS ANGELES ADMINISTRATIVE CODE TO ALLOW ORIGINAL ART MURALS ON LOTS DEVELOPED WITH ONLY ONE SINGLE-FAMILY RESIDENTIAL STRUCTURE AND THAT ARE LOCATED WITHIN COUNCIL DISTRICTS 1, 9, AND 14.
Case Number:	ENV-2010-214-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN AMENDMENT TO ARTICLE 4.5 AND SECTION 16.05 OF ARTICLE 6.1 OF THE LOS ANGELES MUNICIPAL CODE (LAMC), AND RELEVANT SECTIONS OF THE LOS ANGELES ADMINISTRATIVE CODE, TO MODIFY THE AUTHORITY AND PROCEDURES FOR EFFECTUATING A TRANSFER OF FLOOR AREA RIGHTS (TFAR) AND TO MAKE OTHER TECHNICAL CHANGES TO REFLECT THE EXPIRATION OF THE AMENDED CENTRAL BUSINESS DISTRICT REDEVELOPMENT PROJECT AREA.
Case Number:	ENV-2008-4505-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	CENTRAL CITY PLAN AMENDMENT FOR URBAN DESIGN STANDARDS AND GUIDELINES AND MODIFIED STREETS, CODE CLARIFICATIONS
Case Number:	ENV-2005-362-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	CODE AMENDMENT TO UPDATE RESIDENTIAL STANDARDS AND INCENTIVIZE HOUSING IN THE CENTRAL CITY AREA.
Case Number:	ENV-2005-1125-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	TO REQUIRE PROJECTS IN THE CENTRAL CITY COMMUNITY PLAN TO COMPLY WITH DESIGN AND STREETSCAPE GUIDELINES
Case Number:	ENV-2005-1123-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	INCENTIVES FOR HTE PRODUCTION OF AFFORDABLE AND WORKFORCE HOUSING IN THE CENTRAL CITY PLAN AREA
Case Number:	ENV-2002-1131-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	
Case Number:	ENV-2002-1130-ND
Required Action(s):	ND-NEGATIVE DECLARATION

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Project Descriptions(s):

DATA NOT AVAILABLE

ORD-175038

ORD-164307-SA2445

ORD-129944

PRIOR-06/01/1946

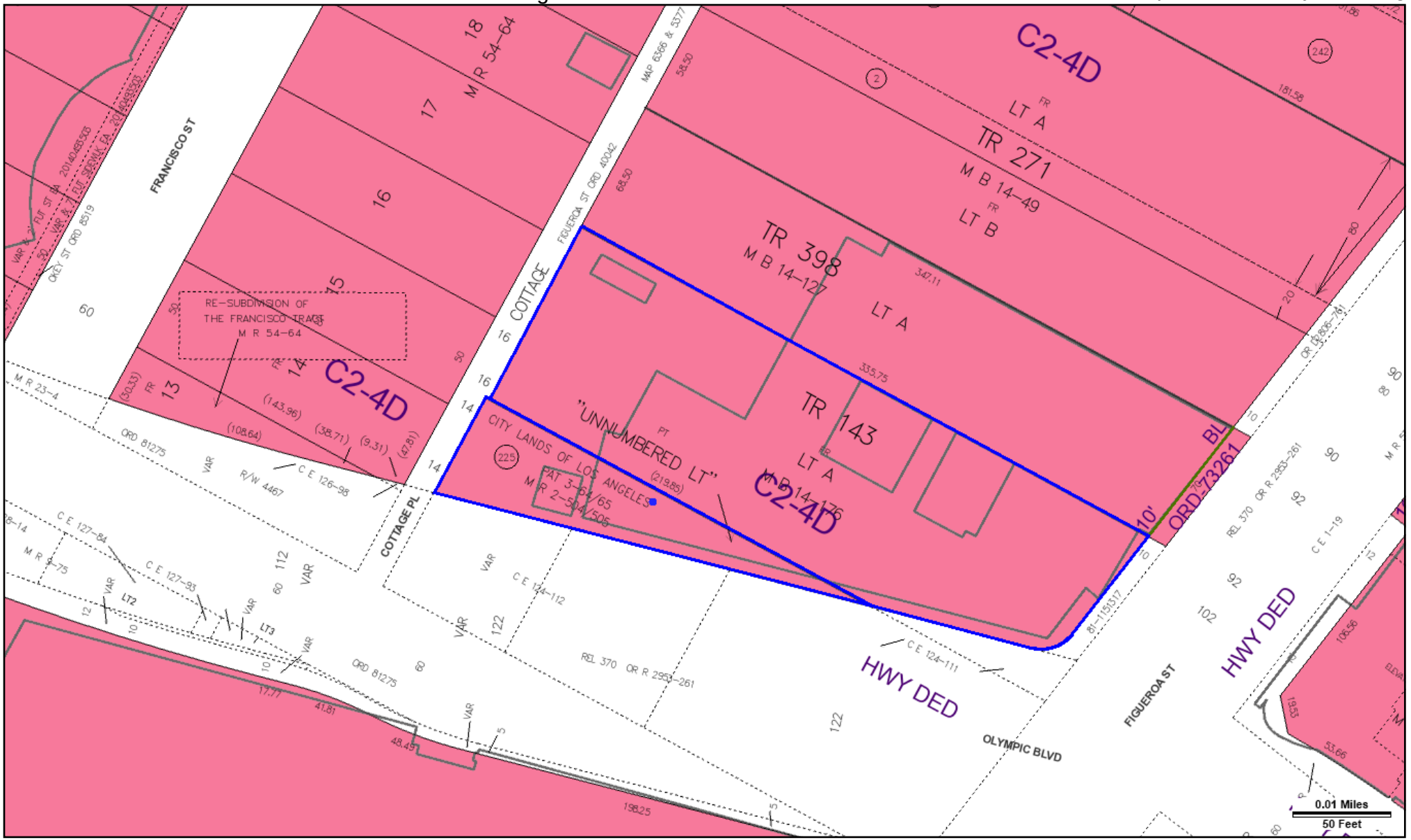
This report is subject to the terms and conditions as set forth on the website. For more details, please refer to the terms and conditions at zimas.lacity.org
(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

ZIMAS INTRANET

Generalized Zoning

09/25/2019

City of Los Angeles
Department of City Planning



Address: 815 W OLYMPIC BLVD

APN: 5138003014

PIN #: 127-5A207 17

Tract: CITY LANDS OF LOS ANGELES

Block: None

Lot: PT "UNNUMBERED LT"

Arb: 225

Zoning: C2-4D

General Plan: Regional Center Commercial

N W E S

CITY OF LOS ANGELES FOUNDED 1781

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Zone Commission Authority
- Calvo Exclusion Area
- Not in Coastal Zone
- Dual Jurisdictional Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

LAMC SECTION 85.02 (VEHICLE DWELLING)

- No vehicle dwelling anytime
- No vehicle dwelling overnight between 9:00 PM - 6:00 AM. Must comply with all posted parking restrictions
- Vehicle dwelling allowed. Must comply with all posted parking restrictions

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Building Outlines 2014
- Building Outlines 2008
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Tract Map
- Parcel Map
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Wells

INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. The Commission's ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions, Boards & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat toolbar  to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

ALSTON & BIRD

333 South Hope Street, 16th Floor
Los Angeles, CA 90071-1410
213-576-1000 | Fax: 213-576-1100

Nathaniel Johnson Direct Dial: **213-576-1151** Email: **nate.johnson@alston.com**

VIA ELECTRONIC MAIL

April 10, 2020

Sergio Ibarra, City Planner
City of Los Angeles
Department of City Planning
200 North Spring Street, Suite 721
Los Angeles, CA 90012

Re: **Response to Comments by Capital Hall Partners**

Dear Mr. Ibarra:

This letter is hereby submitted on behalf of Olymfig26, LLC ("Project Applicant") in response to the letters dated February 10, 2020 and March 10, 2020, submitted by Capital Hall Partners (collectively "Capital Hall"), concerning their appeal filed on October 25, 2019, of the Letter of Determination issued by the City Planning Commission for the Olympic Tower Project on October 21, 2019. As expressed in its March 10 letter, Capital Hall requests that the City "defer further action on the Project until the developer updates the Project's design to be compatible with surrounding development, and the City revises and recirculates the EIR to correct the numerous deficiencies we have identified."

These requests are without justification. As summarized in the chart enclosed as Attachment A, every one of the "key issues" described by Capital Hall with the Project and EIR have already been thoroughly addressed during the design, entitlement and environmental review process. Despite submitting hundreds of pages of technical reports with its February 10 letter, Capital Hall has not identified any potential significant impact from the Project that would require deferral of the Project or recirculation of the EIR. As detailed in Attachments B through D, these technical reports do not raise any potential environmental impact that has not already been considered and addressed through the EIR. Capital Hall has yet to provide substantial evidence for its assertions.

If you have any questions or concerns regarding this issue, please feel free to contact me. Thank you.

Sincerely,



Nathaniel Johnson
EJC:npj

LEGAL02/39707751v2

Attachment A

Olympic Tower Project
Capital Hall Concerns Addressed by Applicant

Issue Area	Capital Hall Concern	Applicant Responses
Design	• The Project's height, massing, and density are inappropriate for the site and incompatible with nearby historic resources. • The Project will be built to the Hotel Figueroa property line, with no setback, completely blocking the Hotel Figueroa's southern frontage. • The Project will eliminate air and sunlight at the Hotel Figueroa, including at its recently renovated pool and outdoor areas.	• Appropriateness and compatibility of Project addressed in the Draft EIR – Section IV.D (Cultural Resources), Draft EIR – Appendix D (*Olympic Tower L.A. Historic Resources Report*), Response to Capital Hall (Mar. 5, 2020), Response to LA Conservancy (Mar. 5, 2020), Response to YWCA (Mar. 5, 2020), Attachment B – Historic Resources Report (Mar. 31, 2020) • Setback and frontage of Project addressed in Draft EIR – Section IV.B (Aesthetics), Response to Capital Hall (Mar. 5, 2020), Response to LA Conservancy (Mar. 5, 2020), Response to YWCA (Mar. 5, 2020) • Air and sunlight to adjacent properties addressed in Draft EIR – Section IV.B (Aesthetics), Response to Capital Hall (Mar. 5, 2020), Response to LA Conservancy (Mar. 5, 2020), Response to YWCA (Mar. 5, 2020), Attachment C – Shade and Shadow Report (Mar. 31, 2020)
Aesthetics	• The EIR improperly relies on SB 743 to conclude that the Project will have no aesthetic impacts. SB 743 does not apply where a project would have impacts on a historic resource like the Hotel Figueroa. • The Project will cause significant shade and shadow impacts on sensitive receptors, particularly Hotel Figueroa and its recently renovated pool and outdoor areas.	• Applicability of SB 743 and lack of impacts on historic resources addressed in Draft EIR – Section IV.B (Aesthetics), Draft EIR – Section IV.D (Cultural Resources), Draft EIR – Appendix D (*Olympic Tower L.A. Historic Resources Report*), Response to Capital Hall (Mar. 5, 2020), Response to LA Conservancy (Mar. 5, 2020), Response to YWCA (Mar. 5, 2020), Attachment B – Historic Resources Report (Mar. 31, 2020), Attachment C – Shade and Shadow Report (Mar. 31, 2020) • Potential shade and shadow impacts addressed in Draft EIR – Section IV.B (Aesthetics), Response to Capital Hall (Mar. 5, 2020), Response to LA Conservancy (Mar. 5, 2020), Response to YWCA (Mar. 5, 2020), Attachment C – Shade and Shadow Report (Mar. 31, 2020)

Issue Area	Capital Hall Concern	Applicant Responses
Cultural Resources	• The Project will cause significant aesthetic impacts on surrounding historic resources, such as the Hotel Figueroa, Variety Arts Center Building, and Petroleum Building. • The Project violates the Secretary of the Interior's Standards for the Treatment of Historic Properties and is inconsistent with Standard 9 regarding "related new construction."	• Potential aesthetic impacts on historic resources addressed in Draft EIR – Section IV.B (Aesthetics), Draft EIR – Section IV.D (Cultural Resources), Draft EIR – Appendix D (*Olympic Tower L.A. Historic Resources Report*), Response to Capital Hall (Mar. 5, 2020), Response to LA Conservancy (Mar. 5, 2020), Response to YWCA (Mar. 5, 2020), Attachment B – Historic Resources Report (Mar. 31, 2020) • Inapplicability of Secretary of Interior Standard's and informative analysis in Draft EIR – Section IV.D (Cultural Resources), Draft EIR – Appendix D (*Olympic Tower L.A. Historic Resources Report*), Supplemental Response to Capital Hall (Mar. 13, 2020), Attachment B – Historic Resources Report (Mar. 31, 2020)

Issue Area	Capital Hall Concern	Applicant Responses
Noise	• The Project will cause significant and unmitigated construction and operational noise impacts on the Hotel Figueroa, which is a sensitive receptor. • The EIR's construction noise analysis is deficient because it relies on erroneous equipment assumptions and fails to model all phases of construction. • The EIR fails to disclose, analyze, and mitigate the following impacts of the Project: Traffic noise impacts; and Operational noise impacts, including amplified music and noise from outdoor areas, which will interfere with Hotel Figueroa's operations	• Potential noise impacts on Hotel Figueroa addressed in Draft EIR – Section IV.I (Noise), Final EIR – Response to Comment GSEJA-8, Response to Capital Hall (Mar. 5, 2020), Attachment D – Noise Report (Mar. 31, 2020) • Model assumptions for noise analysis addressed in Draft EIR – Section IV.I (Noise), Final EIR – Response to Comment GSEJA-7, Response to Capital Hall (Mar. 5, 2020), Attachment D – Noise Report (Mar. 31, 2020) • Potential traffic and operational noise impacts including on Hotel Figueroa addressed in Draft EIR – Section IV.I (Noise), Final EIR – Response to Comments GSEJA-7–9, Response to Capital Hall (Mar. 5, 2020), Attachment D – Noise and Vibration Report (Mar. 31, 2020)

Issue Area	Capital Hall Concern	Applicant Responses
Vibration / Structural	• The EIR admits that Project construction will result in significant vibration impacts on the historic, 1920's era Hotel Figueroa. • The EIR, however, masks the full extent of the Project's vibration impacts by relying on an incomplete and inaccurate list of construction equipment. • The proposed mitigation measures do not adequately reduce the Project's significant vibration impacts. • The proposed mitigation measures violate CEQA's requirements with respect to enforceability and performance standards. • The EIR does not include specific shoring or vibration mitigation plans, which are critical to analyzing and mitigating the impact of new construction on Hotel Figueroa. • As a result of the inadequate mitigation measures, Project construction will cause significant damage to the Hotel Figueroa. This damage will include, but is not limited to, cracking of the concrete floor slabs, cracking of the walls, and damages to the finishes. This will damage will threaten the physical and historic integrity of the building.	• Potential construction vibration impacts on the Hotel Figueroa addressed in Draft EIR – Section IV.D (Cultural Resources), Draft EIR – Appendix D (*Olympic Tower L.A. Historic Resources Report*), Final EIR – Response to Comment GSEJA-8, Response to Capital Hall (Mar. 5, 2020), Response to LA Conservancy (Mar. 5, 2020), Response to YWCA (Mar. 5, 2020), Attachment B – Historic Resources Report (Mar. 31, 2020), Attachment D – Noise and Vibration Report (Mar. 31, 2020), Attachment E – Construction Report (Mar. 31, 2020) • Equipment assumptions for vibration analysis addressed in Draft EIR – Section IV.D (Cultural Resources), Draft EIR – Section IV.I (Noise), Response to Capital Hall (Mar. 5, 2020), Attachment D – Noise and Vibration Report (Mar. 31, 2020), Attachment E – Construction Report (Mar. 31, 2020) • Adequacy of mitigation measures for vibration impacts addressed in Draft EIR – Section IV.I (Noise), Final EIR – Response to Comment GSEJA-8, Response to Capital Hall (Mar. 5, 2020), Response to LA Conservancy (Mar. 5, 2020), Response to YWCA (Mar. 5, 2020), Attachment D – Noise and Vibration Report (Mar. 31, 2020) • Enforceability of mitigation measures for vibration impacts addressed in Draft EIR – Section IV.I (Noise), Final EIR – Response to Comment GSEJA-8, Response to Capital Hall (Mar. 5, 2020), Attachment D – Noise and Vibration Report (Mar. 31, 2020) • Scope of mitigation measures for vibration impacts addressed in Draft EIR – Section IV.I (Noise), Final EIR – Response to Comment GSEJA-8, Response to Capital Hall (Mar. 5, 2020), Attachment D – Noise and Vibration Report (Mar. 31, 2020) • Adequacy of mitigation measures to protect Hotel Figueroa from structural damage addressed in Draft EIR – Section IV.D (Cultural Resources), Draft EIR – Appendix D (*Olympic Tower L.A. Historic Resources Report*), Draft EIR – Section IV.I (Noise), Final EIR – Response to Comment GSEJA-8, Response to Capital Hall (Mar. 5, 2020), Response to LA Conservancy (Mar. 5, 2020), Response to YWCA (Mar. 5, 2020), Attachment D – Noise and Vibration Report (Mar. 31, 2020)

Issue Area	Capital Hall Concern	Applicant Responses
Community Concerns	• YWCA Greater Los Angeles submitted a comment letter on February 10, expressing deep concerns about the Project. YWCA financed and constructed the Hotel Figueroa, which played a central role in the women's movement. YWCA is concerned that the Project threatens the Hotel Figueroa's physical and historic integrity. • The Los Angeles Conservancy submitted a comment letter on February 10, detailing its concerns about the Project. The Hotel Figueroa is culturally and architecturally significant. Project construction threatens the structural integrity of Hotel Figueroa	• YWCA concerns addressed in Response to YWCA (Mar. 5, 2020) • LA Conservancy concerns addressed in Response to LA Conservancy (Mar. 5, 2020)

Attachment B

CAJA Environmental Services, LLC

15350 Sherman Way, Suite 315, Van Nuys, CA 91406
Phone 310-469-6700

April 10, 2020

Sergio Ibarra, City Planner
City of Los Angeles
Department of City Planning
200 North Spring Street, Suite 721
Los Angeles, CA 90012

RE: Response to Capital Hall Comments for the Olympic Tower Project

Dear Mr. Ibarra:

This letter is submitted on behalf of the applicant for the Olympic Tower Project (Project) in response to the letters dated February 10, 2020 and March 10, 2020, submitted by Capital Hall Partners (collectively "Capital Hall"), concerning their appeal filed on October 25, 2019, of the Letter of Determination issued by the City Planning Commission for the Olympic Tower Project on October 21, 2019. This letter will briefly address issues raised by Capital Hall concerning aesthetics before potential shade/shadow impacts of the Project.

AESTHETIC ISSUES

Regarding the commenter's assertion that "the Project will cause significant and unmitigated aesthetic impacts," including impacts related to visual character, the commenter is referred to Section IV.B (Aesthetics) of the Draft EIR, as well as the Response to Comments from Capital Hall Partners from the Project Applicant, dated March 5, 2020.

Regarding the commenter's assertion that "the Project will cause significant aesthetic impacts on surrounding historic resources, such as the Hotel Figueroa, Variety Arts Center Building, and Petroleum Building," the commenter is referred to Sections IV.B (Aesthetics) and IV.D (Cultural Resources) of the Draft EIR, as well as the Response to Comments from Capital Hall Partners from the Project Applicant, dated March 5, 2020.

SHADE/SHADOW ISSUES

Regarding shade/shadow impacts of the Project, the commenter already raised this in its appeal letter to the City dated October 25, 2019. A response to this appeal letter, including to the comment regarding the Project's shade/shadow impact, has already been provided in a letter to the City dated March 5, 2020 by CAJA Environmental Services (CAJA). The commenter is referred to pages IV.B-14 through IV.B 18 in Section IV.B (Aesthetics) of the Draft EIR, where it is acknowledged that the Project would cast summer and winter shadows in excess of the City's significance thresholds on shade-sensitive areas associated with the Hotel Figueroa. However, as stated in the Draft EIR and in CAJA's response letter (March 5, 2020), pursuant to Senate Bill

743 and Public Resources Code Section 21099(d), the Project is a transit priority project located within a transit priority area and as such, Project impacts related to aesthetics (including shade/shadow) are not considered significant impacts on the environment.

The Shadow Analysis Report prepared by Arquitectonica has been reviewed. We have no concerns regarding the inputs or methodology used in the analysis. Responses comments of concern in the Shadow Analysis Report are provided below. For the reasons already outlined in previous responses to the same types of comments and for the reasons outlined below, the Olympic Tower EIR adequately analyzes and discloses Project impacts related to shade/shadow impacts. Because no significant shade/shadow impacts were identified for the Project, no mitigation measures are required.

Arquitectonica appears to treat the entire Hotel Figueroa building as a shade-sensitive use. It is important to note that based on the City's definition of a shade-sensitive use, the entire Hotel Figueroa building is not considered a shade-sensitive use; only the outdoor pool area and the outdoor patio of Rick's cocktail bar associated with the hotel constitute shade-sensitive uses.

"Summer Solstice Shadow Impact"

As shown on Arquitectonica's Figure 2: Summer Solstice Shadow Impact (9:00 AM, 12:00 PM, and 5:00 PM), the hotel's pool and cocktail bar outdoor patio areas are shaded by the Hotel Figueroa itself. Although not depicted on the graphics, the hotel itself would continue to cast shadow on the cocktail bar outdoor patio and portions of the pool areas until at least 12:00 PM. From sometime between 9:00 AM to 12:00 PM and continuing through 5:00 PM, as depicted on the graphics, it is agreed that the Olympic Tower building would cast shadow on some portions of the pool and cocktail bar outdoor patio areas. Again, it should be noted that the Hotel Figueroa's light wells are not considered shade-sensitive portions of the hotel. As disclosed in the Draft EIR, the summer shadow cast by the Olympic Tower building would exceed the City's threshold for such shadows. However, as already stated in Sections IV.B (Aesthetics) and IV.D (Cultural Resources) of the Draft EIR, as well as the Response to Comments from Capital Hall Partners from the Project Applicant, dated March 5, 2020, pursuant to Senate Bill 743 and Public Resources Code Section 21099(d), the Project is a transit priority project located within a transit priority area and as such, Project impacts related to aesthetics (including shade/shadow) are not considered significant impacts on the environment.

Arquitectonica's Figure 3: Summer Solstice Shadow/Fan Comprehensive Shadow Impact graphic is misleading, since the Project will not cast this "comprehensive" shadow for the entirety of the time between 9:00 AM and 5:00 PM, because the sun never causes shadows over any discrete location for that length of time given the rotation of the sun Earth throughout the day. . Additionally, this does not show shadows that would be cast by the Hotel Figueroa itself. This graphic seems to imply that the Olympic Tower building will be the only building to cast shadow, and this is inaccurate.

"Winter Solstice Shadow Impact"

Arquitectonica's Figure 4: Winter Solstice Shadow Impact does not show the shadows that would be cast by the Hotel Figueroa itself on its own pool and cocktail bar outdoor patio areas between the hours of 9:00 AM and approximately 12:00 PM. The graphics seem to imply that the only source of all shadow in these areas would be from the Olympic Tower building, and this is inaccurate. Again, it should be noted that the Hotel Figueroa's light wells are not considered shade-sensitive portions of the hotel. It is agreed that the Project would cast winter shadow on shade-sensitive portions of the hotel in excess of the City's significance threshold for such shadows; this is disclosed in the Draft EIR. However, as already described above, pursuant to Senate Bill 743 and Public Resources Code Section 21099(d), the Project is a transit priority project located within a transit priority area and as such, Project impacts related to aesthetics (including shade/shadow) are not considered significant impacts on the environment.

The assertion that the Project will cast shadow on the Hotel Figueroa for 8 hours during the winter season between the hours of 9:00 AM to 3:00 PM is not correct for a number of reasons. First, there are only 6 hours between the hours of 9:00 AM and 3:00 PM. Second, any time before 9:00 AM and after 3:00 PM is irrelevant to the analysis of whether the Project would result in a shadow impact based on the City's significance threshold. Third, this assertion does not account for shadow that would be cast by the Hotel Figueroa on its own shade-sensitive uses.

Again, as with Arquitectonica's Figure 3: Summer Solstice Shadow/Fan Comprehensive Shadow Impact graphic the commenter's Figure 4: Winter Solstice Shadow Fan/Comprehensive Shadow graphic is misleading, since the Project will not cast this "comprehensive" shadow for the entirety of the time between 9:00 AM and 3:00 PM, for the reasons stated above. Additionally, this does not show shadows that would be cast by the Hotel Figueroa itself. This graphic seems to imply that the Olympic Tower building will be the only building to cast shadow, and this is inaccurate. As such, there is no basis for a determination of significance regarding potential shade/shadow impacts of the Project.

If you have any questions or concerns regarding this issue, please contact Kerrie Nicholson at 310-469-6706 or kerrie@ceqa-nepa.com. Thank you.

Sincerely,

Kerrie Nicholson
Principal

Attachment C

CONSULTING

GPA

April 10, 2020

Sergio Ibarra, City Planner
City of Los Angeles
Department of City Planning
200 N. Spring Street, Suite 721
Los Angeles, CA 90012

Dear Mr. Ibarra:

This letter is submitted on behalf of the applicant for the Olympic Tower Project (Project) in response to the appeal of the Letter of Determination issued by the City Planning Commission on October 21, 2019. Sheppard Mullin submitted a letter on behalf of the appellants on February 10, 2020 inclusive of a memorandum prepared by Historic Resources Group (HRG Memo) addressing potential impacts from the Project on historical resources in the vicinity. The HRG Memo does not raise new information and does not argue that the Project would result in an impact on historical resources. Rather, the HRG Memo concurs with the Historical Resource Report (HRR)—which can be found at Appendix D of the Draft EIR—in that the existing building on the Project Site was properly evaluated and did not qualify as a historical resource. Additionally, the HRG Memo agrees that the historical resources in the vicinity of the Project Site were correctly identified. Ultimately, the only issue raised by the HRG Memo is that it is "highly questionable" that the Project would comply with Standard #9 of the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. This is not evidence of a potential significant impact on historic resources by the Project.

The only historical resource adjacent to the Project Site is the Hotel Figueroa. The HRR used the State and City CEQA thresholds for analyzing the potential impacts from the Project on the Hotel Figueroa. Instead of applying State and City CEQA thresholds, the HRTR took a conservative approach and also applied the Secretary of the Interior's Standards. These standards are informative but not determinative in analyzing impacts from new construction on historical resources in the vicinity of a proposed project. As further explained in the Response to Capital Hall Appeal Letter dated March 11, 2020, which was submitted on behalf of the Project Applicant, the Secretary of the Interior's Standards do not apply to the Project because the Project does not involve conversion, rehabilitation, or alteration of any historical resources. The proper benchmarks are the CEQA thresholds.

The Project does not cross the City's CEQA thresholds for finding a significant impact on a historical resource; nor does the HRG Memo argue otherwise. Those thresholds include:

1) Demolition of a significant resource;

No historical resources would be demolished as the Project.

2) Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;

The Project does not involve the relocation of any historical resources.

3) Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or

The Project does not involve conversion, rehabilitation, or alteration of any historical resources. Therefore, the Standards are not applicable to the Project under the City's CEQA thresholds. Nevertheless, the Project was analyzed for compliance with Standards #9 and #10, which provide guidance for compatibility but are not prescriptive. The HRR found that the Project does not strictly comply with Standard #9[1] but does comply with Standard #10 because the integrity of the Hotel Figueroa would not be impaired to the degree it would no longer remain eligible for listing in the national, state, or local registers of historical resources.

4) Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

Once again, the Project would not reduce the integrity of the Hotel Figueroa to the degree it would no longer remain eligible for listing in the national, state, or local registers of historical resources. Such an effect would only occur if the Hotel Figueroa no longer retained sufficient integrity to convey its significance. According to *National Register Bulletin #15*, there are seven aspects of integrity: feeling, association, workmanship, location, design, setting, and materials. The only relevant aspect with respect to the impact of a new building on a historic building is setting. Setting refers to the character of the place in which the property played its historical role. However, the Hotel Figueroa did not retain integrity of setting when it was determined eligible for listing in the National Register in 1979. As late as the 1950s, the area was developed with a mixture of low and medium rise residential, commercial, and institutional buildings (see Figure 1 below).

[1] Standard #9 concerns whether construction of the Project will "destroy" the historic nature of a resources on "the property" and whether the Project will be "compatible" with historic resources.



Figure 1: 1950 Sanborn map, Hotel Figure outlined in red.

Many of the buildings displayed on the Sanborn map above were demolished during the late 1960s and early 1970s. During this period, financial institutions and corporate offices began to move west from Spring Street with the concerted efforts of the Community Redevelopment Agency. Figueroa Street is now characterized by high-rise buildings from the 1960s to the 2010s, although a few medium-rise historic buildings from the 1920s remain. As a result, building heights in the area range from the one-story Original Pantry Cafe to the 73-story Wilshire Grand.

The Los Angeles Historic Context Statement prepared by the Office of Historic Resources is organized into nine broad contexts and establishes eligibility standards for associated property types. Social clubs like the Hotel Figueroa are included in the Public and Private Institutional Development Context. For social clubs to be eligible, they should retain integrity of location, feeling, and association. These are the critical factors of integrity - not setting. The integrity considerations for social clubs recognize that the setting may have changed from the period of significance. If the new building was constructed, the Hotel Figueroa would continue to possess the other aspects of integrity, including feeling, association, workmanship, location, design, and materials. Accordingly, it would continue to convey its significance in the context of social clubs for its association with the YWCA. Thus, the impact on the Hotel Figueroa as a historical resource would be less than significant.

If you have any questions or concerns regarding this issue, please contact me at 310-792-2690 or teresa@gpaconsulting-us.com.

Sincerely,



Teresa Grimes
Principal

Attachment D

DouglasKim+Associates,LLC

To: Kerrie Nicholson

From: Douglas Kim, AICP

CC:

Date: April 10, 2020

Re: Olympic Tower Construction Noise and Vibration Analysis and Mitigation

This memo responds to comments from a February 10, 2020 letter from Sheppard Mullin (representing the owners of the Hotel Figueora) transmitting the third-party noise and vibration analysis and recommendations from Ganddini Group on the Draft EIR's analysis of vibration impacts. This memo also addresses a March 10, 2020 letter from Sheppard Mullin identifying proposed solutions that would ostensibly resolve their client's concerns regarding construction vibration, as well as construction noise. These mitigation measures were based on technical recommendations from John Labib & Associates.

While these two letters claim that the "EIR fails to adequately analyze and mitigate the Project's vibration impacts", the following analysis confirms that the EIR's analysis, mitigation program, and project design features already address their proposed solutions. As a result, the comments and mitigation measures from Sheppard Mullin are consistent with the EIR's conclusion that the proposed project's construction impacts on vibration are less than significant, with mitigation.

Responses to February 10, 2020 Letter

Comment	Response
Ganddini's modeling shows that the project has the potential to cause significant vibration impacts…if not properly mitigated.	The EIR also concludes impacts could be significant unless properly mitigated.
Ganddini has identified numerous additional mitigation measures that must be incorporated into the EIR to reduce these vibration impacts.	As shown below, the EIR addresses the commentor's suggested mitigation measure either through the project's design features or its three required mitigation measures I-3 through I-5.

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Responses to March 10, 2020 Letter

Comment	Response
During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers standards.	Addressed. The proper operation of construction equipment will be added to the project design features of this project, as it is a standard best practice. This would be addressed during the review of a Construction Staging and Parking Plan by the City's Building and Safety Department for this or any project.
The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.	Addressed. The staging of construction equipment away from sensitive receptors is addressed during the review of a Construction Staging and Parking Plan by the City's Building and Safety Department for this or any project. This is a best practice that addresses LAMC section 41.40(a), which states that construction permits must ensure that any "construction or repair work of any kind upon, or any excavating for, any building or structure" are prohibited from making "loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence." Further, it notes that "operation, repair of servicing of construction equipment…shall be prohibited during construction hours…in such areas"
Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.	Addressed. The use of proper noise shielding techniques is addressed during the review of building permits by the City's Building and Safety Department for this or any project.
Construction noise monitoring is required in order ensure (sic) that construction equipment is adequately muffled and/or tented with sound blankets in order to achieve a 15 dB reduction and noise thresholds are not exceeded.	Addressed. While there is no 15 dB reduction requirement, the Draft EIR includes two mitigation measures calling for exhaust mufflers (or other suitable noise reduction equipment) and temporary sound barriers to ensure that construction activities comply with the LAMC Section 112.05's limit of 75 dBA of noise at 50 feet for any powered equipment. Mitigation Measures I-1 and I-2 are intended to ensure that both use of engine mufflers paired with temporary sound barriers will meet and exceed the LAMC's requirements. With regard to the L.A. CEQA Thresholds Guide limit of a 5 dBA increase in ambient noise levels., the Draft EIR finds that project construction would not significantly increase ambient noise levels by 5 dBA or more at nearby sensitive receptors.

Comment	Response
Due to the proximity of Hotel Figueroa, a noise test shall be conducted to determine the sound reduction provided by the adjacent Hotel Figueroa wall in order to determine if sleeping areas in Hotel Figueroa would be affected by project operational noise. If it is determined that noise would be disruptive in sleeping areas, outdoor activities should be limited accordingly.	Addressed. The EIR confirms that operational sources of noise (e.g., mechanical equipment, outdoor social spaces) would not exceed the City's noise ordinance or CEQA guidelines. As noted in our March 5, 2020, even when assuming a worst-case scenario where outdoor entertainment of up to 95 dBA occurs pursuant to LAMC Section 112.06,[1] noise impacts on nearby sensitive receptors, including the Hotel Figueroa, would be de minimis. The 56th floor pool deck would be 534 feet above the roof of the Hotel Figueroa, with no direct line-of-sight from any outdoor entertainment and the windows of the hotel. When combined with the glass parapets that would be located on the 56th and 57th floors, noise from outdoor activities would not exceed 36.3 L_{eq} during night-time hours at the upper floors of the Hotel Figueroa (42.7 dBA CNEL). When combined with existing ambient noise levels during the night (i.e., 55 dBA), there would be a 0.1 dBA L_{eq} increase in ambient noise at night at the nearest sensitive receptor (i.e., Hotel Figueroa).[2] Meanwhile, proposed terraces on the 13th, 14th, and 15th floors would be ancillary to restaurant, cafeteria, conference room, and banquet rooms on these floors and would be entirely enclosed within building structures that would attenuate any noise and ensure compliance with LAMC Sections 112.05 and other applicable noise ordinance standards. Finally, any potential nuisance to hotel guests would be enforced through the relevant portions of the Municipal Code. For example, LAMC Section 112.06 would address amplified equipment in a place of public entertainment, while LAMC Section 113.01 would address noise from any early morning trash collection that might disturb residents or hotel guests.
A sound engineer or otherwise qualified individual shall review the proposed architectural plans and elevations to determine if the proposed exterior wall assemblies would achieve acceptable interior noise levels.	CEQA analyzes the impact of a project on the existing environment. Potential noise levels inside the proposed building would be addressed by Title 24 and other building and safety requirements.

[1] LAMC Section 112.06 would limit amplified noise from any equipment from exceeding 95 dB(A) at any point in the facility.

[2] LAMC section 111.03 establishes that when ambient noise levels are low, the presumed night-time ambient noise level in this commercial C2 zone in which the project site is located is 55 dBA.

Comment	Response
Prior to the commencement of any demolition or construction activities on the project site, the project proponent shall consult with the owners of vibration sensitive buildings, the development team and reviewing agencies, such as SHPO and local planning departments, to identify potential risks, negotiate changes, agree on protective measures, to be incorporated into a vibration monitoring plan (VMP). Specifically, the project proponent, the construction manager, a representative from the City of Los Angeles Building Department, an acoustic/vibration engineer, and a specialist in historical building structural damage avoidance/repair should be in attendance at this meeting.	Addressed. The EIR's Mitigation Measure I-5 development of a vibration monitoring program augments the controls on vibration sources (e.g., setback from common property line) that would reduce vibration impacts to less-than-significant levels. LAMC Section 91.3307.1 would address the commentor's request for consultation by requiring notification of intent to excavate with adjoining property owners to ensure that "public and private property shall be protected from damage during construction, remodeling, and demolition work. Protection must be provided for footings, foundation…" These regulations also address how underpinning is designed, ensuring that temporary shoring standards protect the integrity of soils under adjacent properties while allowing for incremental stressing, pursuant to LAMC Section 91.3307.3.2.2.
Prior to the commencement of any demolition of construction activities, a VMP shall be prepared by an acoustical/vibration engineer or an experienced professional who specializes in the assessment of groundborne vibration related impacts.	Addressed. The EIR's Mitigation Measure I-5 calls for development of a vibration monitoring program. Such a program will help address LAMC Section 91.3307, which addresses how underpinning is designed and ensures that temporary shoring standards protect the integrity of soils under adjacent properties while allowing for incremental stressing (LAMC Section 91.3307.3.2.2).
Groundborne vibration monitoring for the duration of demolition and excavation activities to ensure that thresholds are not exceeded.	Addressed. The EIR's Mitigation Measure I-5 calls for development of a vibration monitoring program.
Submittal of weekly reports summarizing any vibration and structural monitoring activities and data to designated City staff personnel.	Addressed. The EIR's Mitigation Measure I-5 calls for development of a vibration monitoring program which would include a monitoring and reporting protocol.

Comment	Response
Prepare appropriate shoring plans and calculations; account for all existing hotel building surcharges on the excavation; and implement conservative loading to limit impacts on the hotel building.	Addressed. This is a code requirement to prepare the shoring design to support the excavation for the basement which includes surcharge effects on the shoring system for any structures located within the influence zone of the excavation, generally regarded as extending beyond the excavation a distance equal to the depth of the excavation. These and related requirements to protect adjoining property are codified in LAMC Section 91.3307, which regulates structural protections for adjoining property, including underpinning and lateral support requirements. Pursuant to LAMC Section 91.3307.1, the Project contractor will provide evidence that the adjacent property owner has been given 30-day written notice of intent to excavate and compliance with appropriate requirements before being issued any permit which authorizes excavation. The project soil engineer will assist in defining this zone of influence.
Pot hole adjacent to the Hotel Figueroa and provide the location of the hotel foundation in relation to the new shoring system. Provide graphic sections indicating the relationship of the hotel foundations and how they will not be impacted by the proposed shoring system and excavations.	Addressed. Structural engineering issues are not resolved during the CEQA environmental review process. Instead, it would be addressed with the City during the engineering review and approval of the excavation plan. If the new shoring system is directly against the existing foundations of the hotel, potholing may be appropriate before excavation, provided the footings are not too deep. These and related requirements to protect adjoining property are codified in LAMC Section 91.3307, which regulates structural protections for adjoining property, including underpinning and lateral support requirements. Pursuant to LAMC Section 91.3307.1, the Project contractor will provide evidence that the adjacent property owner has been given 30-day written notice of intent to excavate and compliance with appropriate requirements before being issued any permit which authorizes excavation.

Comment	Response
Underpin the Hotel Figueroa foundations adjacent to the excavation with piles that derive support below the proposed excavation.	Addressed. Structural engineering issues are not resolved during the CEQA environmental review process. The Project would be required to design the basement wall structure to support the foundations of any adjacent buildings if such footings rely on soil within the tower property for support. These and related requirements to protect adjoining property are codified in LAMC Section 91.3307, which regulates structural protections for adjoining property, including underpinning and lateral support requirements. Pursuant to LAMC Section 91.3307.1, the Project contractor will provide evidence that the adjacent property owner has been given 30-day written notice of intent to excavate and compliance with appropriate requirements before being issued any permit which authorizes excavation.
Limit deflection of the proposed shoring system so that it does not result in damage to the existing Hotel Figueroa building. Limit deflection at the top of the shoring beams to ¼".	Addressed. Structural engineering issues are not resolved during the CEQA environmental review process. The limit on deflection would be addressed with City engineers during the permitting phase.
Prepare specific plans detailing measures for limiting vibration during construction.	Addressed. The EIR finds that construction vibration impacts on off-site structures can be mitigated with operational restrictions in Mitigation Measures I-3 and I-4, augmented with monitoring of structures pursuant to Mitigation Measure I-5.
Prohibit pile driving during construction.	Addressed. The Draft EIR's Mitigation Measure I-4 prohibits pile driving.
Prepare pre-construction surveys of the existing Hotel Figueroa conditions.	Addressed. The Draft EIR's Mitigation Measure I-5 calls for development of pre-construction surveys.

In short, the Draft EIR and project description find that the construction-related vibration and noise could have significant impacts on the environment, but would mitigate them with measures identified in the CEQA documentation. This memo confirms that the Draft EIR's analysis, mitigation program, and project design features already address their proposed solutions. As a result, the comments and mitigation measures from Sheppard Mullin are consistent with the Draft EIR's conclusion that the proposed project's construction impacts on vibration are less than significant, with mitigation.