

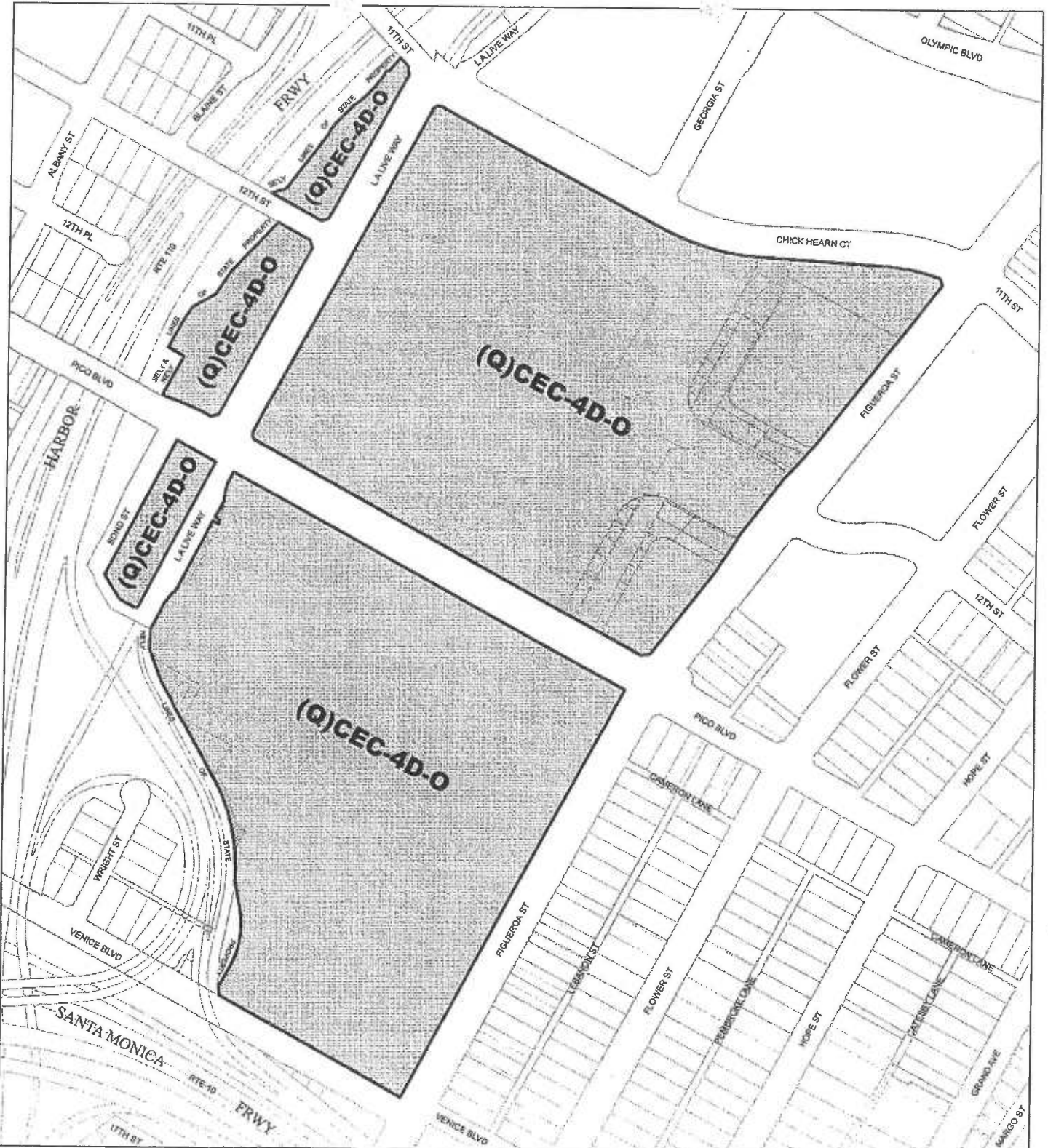
ORDINANCE NO. 182280

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

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

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

Section 2. [Zoning Map]



**ZONE CHANGE
CONVENTION AND EVENT CENTER**

C.M. 127.6A 205, 127.6A 207, 126 A 205	CPC 2012-0849-GPA-VZC-SP-SN-DA
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Section 3. The City Clerk shall certify the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that this ordinance was passed by the Council of the City of Los Angeles at its meeting of SEP 28 2012

JUNE LAGMAY, City Clerk

By [Signature] Deputy

Approved OCT 12 2012

[Signature] Mayor

Approved as to Form and Legality

CARMEN E. TRUTANICH, City Attorney

By [Signature]
KENNETH T. FONG
Deputy City Attorney

Date 9-27-2012

File No(s). 11-0023

Pursuant to Charter Section 559, I approve this ordinance on behalf of the City Planning Commission and recommend that it be adopted

September 27, 2012

See attached report.

[Signature]
Michael LoGrande
Director of Planning

(Q) QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 G.2 of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

A. ENTITLEMENT CONDITIONS

1. **Use.** The use of the subject property shall be limited to those uses permitted in the Convention and Event Center Specific Plan (CEC Zone) marked Exhibit A.
2. **Signage.** The signs within the subject property shall be subject to the provisions of the Convention and Event Center Sign District Ordinance, marked Exhibit B.
3. **Site Development.** The subject Project shall be developed in substantial conformance with the conceptual site plans, marked Exhibit C (stamped and dated September 13, 2012, as attached to the case file), except as modified by this action. Minor deviations may be allowed in order to comply with provisions of the Convention and Event Center Specific Plan, the Municipal Code, the subject conditions, and the intent of the subject permit authorization. Prior to the issuance of any building permits for each component of the subject Project, except demolition, excavation, or foundation permits, detailed plans indicating compliance with these conditions shall be submitted for review, to the satisfaction of the Director of Planning. Any ministerial approval(s) by the Director of Planning of the design detailing of the site plans and any other changes or detailing of the site plans that are in substantial conformance with the site plans as set forth as Exhibit C shall be updated on Exhibit C accordingly. Thereafter, the subject Project shall be developed in substantial conformance with the Convention and Event Center Specific Plan. The Director may present any portion of the updated plans and additional design detailing to the City Planning Commission under the Director's Report under the City Planning Commission Agenda.
 - a. **Gilbert Lindsay Plaza.** Prior to the issuance of a building permit on the New Hall, the Applicant shall submit proposed updated development plans that include final design detailing for the Gilbert Lindsay Plaza to the satisfaction of the Director of Planning after consulting with the Urban Design Studio. The final design detailing shall be developed in accordance with the design enhancement provision of the Community Benefits Program of the Development Agreement. The final design shall include detailed information on hardscape and landscape materials, furniture, lighting, irrigation, the relocation of the Gilbert Lindsay Monument, the café/retail structure, if proposed, pedestrian walkways, bicycle facilities and pathways to/from the Plaza, and other features, such as water fountains, or art installation, if proposed. Upon approval by the Director of Planning, the final design shall be deemed to be in substantial conformance with the Convention and Event Center Specific Plan.
 - b. **South Hall Plaza.** Prior to the issuance of a building permit on the New Hall, the applicant shall submit updated development plans that include final design detailing for the South Hall Plaza, to the satisfaction of the Director of Planning after consulting with the Urban Design Studio. The Director may present periodic updates on the design(s) to the City Planning Commission as necessary under the Director's Report under the City Planning Commission Agenda. The final design shall include detailed information on hardscape and landscape materials, furniture, lighting, irrigation, and its connection to the Gilbert Lindsay Plaza. Upon approval, the final design shall be deemed to be in substantial conformance with the Convention and Event Center Specific Plan.
 - c. **L.A. Live Way and Bond Street Parking Garages.** Prior to the issuance of a building permit on the New Hall, the Applicant shall submit final design detailing for all exterior facades for the L.A. Live Way and Bond Street Parking Garages, to the satisfaction of the Director of Planning after consulting with the Urban Design Studio. The Director may present periodic updates on the updated design(s) to the City Planning Commission as necessary under the Director's Report under the City Planning Commission Agenda. The final design detailing shall be developed on accordance with the design enhancement provision of the Community Benefits Program of the Development Agreement. The final designs shall include site plans for each parking level, circulation plans, elevations, with detailed information on materials, colors, façade treatments,

lighting, landscaping, and bicycle parking facilities, and its connection to the Event and Convention Center. Upon approval, the final design shall be deemed to be in substantial conformance with the Convention and Event Center Specific Plan.

- d. **Pico Passage.** Prior to the issuance of a building permit on the New Hall, the Applicant shall submit final design detailing of the Pico Passage, to the satisfaction of the Director of Planning after consulting with the Urban Design Studio and the General Manager of the Convention Center. The final designs shall include enhancement from Gilbert Lindsay Plaza to the east to L.A. Live Way through sidewalk improvements, the possible creation of a passageway underneath the Concourse Hall adjoining the sidewalk, activation of uses, and an intermittent transparent edge. Upon approval by the Director of Planning, the final design shall be deemed to be in substantial conformance with the Convention and Event Center Specific Plan.
 - i. **Pedestrian Passageway.** To provide an appropriate pedestrian passageway, one of three following options shall be included in the final design detailing as determined to the satisfaction of the Director of Planning. The first option would be to create an expanded pedestrian passageway adjoining the proposed 20-foot sidewalk within the first 20 feet of Concourse Hall. The passageway shall start at edge of Concourse Hall's eastern wall and continue west along Pico Boulevard until such point as it would impact the vehicular access to the Orange Garage or loading service ramp as determined to the satisfaction of the General Manager of the Convention Center. The passageway shall include opening up infill panels between shear panels as determined to be structurally feasible to the satisfaction of the Department of Building and Safety. West of the loading service ramp and continuing to the Pico Lobby drop off area, the proposed 20-foot sidewalk shall be widened an additional 5 feet to 10 feet, provided that it does not compromise the functional operation of the loading docks and freight area. In the area where widening of the sidewalk is not feasible, recessed window boxes shall be used to activate the sidewalk edge. If the Department of Building and Safety determines that opening up the Concourse Hall panels between the shear panels is not feasible or if the Planning Director determines that is not practical to relocate the mechanical room at the southeast corner of Concourse Hall or to match the interior grade of Concourse Hall with the grade of the proposed 20-foot sidewalk, then a second option shall be considered. This next option would involve the relocation of the passageway to the south side of Pico Boulevard, provided that the General Manager of the Convention Center determines that is practical to relocate the bus drop off area or that the Director of Planning and LADOT determine that any potential conflicts between pedestrian use and bus drop off use on the south side of Pico can be resolved. If this second option is not feasible or practical, the final design detailing shall be developed in accordance with the design enhancement provision of the Community Benefits Program of the Development Agreement to enhance the pedestrian experience in Pico Passage to the satisfaction of the Director of Planning.
 - ii. **Activation of Passageway Uses.** A minimum 1000 square foot addition shall be constructed at the ground level of Concourse Hall facing Gilbert Lindsay Plaza adjacent to the sidewalk on the north side of Pico Boulevard. The area underneath Concourse Hall adjoining the new Concourse Hall passageway and extending 25 feet to 30 feet shall be built out for programmed uses as described. This area shall extend to the west until such point as it would impact the vehicular access to the Orange Garage or loading service ramp as determined to the satisfaction of the General Manager of the Convention Center. These spaces shall be programmed for uses that activate pedestrian use of the Concourse Hall passageway, provided that such uses shall be consistent with Convention Center uses and bond finance requirements.
 - iii. **Enhanced Paving.** The new passageway shall be paved to match the sidewalk improvements in Gilbert Lindsay Plaza and the Event Center. In addition, through the use of paving the vehicle drop off area at the entrance to the New Hall on the north side of Pico Passage shall be enhanced to allow a straight continuous pedestrian walking path when the drop off area is not in use.

- iv. **Transparent Edge.** Along the sidewalk on the north side of Pico Passage, the building shall be transparent at regular intervals through the using of glazing into areas that are programmed for interior use, light boxes, and recessed display areas.
 - e. **Bike Share.** Prior to the issuance of a building permit on the Event Center, the Applicant shall submit final design detailing regarding the incorporation of a Bike Sharing Facility to the satisfaction of the Director of Planning after consulting with the Department of Transportation (DOT). The final design shall specify the location of the facility and identify how access to and from the facility will be achieved.
4. **Permitted Uses.** In compliance with Section 5 of the Convention and Event Center Specific Plan, uses and supplemental uses on the subject property shall be restricted to those identified in the Convention and Event Center Specific Plan, or as approved in accordance with Section 12.24 of the LAMC.
5. **Height.** Pursuant to LAMC Section 12.21.1, the height of the new structures within the Project Site shall not exceed the following:
 - a. L.A. Live Way Garage – 90 feet
 - b. Bond Street Garage – 90 feet
 - c. Event Center shall – 220 feet
 - d. New Hall – 90 feet
6. **Floor Area.** Pursuant to LAMC Section 12.21.1-A, the total floor area of the new structures within the Project Site shall not exceed the following:
 - a. Event Center – 1,750,000 square feet
 - b. New Hall – 50,000 square feet
7. **Parking.** Upon completion of the Event Center, no less than a total of 6,670 parking spaces shall be provided within the Convention and Event Center Specific Plan area.
8. **Public Works – Bureau of Street Services.** All landscaping installed in the right-of-way along L.A. Live Way, Chick Hearn Court, Figueroa Street, 11th Street, and 12th Street within the Convention and Event Center Specific Plan area shall be maintained by the Event Center. The Event Center may elect to arrange for, and reimburse, the City for landscape maintenance. All nonstandard items constructed in the public right-of-way will be maintained by the Event Center.
9. **Maintenance.** The subject property including the associated parking facilities, sidewalks, outdoor areas, and landscaping adjacent to the site shall be maintained in an attractive condition and shall be kept free of trash and debris. Trash receptacles shall be located throughout the site.
10. **Dust Walls.** During earth moving activities, temporary dust walls (e.g., Visqueen plastic screening or other suitable product) not less than 8 feet in height shall be installed and maintained along the property line between the site and adjoining residential uses as necessary to preclude dust dispersion from the Project Site to adjacent residences.
11. **Community Relations.** During construction, a 24-hour “hot-line” phone number, with assistance for English- and Spanish speaking callers, shall be provided for the receipt of construction-related complaints from the community. The Applicant shall be required to respond within 24 hours of any complaint received on this hotline.
12. **Posting of Construction Activities.** The adjacent residents shall be given regular notification of major construction activities and their duration. A visible and readable sign (at a distance of 50 feet) shall be posted on the construction site identifying a telephone number for inquiring about the construction process and to register complaints.
13. **Employee Transportation Demand Management.** The Applicant shall implement trip reduction strategies that would encourage and incentivize project employees to carpool, vanpool, or take transit or other modes. Such strategies can include, but not be limited to, the following: shuttles from remote parking, bicycle amenities like racks and showers, guaranteed ride home program, partially or fully

subsidized, monthly or annual transit passes provided to all eligible project employees, rideshare matching, administrative support for formation of carpools/vanpools, bike and walk to work promotions, and preferential loading/unloading or parking location for ride-sharing.

14. Construction Impacts. Prior to the issuance of a demolition permit, the Applicant shall submit a construction work site traffic control plan to DOT for review and approval. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible. The Applicant shall minimize temporary construction impacts to traffic by implementing the following strategies:

- a. Coordinate construction activities with the event calendars for the Convention Center, STAPLES Center, and LA LIVE
- b. Identify truck staging areas, and implement efficient management of truck access/egress routes
- c. Develop worksite traffic control plans
- d. Develop a construction worker transportation demand management plan to encourage the use of transit/ridesharing and to minimize parking demand
- e. Develop an Event Construction Parking Plan to implement temporary parking strategies for events at the Convention Center, STAPLES Center, and LA LIVE during construction
- f. Develop a Pico Union Construction Traffic and Parking Management Plan to minimize impacts within the Pico Union neighborhood
- g. Schedule construction related deliveries, to the extent feasible, to occur during off-peak travel hours
- h. Develop and submit a Freeway Truck Management Plan to Caltrans
- i. Coordinate with LA County Metro to minimize the inconvenience to transit users caused by bus stop relocations and bus line re-routings
- j. All temporary construction traffic control plans in the City involving temporary traffic signal modifications, the relocation of any signal equipment, and the installation of crash cushions or temporary roadway striping shall be prepared, submitted and signed by a registered Civil or Traffic Engineer in the state of California, on DOT standard plan format, for review and approval by DOT's Design Division.
- k. Additionally, all other temporary construction traffic control proposals in the City involving the use of flashing arrow boards, traffic cones, barricades, delineators, construction signage, etc., shall require the review and approval by DOT's Central District Office.

15. Site Access / Circulation / Loading. Prior to the issuance of a demolition permit, the Applicant shall submit a driveway and circulation plan, to the satisfaction of DOT, which addresses:

- a. Egress/ingress as well as internal circulation within the L.A. Live Way and Bond Street Garage structures.
- b. The driveway on the north side of Pico Boulevard west of Figueroa Street, leading to an underground loading dock at the northeast corner of the Event Center, and which provides access to the existing loading dock under STAPLES Center. A new signal is proposed at this driveway on Pico Boulevard, which subject to DOT review and approval.
- c. A new bus loading/unloading area on the north side of Pico Boulevard, which will provide a separate access to a surface loading area for general deliveries for the Convention Center.
- d. All driveways should be Case 2 driveways and 30 feet wide for two-way operations or 16-foot wide for one-way operations.

- e. All delivery truck loading and unloading shall take place on site with no vehicles backing into or out of the Project site from any adjacent street.
- f. The driveway and circulation plan shall be submitted to DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is imperative that the Applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes.

16. General Conditions.

- a. All transportation improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through the B-Permit process of the Bureau of Engineering, prior to the issuance of any building permit and completed prior to the issuance of the first applicable certificate of occupancy for the project. 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.
- b. If a proposed traffic mitigation measure does not receive the required approval, a substitute mitigation measure may be provided subject to the approval of DOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves infeasible and no substitutes are available, then a significant traffic impact would remain.
- c. All improvements along state highways and at freeway ramps require approval from the State of California Department of Transportation (Caltrans). The Applicant may be required to obtain an encroachment permit or other approval from Caltrans for each of these improvements before the issuance of any building permits, to the satisfaction of Caltrans, DOT, and the Bureau of Engineering.

B.

ENVIRONMENTAL CONDITIONS

MM-1 (Project Design Feature B.1-1):

L.A. Live Way (Collector Street) between Pico Boulevard and Chick Hearn Court/11th Street shall be modified to comprise an 89 foot right-of-way, and a 64-foot curb-curb width, with a 10-foot sidewalk on the west side of the street and a 15-foot sidewalk on the east side of the street. The existing lane configuration shall remain, except for the elimination of one midblock northbound lane, (as shown on Figure A.10.4.1.1 of Appendix A of the Transportation Study, contained in Appendix I of this Draft EIR). This shall be completed by the Event Center Applicant prior to issuance of a certificate of occupancy for the Event Center.

MM-2 (Project Design Feature B.1-2):

Chick Hearn Court (Collector Street) between L.A. Live Way and Georgia Street shall be modified to comprise a 72-foot curb-to-curb width with a 15-foot sidewalk on the north side of the street and a 20-foot sidewalk on the south side of the street, between L.A. Live Way and the east-most driveway to the L.A. LIVE West Garage; and a 60.5-foot curb-curb width with a 26.5 foot sidewalk on the north side and a 20-foot sidewalk on the south side of the street between the east-most driveway of the L.A. LIVE West Garage and Georgia Street; and the existing 107-foot right-of-way for the entire block shall be maintained (as shown on Figure A.10.4.1.2 of Appendix A of the Transportation Study, contained in Appendix I of this Draft EIR). The existing lane configuration shall be maintained. This shall be completed by the Event Center Applicant prior to issuance of a certificate of occupancy for the Event Center.

MM-3 (Project Design Feature B.1-3):

Pico Boulevard (Modified Secondary Highway) between Figueroa Street and a point approximately 600 feet west of Figueroa Street shall be modified to comprise a 70-foot curb-to-curb width, with three eastbound lanes and two westbound lanes, and with a minimum 20-foot sidewalk on the north side of the street and a minimum 20-foot sidewalk on the south side of the street, (of which 10 feet may be on Convention Center property). From the point approximately 600 feet west of Figueroa Street to L.A. Live Way, the existing roadway width of 80 feet curb-to-curb and lane configuration shall be maintained, and a minimum 20-foot sidewalk provided on both the north and south side of the street (all of which in each case may be provided on Convention Center property). The existing street right-of-way of 100 feet shall be maintained between Figueroa Street and L.A. Live Way. (See Figure A.10.4.1.3 of Appendix A of the Transportation Study contained in Appendix I of this Draft EIR). This shall be completed by the New Hall Applicant prior to issuance of a certificate of occupancy for the New Hall.

MM-4 (Project Design Feature B.1-4):

The proposed Project shall coordinate its planning with the City on the City's current plans to provide a Bike Station on or in the vicinity of the Project site.

MM-5 (Project Design Feature B.1-5):

The proposed Project shall coordinate its planning with the concept plans currently being evaluated in the Figueroa Corridor Study for providing a bike lane in each direction on Figueroa Street between USC and downtown, provided such plans do not include a raised curb delineating the bike lanes in the vicinity of the Project site as they would create pedestrian safety impacts.

MM-6 (Project Design Feature B.1-6):

Prior to issuance of a certificate of occupancy for the parking garages, the Event Center Applicant shall provide up to 12 electric vehicle charging stations in one or more of the on-site parking garages to facilitate and encourage the use of electric vehicles.

MM-7 (Project Design Feature B.1-7):

Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall provide priority parking locations for alternative fueled and electric vehicles, to facilitate and encourage the use of these vehicles.

MM-8 (Project Design Feature B.1-7a):

The Project Applicants shall limit construction related truck trips to off-peak periods to the extent practical.

MM-9 (Project Design Feature B.1-8):

Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall provide an appropriately sized building (approximately 2,000 square feet) on the Project site to accommodate a Field Operations Center (FOC). This facility shall provide space for the on-site coordination of security staff, the LAPD, LADOT, Metro, and Caltrans, and communications capabilities to each agency's main control center. In addition to functioning as the security and safety management center, the FOC shall also provide for the centralized coordination of all transportation and parking management activities during events.

MM-10 (Mitigation Measure B.1-1):

Prior to issuance of a demolition or building permit for the Event Center, the Event Center Applicant shall enter into an agreement with LACMTA requiring the Event Center Applicant to (i) fund the actual cost of improvements to the Pico Station in accordance with a mutually agreed schedule for development, design and construction (which is presently estimated at a total cost of \$10.35 million), and (ii) to fund the actual increased operational costs at the Pico Station and other LACMTA stations impacted by the Event Center project. The Event Center Applicant shall not operate the Event Center until the Pico Metro Station improvements have been completed or suitable alternatives for transit use shall be implemented. The Pico Metro Station, located on Flower Street between 12th Street and Pico Boulevard one block from the Project Site, is currently a single platform station with limited capacity access to the platform from the east sidewalk of Flower Street. LACMTA will use the Event Center Applicant's payments to (a) add a

second platform parallel to the existing Pico Metro Station platform, and (b) refurbish the existing station platform to improve the passenger handling capacity and (c) provide additional staffing to ensure safe and efficient transit operations for events at the Event Center.

MM-11 (Mitigation Measure B.1-2):

During operation of the proposed Project, the Event Center Applicant shall provide for an on-site Bicycle Valet Program that shall be operated during major events.

MM-12 (Mitigation Measure B.1-3):

Prior to issuance of a building permit for the Event Center, the Event Center Applicant shall make a one-time, fixed financial contribution of \$250,000 to the City's recently established Bicycle Trust Fund, for the purposes of improving bicycle facilities in the vicinity of the proposed Project.

MM-13 (Mitigation Measure B.1-4):

To support a local Mobility Hub, prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall provide space on or in the vicinity of the Project site for a car-share program (i.e., approximately 300 sq. ft. for a rental office and parking for up to 20 car-share vehicles).

MM-14 (Mitigation Measure B.1-5):

Prior to issuance of a building permit for the Event Center, the Event Center Applicant shall make a one-time, fixed financial contribution of \$750,000 to LADOT's Mobility Hub Program.

MM-15 (Mitigation Measure B.1-6):

The Event Center Applicant shall obtain and use up to 25 portable CMS trailers for use in traffic operations management during events. Their specific use shall be determined in the Transportation Management Plan.

MM-16 (Mitigation Measure B.1-7):

Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall obtain and install new permanent surface street Changeable Message Signs (CMS) signs (up to a total cost of \$1,200,000) to be used in conjunction with the existing CMS signs on streets in the area around the Project site to provide specific traffic and parking messages as needed. Their specific use shall be determined in the Transportation Management Plan. These shall be smaller and less visually intrusive than the existing CMS signs in the area, and shall be used to expand and augment the existing system.

MM-17 (Mitigation Measure B.1-8):

Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall implement a fixed signage program (up to a total cost of \$500,000) that provides directional information to parking zones, parking facilities and preferred access/egress routes, as defined in the TMP.

MM-18 (Mitigation Measure B.1-9):

Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall develop and implement a Neighborhood Traffic and Parking Management Plan to minimize potential impacts to local residential streets due to possible cut-through traffic and parking impacts. The Plan area shall include Pico Union, South Park and South Los Angeles. The Plan, which shall include up to \$75,000 for traffic and parking signage, and up to \$250,000 for potential traffic and parking control measures shall be developed in coordination with LADOT and the community.

MM-19 (Mitigation Measure B.1-10):

Blaine Street at SR-110 Southbound Off-Ramp. Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach to Blaine Street on the SR-110 SB Off-Ramp to change one of the exclusive right-turn lanes into a shared left and right lane. This will modify the approach from the existing configuration of one left-turn lane and two exclusive right-turn lanes to a configuration of one left-turn lane, one shared left and right lane, and an exclusive right turn lane. It will not require any widening or additional right-of-

way but would require the approval of Caltrans. (The concept improvement plan for this location is shown in Figure A.10.5.7.1 in Appendix A of the Transportation Study, provided as Appendix I of the Draft EIR).

MM-20 (Mitigation Measure B.1-11):

Blaine Street at 11th Street. Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach to Blaine Street on 11th Street to include one exclusive left-turn lane and one shared left-through lane. This will modify the existing approach from the configuration of one shared left-through lane and one through lane, to a configuration of one exclusive left-turn lane and one shared left-through lane. This measure will provide two left-turn lanes to the SR-110 Southbound On-Ramp at this intersection rather than the existing one left turn lane, thereby increasing access capacity to the ramp for outbound traffic from the proposed Project. This measure will require widening on the south-east corner of the intersection. This measure would require the approval of Caltrans. (The concept improvement plan for this location is shown in Figure A.10.5.7.2 in Appendix A of the Transportation Study, provided as Appendix I of the Draft EIR).

MM-21 (Mitigation Measure B.1-12):

Los Angeles Street at 17th Street. Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall widen the westbound approach on the I-10 Westbound Off-Ramp to add a through lane. This will modify the existing configuration of one shared left-through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane, and one shared through-right lane. This measure will require widening on the south side in the Caltrans right-of-way, and would require the approval of Caltrans.

MM-22 (Mitigation Measure B.1-13):

Main Street at 17th Street. Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach on 17th Street to add an additional through lane. This will modify the existing configuration of one shared left-through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane and one shared through-right lane.

MM-23 (Mitigation Measure B.1-14):

Broadway at 17th Street. Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach on 17th Street to add an additional through lane. This will modify the existing configuration of one shared left-through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane and one shared through-right lane.

MM-24 (Mitigation Measure B.1-15):

Hill Street at 17th Street. Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach on 17th Street to add an additional through lane. This will modify the existing configuration of one shared left-through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane and one shared through-right lane.

MM-25 (Mitigation Measure B.1-16):

Olive Street at 17th Street. Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach on 17th Street to add an additional through lane. This will modify the existing configuration of one through lane and one shared through-right lane to a configuration of two through lanes and one shared through-right lane.

MM-26 (Mitigation Measure B.1-17):

Grand Avenue at 17th Street. Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach on 17th Street to add an additional through lane. This will modify the existing configuration of one shared left-through lane and one through lane to a configuration of one shared left-through lane and two through lanes.

MM-27 (Mitigation Measure B.1-18):

Hill Street at 18th Street. Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the eastbound approach on 18th Street to add an additional through lane. This will modify the existing configuration of one shared left-through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane, and one shared through-right lane.

MM-28 (Mitigation Measure B.1-19):

Broadway at 18th Street. Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the eastbound approach on 18th Street to add an additional through lane. This would modify the existing configuration of one left turn lane, one through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane, and one shared through-right lane.

MM-29 (Mitigation Measure B.1-20):

Los Angeles Street at 18th Street. Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall widen the eastbound approach on 18th Street to add an additional left-turn lane. This will modify the existing configuration of one left-turn lane, one through lane, and one shared through-right lane to a configuration of two left-turn lanes, one through lane, and one shared through-right lane. This measure will require widening into the Caltrans right-of-way on the northwest corner of the 18th Street and Los Angeles Street intersection, and would require the approval of Caltrans.

MM-30 (Mitigation Measure B.1-21):

ATSAC System Upgrades. Prior to issuance of a certificate of occupancy for the Event center, the Event Center Applicant shall install, or shall pay LADOT to install a fixed amount of \$1,200,000 to provide for the design and installation of, traffic signal controller upgrades and additional CCTV cameras as defined in Mitigation Measures B.1-21A and B.1-21B below. These improvements shall be implemented either by the Applicant through the City's B-Permit process, or through payment of the \$1,200,000 fixed fee to LADOT who shall then design and install the improvements (if the latter then payment shall be made prior to the issuance of a building permit for the Event Center).

MM-31 (Mitigation Measure B.1-21A):

Intersection Traffic Signal Controller Upgrades. The Applicant shall install or fund (as defined above) the upgrade of the signal controllers from the older model Type 170 Controllers to the newer Type 2070 Controllers at the following 73 intersection locations:

- Griffith Avenue & 16th Street
- San Pedro Street & 16th Street
- Maple Avenue & 16th Street
- Maple Avenue & 18th Street
- Maple Avenue & 23rd Street
- Maple Avenue & Adams Boulevard
- Los Angeles Street & 16th Street
- Los Angeles Street & 17th Street
- Los Angeles Street & 18th Street
- Main Street & 16th Street
- Main Street & 17th Street
- Main Street & 18th Street
- Main Street & 23rd Street
- Broadway & Alpine Street
- Broadway & Ord Street
- Broadway & 16th Street
- Hill Street & 1st Street
- Hill Street & 2nd Street
- Hill Street & 3rd Street
- Hill Street & 4th Street
- Hill Street & 16th Street
- Hill Street & 17th Street

Hill Street & 18th Street
 Hill Street & Adams Boulevard
 Olive Street & 16th Street
 Grand Avenue & 16th Street
 Grand Avenue & Adams Boulevard
 Hope Street & 2nd Street
 Hope Street & 4th Street
 Hope Street & Wilshire Boulevard
 Hope Street & 8th Street
 Hope Street & 9th Street
 Hope Street & 11th Street
 Hope Street & 12th Street
 Hope Street & Pico Boulevard
 Flower Street & 9th Street
 Flower Street & 11th Street
 Figueroa Street & Olympic Boulevard
 Figueroa Street & Convention Center Bus Exit
 Figueroa Street & Venice Boulevard
 Figueroa Street & 18th Street
 Figueroa Street & 23rd Street
 Francisco Street & 8th Street
 Georgia Street & 9th Street
 Convention Center Drive & Venice Boulevard
 Lucas Street & Wilshire Boulevard
 L.A. Live Way & 11th Street
 Blaine Street & SR-110 SB Off-Ramp
 Blaine Street & 11th Street
 Albany Street & Pico Boulevard
 Valencia Street & 11th Street
 Valencia Street & Pico Boulevard
 Oak Street & Washington Boulevard
 Union Avenue & 11th Street
 Union Avenue & 12th Street
 Union Avenue & Venice Boulevard
 Union Avenue & Washington Boulevard
 Union Avenue & 23rd Street
 Bonnie Brae Street & Pico Boulevard
 Burlington Avenue & Venice Boulevard
 Alvarado Street & 11th Street
 Alvarado Street & 12th Street
 Alvarado Street & Pico Boulevard
 Hoover Street & Pico Boulevard
 Hoover Street & Washington Boulevard
 Hoover Street & 20th Street
 Hoover Street & I-10 EB Ramps
 Magnolia Avenue & Pico Boulevard
 Magnolia Avenue & Venice Boulevard
 Magnolia Avenue & Washington Boulevard
 Westmoreland Avenue & Venice Boulevard
 Catalina Street & Pico Boulevard
 Loyola High School Driveway & Venice Boulevard

MM-32 (Mitigation Measure B.1-21B):

Closed Circuit Television (CCTV) Cameras Installation and Locations. The Applicant shall install or fund (as defined above) new CCTV cameras (including necessary mounting poles, fiber optic and electrical connections) at the following nine intersection locations:

Broadway & 3rd Street
 Broadway & 17th Street
 Broadway & 18th Street

Grand Avenue & 1st Street
Flower Street & 3rd Street
Flower Street & 9th Street
Figueroa Street & 2nd Street
Figueroa Street & 5th Street
Figueroa Street & Adams Boulevard

MM-33 (Mitigation Measure B.1-22):

SR-110 Southbound Off-Ramp to Blaine Street (Olympic Boulevard). Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall restripe the westbound approach to Blaine Street on the SR-110 SB Off-Ramp to change one of the exclusive right-turn lanes to a shared left and right lane. This would modify the approach from the existing configuration of one left-turn lane and two exclusive right-turn lanes to a configuration of one left-turn lane, one shared left and right lane, and an exclusive right turn lane. This measure would enhance the capacity of the off-ramps for Event Center traffic inbound to the parking garages at the proposed Project. This measure would not require any widening or additional right-of-way but would require the approval of Caltrans. (See also Mitigation Measure B.1-10).

MM-34 (Mitigation Measure B.1-23):

I-10 Westbound Off-Ramp at Los Angeles Street. Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall widen the westbound approach on the I-10 Westbound Off-Ramp to add a lane. This would modify the existing configuration of one shared left-through lane and one shared through-right lane to a configuration of one shared left-through lane, one through lane, and one shared through-right lane. This measure would require widening on the south side in the Caltrans right-of-way but would require the approval of Caltrans. (See also Mitigation Measure B.1-12).

MM-35 (Mitigation Measure B.1-24):

Prior to issuance of a building permit for the Event Center, the Event Center, Applicant shall make a one time, fixed contribution of \$1,600,000 to Caltrans for the purpose of implementing upgrades to ramp meters on on-ramps in the downtown area. These would also facilitate event traffic management. Installation locations would be determined in conjunction with Caltrans and LADOT and incorporated along with all other ramp metering locations in the downtown area into the Transportation Management Plan. This measure would require the approval of Caltrans.

MM-36 (Mitigation Measure B.1-25):

Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall make a one-time, fixed contribution of \$2,400,000 to Caltrans towards the mainline freeway improvement project in Downtown Los Angeles that would add an auxiliary lane to the northbound US-101 Hollywood Freeway between the Four-Level Interchange (with SR-110) and Alvarado Street. This improvement would correct merge-weave related traffic congestion that causes significant backups on both the westbound US-101 and the northbound SR-110 freeways. This contribution would fund initial engineering studies and a Project Study Report (PSR) or other appropriate report that would represent a necessary initial step toward implementing the freeway improvement project and make it available for state and federal funding. This measure would require the approval of Caltrans.

MM-37 (Mitigation Measure B.1-26):

Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall install, in conjunction with Caltrans, five additional mainline freeway changeable message signs (CMS) on the freeway systems surrounding and/or approaching downtown (up to a total cost of \$2,500,000) to facilitate event traffic management. Installation locations will be determined in conjunction with Caltrans and LADOT and incorporated into the Transportation Management Plan. This measure would require the approval of Caltrans. If Caltrans elects to install these signs, then prior to issuance of a building permit for the Event Center, the Event Center Applicant shall make a payment of \$2,500,000 to Caltrans for installation of the signs.

MM-38 (Mitigation Measure B.1-27):

Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall install fixed directional signage on the freeway system approaching and surrounding the downtown (up to a total of \$2,000,000) to provide information on access routes to the parking areas for the proposed Project to help manage traffic flows in a distributed manner as specified in the parking management strategy. This measure would require the approval of Caltrans.

MM-39 (Mitigation Measure B.1-28):

During operation of the Event Center, the Event Center Applicant shall fund additional Freeway Service Patrols (up to four additional tow trucks with driver) through Metro's program to increase patrols on the freeway system around downtown before and after events.

MM-40 (Mitigation Measure B.1-29):

Prior to operation of the Event Center, the Event Center Applicant shall develop and implement a comprehensive Transportation Management Plan (TMP) for the proposed Project, for approval by LADOT. The TMP shall be developed in coordination with LADOT, Metro, LAPD, Caltrans, and other transportation agencies as appropriate. The TMP will provide the framework and details for managing all aspects of transportation for events at the proposed Project. This plan will build on the successful implementation of existing similar plans for STAPLES Center, L.A. LIVE, and the Convention Center. The Plan will provide an initial blueprint for transportation management, but will also be dynamic, flexible, and capable of responsiveness to the actual transportation conditions that may occur once the proposed Project is in operation. The Plan will be a multi-modal plan that addresses transit, autos, parking, pedestrians, and bicycles. The Transportation Management Plan will include the following subjects:

- Event Center Site Description and Operations
- Event Center Scheduling
- Event Coordination Plan
- Trip-Generation Levels
- Overall Parking Strategy
- Parking Management and Access/Egress Plans
- Transit Service
- Pedestrian Circulation
- Transportation Demand Management and Trip Reduction (visitors and employees)¹
- Traffic Management
- Pico-Union Neighborhood Traffic and Parking Management Plan
- Bicycle Access Plan

The Transportation Management Plan will include, but not necessarily be limited to, the following types of measures:

- Parking Locations by Type of Parking, and Parking Management Measures
- Access and Egress Routes to Parking
- Access and Egress Routes to Transit
- Event Ticket Bundling with Parking and Transit Passes
- Transit Service Provisions
- Integrated Transit Fare Measures
- Private Bus, Taxi, and Limousine Provisions
- Pedestrian Signage and Wayfinding
- Pedestrian Circulation Management
- Use of Traffic Control Officers
- Potential Temporary Street Closures
- Potential Temporary Turn Restrictions
- Potential Temporary Traffic Lane Closures and/or Reassignments
- Use of Changeable Message Signs
- Emergency Vehicle Provisions

¹ Including requirements of the City of Los Angeles and the CMP for the Transportation Demand Management Plan as applicable for the proposed Project.

Temporary diversion of bus service in the vicinity of the proposed Project during street closures and/or events
Coordination measures for concurrent events at the Event Center and Dodger Stadium and the Event Center and the Los Angeles Coliseum

The TMP may include, but not be limited to, the following types of programs to increase transit ridership and increase vehicle occupancies beyond the levels identified in the Draft EIR impact analysis in order to reduce the number of vehicle trips.

Additional Metro and Metrolink Service - Additional passengers could be carried by the Metro lines serving the Project site and on the Metrolink six-county commuter rail lines serving Union Station. During certain time periods such increases might be accommodated by existing service levels. For other event scenarios, additional transit service would need to be provided by adding rail cars to trains, or by additional trains, to increase the frequency and capacity of the service.

Special Metrolink Trains - Metrolink could run special event trains, similar to those currently operated to Major League Baseball games at Angel Stadium of Anaheim and those that have been operated to Fontana Speedway and to concerts at Angel Stadium of Anaheim.

Express Bus Park-and-Ride - The Event Center could run an Express Park-and-Ride service where patrons could park in remote parking locations and ride Express Bus Service directly to the Event Center. This could operate in a similar fashion to the existing Hollywood Bowl Park-and-Ride service. While this service would be coordinated and managed by the Event Center, it would most likely be operated by private transit operators.

Charter Bus Service - The Event Center could encourage a resident football team to promote the use of charter buses for team fans to use to attend games rather than driving. These would be an efficient method of bringing fans who would travel longer distances to games (for example outside of Los Angeles County), and could also be organized by fan supporter and/or booster clubs.

Encourage and Incentivize Transit Use - The use of transit would be encouraged and heavily promoted by the proposed Project. This would include bundling of transit passes with event ticket sales, where patrons could purchase a transit ticket at the same time as the event ticket so patrons would not need to buy a transit ticket on the day of the event. The proposed Project will work with transit operators to achieve a process where a single transit ticket/pass could be used on all connecting transit links to facilitate transfers. This would also include extensive use of marketing and promotional materials to ensure patrons would be aware of the availability, convenience, and benefits of all transit options, including use of electronic distribution methods such as web-site and cell phone applications. This measure could also include special offers and/or programs to encourage the use of transit, such as potentially offering discounts on merchandise or at restaurants, or running a "Transit Club" or "Transit Fan Appreciation Program" where continued use of transit provides patrons with certain benefits.

Increase Auto Occupancy - Measures to increase auto occupancy could be aimed at increasing auto occupancy for events over the 3.00 persons per car assumed for weekend events and the 2.75 persons per car assumed for weekday events in the traffic analysis. Measures could include reduced parking rates for cars with 4+ people, and providing preferred parking locations for cars with 4+ people. The Proposed Project could also encourage the use of vanpools by facilitating the organization of vanpool programs for Event Center events, and by providing priority parking for vanpool vehicles.

MM-41 (Mitigation Measure B.1-29a):

Prior to the issuance of a building permit for the Event Center, the Event Center Applicant and the owners of the Los Angeles Dodgers and Dodger Stadium and its affiliated properties ("Dodgers") shall jointly develop event coordination measures ("Coordination Measures") for the purpose of coordinating concurrent events at the Event Center and Dodger Stadium. The Event Center Applicant shall include the Coordination Measures within its proposed Transportation Management Program ("TMP"). One year prior to the anticipated opening of the Event Center, the Event Center Applicant shall coordinate with LADOT, Metro, LAPD, Caltrans, and other transportation agencies as appropriate regarding inclusion of the Event Coordination Measures in the TMP.

MM-42 (Mitigation Measure B.1-30):

Prior to issuance of a building permit for the proposed Project, the Event Center Applicant shall prepare Construction Traffic and Parking Management Plans for all phases of construction activity at the Project site for review and approval by LADOT. These Plans shall include, but not be limited to the following: specific provisions for truck routes and staging; roadway lane closures; maintenance of transit service; and maintenance of access/egress for all travel modes to the Project site. Specifically, these plans shall include, but not be limited to the following elements, as appropriate:

Coordination of construction activities with event schedules at Convention Center, STAPLES Center, and L.A. LIVE. Identification of truck staging areas, and management of truck access/egress to minimize truck impacts on the street system.

Worksite Traffic Control Plans, including temporary traffic controls, lane reconfigurations, temporary traffic signal operation, signage, detour plans as appropriate, and provisions for flag personnel, etc.

Construction Worker Transportation Demand Management Plan to encourage use of transit and ridesharing to minimize parking needs, and shuttles from remote parking sites used by construction workers.

Construction Worker Parking Management Plan to provide sufficient parking, including multiple dispersed off-site parking locations to minimize potential associated off-site traffic impacts, and to prevent construction workers from using on-street parking in the Pico-Union area.

Alternate routing, protection barriers, covered walkways where necessary and feasible, and other safety precautions for pedestrians and bicyclists through the Project Area.

Event Construction Parking Plan to develop and implement temporary parking strategies for events for the Convention Center, STAPLES Center, and L.A. LIVE during construction.

Pico-Union Construction Traffic and Parking Management Plan to minimize impacts in the Pico-Union area.

Schedule construction-related deliveries, other than concrete and earthwork-related deliveries, to reduce travel during peak commute periods.

Freeway Truck Management Plan to be submitted to Caltrans.

Coordinate with Metro regarding possible bus stop relocations and/or bus line/re-routings to minimize inconvenience to transit riders.

Reroute construction trucks away from congested streets or sensitive receptor areas to the extent practical.

Provide dedicated turn lanes for movement of construction trucks and equipment, where space is available and would not result in a safety concern for pedestrians and motorists, where feasible and acceptable to LADOT.

Provide signal synchronization on construction truck routes where feasible and acceptable to LADOT.

MM-43 (Mitigation Measure B.1-31):

The Event Center Applicant shall submit grading, utility plans, and a hydrology report as soon as they are available for Caltrans review purposes.

MM-44 (Project Design Feature B.2-1):

The proposed Project will provide an additional 1,112 parking spaces after replacement of existing parking that will be demolished and replaced in new parking garages. The proposed Project will construct two new parking garages, the Bond Street Garage (928 spaces) and the L.A. Live Way Garage (2,950 spaces which would be 2,092 spaces above the existing 858 spaces to be demolished by the proposed Project).

MM-45 (Project Design Feature B.2-2):

The proposed Project will provide a total of 250 new bicycle parking spaces in the on-site parking garages.

MM-46 (Project Design Feature B.2-3):

The Event Center Applicant shall not schedule a ticketed event at the Event Center at the same time as a ticketed event at STAPLES Center where the combined attendance at both venues would exceed 72,000 spectators.

MM-47 (Mitigation Measure B.2-1):

During operation of the proposed Project, the Event Center Applicant shall implement parking strategies as part of the Transportation Management Plan designed such that patrons park in the targeted parking areas generally within the 20-minute walk contour in the most efficient manner, in order to minimize overall travel time and circulating traffic and to spread traffic across a multiplicity of arrival and departure routes. This plan may consist of, but not be limited to: the publishing and distribution of promotional materials advising patrons of available parking areas and preferred access/egress routes; pre-selling parking tickets with event tickets, based on zip code origin; and directing patrons to the various appropriate access/egress routes through freeway and street signage, published materials, and real time media such as web sites, smart phones, and Southern California's 511 information system.

MM-48 (Mitigation Measure B.2-2):

During operation of the proposed Project, the proposed Project shall coordinate with LADOT's Downtown ExpressPark Program to facilitate the efficient use of the parking supply. This shall involve including the on-site parking garages in the City's Program (for monitoring of occupancy and utilization), and coordinating information sources, types, and distribution methods for off-site parking locations and access/egress routes during events.

MM-49 (Mitigation Measure B.2-3):

During development of the TMP and during operation of the proposed Project, the Event Center Applicant shall encourage the participation of other parking garages in the downtown in the ExpressPark Program. The Event Center Applicant shall also fund a study (up to a total of \$200,000) for the City of Los Angeles to explore ways of extending parking garage participation in the ExpressPark Program.

MM-50 (Mitigation Measure B.2-4):

Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall make a one-time fixed contribution of \$1,000,000 to the Downtown ExpressPark Program.

MM-51 (Mitigation Measure B.2-5):

The Event Center Applicant shall make a total 3-year annual contribution to the Downtown ExpressPark Program of \$100,000 per year for three years to be used by LADOT for system maintenance of the ExpressPark Program. Payments shall begin one year after opening of the Event Center.

MM-52 (Mitigation Measure B.2-6):

During operation of the Event Center, the Event Center Applicant shall provide off-site parking for employees who drive and shall provide shuttle bus service from the remote parking locations to the Project site, similar to the programs successfully deployed for STAPLES Center and L.A. LIVE.

MM-53 (Mitigation Measure B.2-7):

Use of Remote Parking When Necessary. During operation of the Event Center, for the occasional times when determined to be necessary (as defined in the TMP), the Event Center Applicant shall arrange remote parking outside the Primary Parking Area (for example, on Bunker Hill, at Union Station, east of Broadway, in Central City West (north of Olympic Boulevard), and south of the Project site in the general USC/Coliseum area including the Shrine Auditorium), and shall provide connecting shuttle bus service to the Project site as necessary (some remote parking locations would be connected to the Project site by rail transit lines such as the Red Line,

and the Blue/Expo Lines). The Event Center Applicant shall coordinate with potential additional parking facilities based on availability and willingness to participate. Remote parking plans shall be included in the Transportation Management Plan.

MM-54 (Project Design Feature B.3-1):

Prior to issuance of a certificate of occupancy for the Event Center, the Event Center Applicant shall construct wider crosswalks (up to 30 feet) with differential paving (as was done for certain intersections for L.A. LIVE) at the following 12 intersections:

- L.A. Live Way & Chick Hearn Court
- L.A. Live Way & 12th Street
- L.A. Live Way & Pico Boulevard
- Georgia Street & Olympic Boulevard
- Francisco Street & Olympic Boulevard
- Francisco Street & James Wood Boulevard
- Figueroa Street & Pico Boulevard
- Figueroa Street & 9th Street
- Flower Street & Pico Boulevard
- Flower Street & 12th Street
- Flower Street & 11th Street
- Flower Street & Olympic Boulevard

MM-55 (Project Design Feature B.3-2):

To further facilitate pedestrian safety in the immediate area of the Event Center, the east sidewalk of L.A. Live Way between Pico Boulevard and Chick Hearn Court shall be widened from 10 feet to 15 feet; the south sidewalk of Chick Hearn Court between L.A. Live Way and Georgia Street shall be widened from 10 feet to 20 feet; and the north and south sidewalks of Pico Boulevard between Figueroa Street and L.A. Live Way shall be widened from 10 feet to 20 feet. These widenings shall be implemented in conjunction with Project Design Features B.1-1, B.1-2, and B.1-3.

MM-56 (Project Design Feature B.3-3):

As part of the proposed Project, it is expected that the following streets would be closed to thru traffic (local access and transit vehicles allowed) before, during, and after events, in order to minimize the conflicts between vehicles and pedestrians:

- L.A. Live Way, between Pico Boulevard and Chick Hearn Court
- Chick Hearn Court between L.A. Live Way and Georgia Street
- Georgia Street, between Chick Hearn Court and West Road
- 12th Street, between Figueroa Street and Flower Street
- Chick Hearn Court, between Figueroa Street and Georgia Street (closed to all traffic)

Final configuration of the traffic closures on Event Days shall be determined upon completion of the Transportation Management Plan.

MM-57 (Mitigation Measure B.3-1):

During operation of the proposed Project, the Event Center Applicant in conjunction with LADOT shall effect the temporary closure of certain street segments after major events, as defined in the TMP. These could include the following:

- Figueroa Street: both directions, between Olympic Boulevard and Pico Boulevard
- Flower Street: both directions, between Olympic Boulevard and Pico Boulevard
- 11th Street: both directions, between Figueroa Street and Hope Street
- 12th Street: both directions, between Figueroa Street and Hope Street
- Pico Boulevard: westbound direction only, between Flower Street and L.A. Live Way

The actual street closure program shall be determined in the Transportation Management Plan. Where streets shall be closed, they shall be closed to all traffic, including transit vehicles, except for local access to adjacent properties. It is expected that these street closures would not need to occur for more than approximately one hour after a major event and may only be closed for a shorter period of time. The exact location, duration and details of closure shall be determined in the Transportation Management Plan.

MM-58 (Project Design Feature C-1):

Temporary construction fencing shall be placed along the periphery of active construction areas to screen much of the construction activity from view at the street level.

MM-59 (Project Design Feature C-2):

The Project Applicant shall monitor the Project site for graffiti and contract with a graffiti removal company, as needed.

MM-60 (Mitigation Measure C-1):

The Applicant shall provide through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.

MM-61 (Mitigation Measure C-2):

The proposed streetscape improvements shall be reviewed and approved by the City's Department of Public Works Street Tree Division prior to issuance of the first grading permit.

MM-62 (Mitigation Measure C-3):

All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of Planning during the building permit process.

MM-63 (Mitigation Measure C-4):

All new sidewalks along the Project site's street frontages shall be paved with concrete, pavers, or other safe, non-slip material to create an environment accommodating to pedestrians.

MM-64 (Project Design Feature D.1-1):

Project building heights and massing shall substantially conform to the design guidelines and standards set forth in the proposed Convention and Event Center Specific Plan.

MM-65 (Project Design Feature D.2-1):

Event Center Architecture: The Event Center architectural design includes the structure, façade, and the upper portion of the stadium structure supporting the deployable roof in the open position. The architectural design shall provide equivalent or reduced light transmissions when compared to the configurations of material properties shown in Figure 6.1.5.1 and Figure 6.1.5.2 of the Lighting Report included as Appendix K of the Draft EIR. These transmission limits shall reduce emissions from some field event lighting (located within the bowl) and other bowl light sources.

MM-66 (Project Design Feature D.2-2):

Screening on Parking Garages: Exterior screening shall be installed to minimize the spill light from luminaires within open structure buildings from reaching beyond the Project site. The screening shall also be installed so as to minimize the views and potential glare of headlights of motor vehicles within the garage from beyond the Project site boundary. Screening measures may include, but are not limited to, shielding attached to the luminaire, building, or site structures.

MM-67 (Project Design Feature D.2-3):

Building Façades: The maximum measurable luminance of the illuminated building façade shall not exceed 40 cd/m². Additionally, an area weighted average of field measurements shall not exceed 10 cd/m² for any single contiguous façade area greater than 7,500 square feet in area.

MM-68 (Project Design Feature D.2-4):

Glass used in building façades shall be anti-reflective or treated with an anti-reflective coating in order to minimize glare.

MM-69 (Project Design Feature D.2-5):

Light levels from permanent light fixtures shall not exceed 10 fc (average, horizontal at the ground) within Gilbert Lindsey Plaza.

MM-70 (Project Design Feature D.2-6):

Illuminance from specified light sources shall not exceed 21.5 lux (2.0 fc) at the property line of the nearest residential property or light sensitive receptor.

MM-71 (Project Design Feature D.2-7):

Luminaires illuminating the building façade with intensities greater than 10,000 candelas shall be shielded from view beyond the Project site boundary.

MM-72 (Project Design Feature D.2-8):

Luminaires not illuminating the building façade with intensities greater than 10,000 candelas shall be shielded or rated as cut-off per the Illuminating Engineering Society of North America.

MM-73 (Project Design Feature D.2-9):

Luminaires within the Bond Street and L.A. Live Way Garages shall be equipped with screening measures that limit light spill beyond the north and west sides of the garage toward to Project site's northern and western boundaries, which are adjacent to sensitive receptors.

MM-74 (Project Design Feature D.2-10):

Luminaires shall be shielded, reduced in intensity, or otherwise protected from view such that the brightness of a light source within 10 degrees from a driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except when minimum values are less than 10 fL. If minimum values are below 10 fL, the source brightness shall not exceed 500 fL plus 100 times the angle, in degrees, between the driver's line of sight and the light source.

MM-75 (Project Design Feature D.2-11):

Luminaires used for field lighting within the Event Center shall be aimed, shielded, or screened from view so that the Glare Rating does not exceed 45 for motorists and vehicles operated on roadways. Prior to the issuance of the first building permit for the Event Center structure, the Event Center Applicant shall prepare a study of the Glare Ratings at all roadways that have a direct line of sight to the Event Center's Spectator Event luminaires located within a 1-mile radius of the Project site. The lighting study shall demonstrate to the satisfaction of the City of Los Angeles Department of Building and Safety that the Event Center's design does not result in a Glare Rating above 45 at any roadway location within a 1-mile radius of the Project site.

MM-76 (Project Design Feature D.2-12):

The aiming of Sky-Tracker luminaires shall be regulated to prevent the high intensity beam from striking any building façades. Sky-Tracker luminaires shall not project light more than 25 degrees from zenith. Use of Sky-Tracker luminaires shall adhere to the aiming constraints shown diagrammatically in Figure IV.D.2-2 on page IV.D.2-22.

MM-77 (Project Design Feature D.2-13):

The measured illuminance from proposed Project signage shall not exceed 32.3 lux (3.0 fc) at the property line of the nearest residential property or light sensitive receptor.

MM-78 (Project Design Feature D.2-14):

The measured luminance from Proposed Project signage shall not exceed 800 cd/m² after sunset or before sunrise.

MM-79 (Project Design Feature D.2-15):

Self-illuminated signs and/or luminaires intended to illuminate signs shall be shielded, or reduced in intensity, or otherwise protected from view such that the brightness of a light source within 10 degrees from a driver's normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except when minimum values are less than 10 fL. If minimum values are below 10 fL, the source brightness would not exceed 500 fL plus 100 times the angle, in degrees, between the driver's line of sight and the light source.

MM-80 (Project Design Feature D.2-16):

The intensity of illuminated signage shall be controlled with a photocell with an adjustable set-point that measures available daylight. This set-point shall be used to control the intensity of the sign output to either the daytime or nighttime luminous intensity.

MM-81 (Project Design Feature D.2-17):

Light sources associated with proposed Project construction shall be shielded and/or aimed so that no direct beam illumination is provided outside of the Project site boundary. However, construction lighting shall not be so limited as to compromise the safety of construction workers.

MM-82 (Project Design Feature D.2-18):

Any Sky-tracker luminaire within the Event Center that is aimed out of the open roof structure shall be aimed within 25 degrees of zenith.

MM-83 (Project Design Feature D.2-19):

All luminaires installed on a temporary basis on the Project site shall be aimed so that the direct beam illuminance is directed on the event activity.

MM-84 (Project Design Feature D.2-20):

The number of fireworks displays at the Event Center shall be limited to 15 times per year. Each fireworks display shall not exceed 20 minutes in duration. Isolated use of firework devices during events would also be permitted.

MM-85 (Project Design Feature D.2-21):

The interior lighting for the proposed Project and associated luminances or interior surfaces shall be designed, specified, and installed so that maximum candela direct beam illuminance (from luminaires) is not directed out of the building envelope.

MM-86 (Mitigation Measure D.2-1):

Luminaires used for field lighting within the Event Center shall be aimed, shielded, or screened from view in an effort to prevent the Glare Rating from exceeding 55 at all residences that have a direct line of sight to the Event Center's Spectator Event luminaires located within a one-mile radius of the Project site. Prior to the issuance of the first building permit for the Event Center structure, the Event Center Applicant shall prepare a study of the Glare Ratings at all such residences located as specified above to determine whether the Glare Rating at such residences from the Event Center's Spectator Event luminaires exceeds a Glare Rating of 55. For those residences located as specified above that exceed a Glare Rating of 55, the Event Center Applicant shall offer to install, at the Event Center Applicant's expense, window coverings that reduce the Glare Rating to a level of 55 or below.

MM-87 (Mitigation Measure D.2-2):

As part of the building approval process, the Event Center Applicant shall submit a lighting plan to the satisfaction of the Director of Planning. The lighting plan shall include the following: the location(s) of Sky-tracker searchlights; and the locations of architectural lighting, as that type of lighting is defined in the Proposed Convention and Event Center Specific Plan.

MM-88 (Mitigation Measure D.2-3):

The Director of Planning shall have the authority to limit the refresh rate on any Animated Sign or Electronic Message Display Sign visible from the freeway to refresh no more frequently than once every four seconds, with an interval between messages of not less than one second, and with an unchanged intensity of illumination.

MM-89 (Mitigation Measure D.2-4):

The Applicants' lighting design expert shall implement the following protocol to confirm compliance with all City Code requirements and lighting regulations (including without limitation, LAMC Section 93.0117 and the requirements of the Signage Supplemental Use District) and the lighting mitigation measures (including Project Design Feature D.2-3, D.2-5 through D.2-8, D.2-10, D.2-13 through D.2-15). The results of the foregoing testing shall be provided to the Los Angeles Department of Building and Safety (and copied to the Department of City Planning)

immediately prior to initial signage operation, and immediately prior to initial stadium operation, with a follow-up compliance test to be performed 12 months after certificate of occupancy.

A representative testing site shall be established on or next to those light-sensitive receptors which have the greatest exposure to signage and stadium lighting on each of the façades of the proposed Project.

A light meter mounted to a tripod at eye level, facing the proposed Project buildings, shall be calibrated and measurements shall be taken to determine ambient light levels with the signage on, and when the stadium is in operation

An opaque object (e.g., a board) shall also be used to block out the view of the sign, and the stadium, from the light meter, at a distance of at least 4 feet away from the tripod and blocking the light meter's view of the building. A reading shall be taken to determine the ambient light levels with the sign-off

The difference between the ambient light levels with the signage being illuminated, and with the signage being off, would be the amount of light the signage casts onto the sensitive receptor

The difference between the ambient light levels when the stadium is in operation and when it is not in operation would be the amount of light the stadium casts onto the sensitive receptor

An alternative method to measure light levels would be to use the same tripod and same light meter, but to turn on and off the signage, and to turn the stadium lighting on and off. This method takes more coordination, but is more accurate

In addition, if at any time, the Los Angeles Department of Building and Safety has good cause to believe the Proposed Project's signage lighting is not in compliance with the Los Angeles Municipal Code, regulations or mitigation measures, the Los Angeles Department of Building and Safety may request the protocol be implemented to determine compliance, at the expense of the Applicants. If the testing determines that the signage, or the stadium lighting, is not in compliance with the Los Angeles Municipal Code, regulations, mitigation measures, or project design features, the Applicants shall adjust the signage and/or lighting to bring it into compliance immediately.

MM-90 (Project Design Feature E-1):

Project construction shall utilize drilled piles during the late evening hours (between 9 p.m. and 12 a.m.), in order to reduce potential construction noise and vibration impacts.

MM-91 (Project Design Feature E-2):

Project contractor shall equip all construction equipment used at the Project site with properly operated and maintained, commercially available noise shielding and/or muffling devices that are consistent with the manufacturer's standards.

MM-92 (Project Design Feature E-3):

The Event Center in-house sound system would utilize a distributed speakers system capable of aiming the sound toward the seating areas, to minimize sound spillage to the exterior of the Event Center.

MM-93 (Project Design Feature E-4):

Building mechanical/electrical equipment shall be designed to meet the noise limit requirements of LAMC, Chapter XI, Section 112.02.

MM-94 (Project Design Feature E-5):

Loading dock and trash/recycling areas for the Event Center and STAPLES Center shall be located in the subterranean level, which shall preclude noise from this source at exterior locations.

MM-95 (Project Design Feature E-6):

All rooftop mechanical equipment shall be enclosed or screened from view with appropriate screening walls.

MM-96 (Mitigation Measure E-1):

A temporary, continuous and impermeable noise barrier shall be provided as follows:

- A) During the Event Center construction, a noise barrier wall providing a minimum 5 dBA noise reduction at the first-floor level shall be erected along the Project northern boundary along the Project northern boundary between the Event Center construction area and Receptor R1 (Ritz Hotel and Residences and Marriott Hotel at L.A. LIVE).
- B) During construction of the New Hall, a noise barrier wall providing a minimum 7 dBA noise reduction shall be erected between the New Hall construction area and off-site noise sensitive receptor R26 (southern boundary of New Hall construction area).
- C) During construction of the Pico Station Second Platform, a noise barrier wall providing a minimum 11 dBA noise reduction shall be erected between the Pico Station Second Platform construction area and off-site noise sensitive receptors R2 and R3, along Pico Boulevard (southern construction area boundary) and a portion of Flower Street (extending approximately 100 feet from Pico Boulevard).

MM-97 (Mitigation Measure E-2):

Power construction equipment shall be equipped with noise shielding and muffling devices. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

MM-98 (Mitigation Measure E-3):

Stationary source construction equipment that may have a flexible specific location on-site (e.g., generators and compressors) shall be located so as to maintain the greatest distance from sensitive land uses and unnecessary idling of equipment shall be prohibited.

MM-99 (Mitigation Measure E-4):

Engine idling from construction equipment such as bulldozers and haul trucks shall be limited. Idling of haul trucks shall be limited to five (5) minutes at any given location as established by the South Coast Air Quality Management District.

MM-100 (Mitigation Measure E-5):

The use of vibratory rollers within 150 feet, or impact pile driving within 320 feet, of the Nokia Theatre shall be limited to time periods that do not coincide with events occurring at the Nokia Theatre.

MM-101 (Mitigation Measure E-6):

The use of impact pile drivers within 320 feet of the Nokia Theater shall be coordinated with the Nokia Theatre to avoid conflicts.

MM-102 (Project Design Feature F.1-1):

The Project would comply with SCAQMD Rule 403 regarding fugitive dust control through implementation of the following measures:

Use watering to control dust generation during the demolition of structures.

Clean-up mud and dirt carried onto paved streets from the site.

Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.

Include provisions in contracts with contractors to enforce requirement that trucks and equipment hauling material such as debris or any fill material operating at the Project site or traveling to or from the Project site must be fully covered, and post signs on-site regarding this requirement.

Suspend earthmoving operations or implement additional watering to meet Rule 403 criteria if wind gusts exceed 25 mph.

An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding

excessive fugitive dust generation. A bilingual Spanish speaking construction relations officer shall be appointed to act as a community liaison concerning construction-related issues and on-site activity, including investigation and resolution of issues related to fugitive dust generation.

MM-103 (Project Design Feature F.1-2):

The roof specification for the New Hall shall meet the standards of a "cool roof."

MM-104 (Project Design Feature F.1-3):

Outdoor lighting levels shall be reduced during non-event time periods to the extent that the reduced levels do not create an unsafe condition.

MM-105 (Project Design Feature F.1-4):

The Applicants shall provide information to vendors as to the nearest locations of electronic charging and alternative fuel stations, which will be updated as additional stations come on-line in the vicinity.

MM-106 (Project Design Feature F.1-5):

The Project Applicants shall only test one emergency back-up diesel generator for maintenance purposes on a given day and no emergency back-up diesel generator would be tested on days with events at the Event Center.

MM-107 (Project Design Feature F.1-6):

The Project Applicants shall use alternative fueled steam cleaner heaters (e.g., propane) in lieu of diesel.

MM-108 (Project Design Feature F.1-7):

The Pico Passage shall be equipped with carbon monoxide sensors which would trigger operation of ventilation fans when needed to ensure compliance with ambient air quality standards.

MM-109 (Project Design Feature F.1-8):

The Event Center Applicant shall evaluate low carbon footprint concrete and consider it for potential uses in the construction to the greatest extent practical.

MM-110 (Project Design Feature F.1-9):

L.A. Live Way and Bond Street Garages shall both provide a minimum ground floor clearance of 8 feet 2 inches for van pool access.

MM-111 (Mitigation Measure F.1-1):

The Project representative 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 will be used an aggregate of 40 or more hours during any portion of construction activities for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each such unit's certified tier specification, BACT documentation, and CARB or AQMD operating permit shall be provided onsite at the time of mobilization of each applicable unit of equipment. Off-road diesel-powered equipment that will be used an aggregate of 40 or more hours during any portion of the construction activities for the Project shall meet the Tier 3 standards and off-road equipment greater than 300 horsepower shall be equipped with diesel particulate filters. Beginning in January 2015, the requirement shall increase to Tier 4 equipment where commercially available. Construction contractors supplying heavy duty diesel equipment greater than 50 horsepower shall be encouraged to apply for AQMD SOON funds. Information including the AQMD website shall be provided to each contractor which uses heavy duty diesel for on-site construction activities.

MM-112 (Mitigation Measure F.1-2):

All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

MM-113 (Mitigation Measure F.1-3):

Contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will have their engines turned off after 5 minutes when not in use, to reduce vehicle emissions. In addition, the Applicant shall also require contractors to limit idling of construction equipment, trucks, and vehicles to the extent practical.

MM-114 (Mitigation Measure F.1-4):

Emission generating construction activities shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

MM-115 (Mitigation Measure F.1-5):

To the extent practical, electric powered construction equipment shall utilize electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

MM-116 (Mitigation Measure F.1-6):

Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.

MM-117 (Mitigation Measure F.1-7):

Construction equipment shall incorporate, where commercially available, emissions-saving technology such as hybrid drives and specific fuel economy standards upon promulgation (e.g., CAFE Standards).

MM-118 (Mitigation Measure F.1-8):

Schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable.

MM-119 (Mitigation Measure F.1-8a):

During construction, the Project shall use contractors for soil import/export with haul trucks meeting EPA Model Year 2007 NOX emissions levels when such equipment is reasonably available to achieve a goal that at least 33 percent of the haul truck fleet meets this standard, provided that such usage is consistent with the Event Center Applicant's MBE/WBE goals.

MM-120 (Mitigation Measure F.1-8b):

Utilize low sulfur diesel fuel, bio-diesel, or LNG for any use of portable generators to power construction machinery.

MM-121 (Mitigation Measure F.1-8c):

Finish materials that include Triclosans in public areas shall not be used.

MM-122 (Mitigation Measure F.1-9):

The Applicant shall work with vendors and suppliers to schedule as many deliveries as practical during off-peak traffic periods to encourage the reduction of trips during the most congested periods.

MM-123 (Mitigation Measure F.1-10):

Lower emissions fireworks shall be used to the extent feasible for "proximate fireworks" where it would achieve a similar fireworks effect.

MM-124 (Mitigation Measure F.1-11):

New proposed diesel-fueled emergency generators shall be equipped with diesel particulate filters.

MM-125 (Mitigation Measure F.1-12):

Landscape maintenance lawn mower and leaf blower equipment shall be powered by electricity.

MM-126 (Mitigation Measure F-1.13):

New proposed sweepers shall be electric or alternatively fueled with HEPA filters, where commercially available.

MM-127 (Mitigation Measure F-1.14):

The Applicant shall utilize water-based or low VOC cleaning products where a suitable replacement product is commercially available.

MM-128 (Project Design Feature F.2-1):

The Applicants shall implement a Sustainability Program as set forth in Appendix E of this Draft EIR.

MM-129 (Project Design Feature G-1):

All Project construction shall conform to the requirements of the LAMC, which incorporates the requirements of the CBC, including all provisions related to seismic safety.

MM-130 (Mitigation Measure G-1):

Prior to issuance of the building permit for the New Hall, Event Center, and new garages, a site-specific geotechnical report shall be prepared in accordance with the City of Los Angeles requirements, including those set forth in the LAMC, which incorporates the CBC. The recommendations contained within the site-specific geotechnical report, including those pertaining to site preparation, fill placement, and compaction, seismically induced ground acceleration, liquefaction; foundations; pavement design; footings; and foundations shall be implemented. The site-specific geotechnical reports shall include all applicable recommendations included in the Report of Geotechnical Investigation prepared by AMEC E&I, Inc. included as Appendix N to this Draft EIR.

MM-131 (Mitigation Measure G-2):

Pursuant to the geotechnical report prepared in accordance with LADBS requirements, a temporary shoring system shall be implemented during proposed Project construction to ensure slope stability during excavation activities. If the necessary space is available, temporary excavations up to 25 feet in depth may be sloped back at a 1:1 (horizontal to vertical), in lieu of shoring. Deeper excavations shall be sloped at an inclination of 1.25:1. Where there is not sufficient space for sloped embankments, temporary shoring shall be erected, to a reasonable satisfaction of the LADBS. This may include, but is not limited to, installing steel soldier piers in drilled holes that would be backfilled with concrete and restrained with tie-in anchors. The shoring shall be designed by a professional geotechnical engineer with experience in the design of excavation shoring. The excavation shoring design shall be approved by LADBS prior to its installation.

MM-132 (Mitigation Measure G-3):

Testing of Project site soils by a certified engineering geologist and/or geotechnical engineer shall be performed as part of the site-specific geotechnical report, and structure and site improvements shall be designed to resist the effects of expansive and corrosive soils.

MM-133 (Project Design Feature H.1-1):

Prior to the issuance of a grading permit, the Project Applicants shall provide evidence to the City of Los Angeles Department of Public Works, as appropriate, that a Notice of Intent has been filed with the State Water Resources Control Board for coverage under the General Construction Permit and a certification that a Storm Water Pollution Prevention Plan has been prepared. Such evidence shall consist of a copy of the Notice of Intent stamped by the State Water Resources Control Board or Regional Board, or a letter from either agency stating that the Notice of Intent has been filed. The Stormwater Pollution Prevention Plan shall include a menu of Best Management Practices to be selected and implemented based on the phase of construction and the weather conditions to effectively control erosion.

MM-134 (Project Design Feature H.1-2):

Prior to approval of B-Permit Plans or issuance of building permit, the Project Applicants shall prepare and submit for review and approval a Standard Urban Stormwater Mitigation Plan that

shall include Best Management Practices (e.g., infiltration systems, bio-filtration, structural treatment systems) and demonstrate compliance with Low Impact Development Ordinance requirements to the City of Los Angeles Department of Public Works or Department of Building and Safety, as applicable.

MM-135 (Project Design Feature H.1-3):

The Project Applicants shall control nitrates through the selection of native plants and minimal use of nitrogen-based fertilizers in on-going landscape maintenance.

MM-136 (Mitigation Measure I.1-1):

Prior to the issuance of a demolition permit for the West Hall, photographic documentation noting the exterior elevations and interior features of the West Hall shall be conducted. Photographs shall be 35 mm, black and white taken by a professional photographer familiar with the recordation of historical buildings. Archival copies of the photographs along with existing drawings of the West Hall should be submitted to the Los Angeles Public Library, Central Library.

MM-137 (Mitigation Measure I.2-1):

Prior to starting ground-disturbing activities, such as construction work on the Project site in the areas identified as archaeologically sensitive in Figure IV.1.2-1, the Project shall retain a Project archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards and is eligible for or listed in the Register of Professional Archaeologists.

MM-138 (Mitigation Measure I.2-1a):

The Event Center Applicant shall retain a Native American Heritage Commission recognized representative of the Gabrieleño Band of Mission Indians to monitor excavation activities for the Event Center. A monitoring schedule with a maximum of eight man-hours per week during excavation of the Event Center and an "on-call" program shall be established by the Event Center Applicant in coordination with the City of Los Angeles to ensure adequate oversight of earth disturbance activities.

MM-139 (Mitigation Measure I.2-2):

If potential archaeological resources are identified during monitoring of ground-disturbing activity, the archaeologist shall order the temporary diversion of work outside a 200-foot radius around the discovery until the archaeologist has evaluated whether they are eligible for the listing in the California Register of Historical Resources or National Register of Historic Places. After the archaeologist determines that the resources are not significant, or if significant, have been successfully recovered (per Mitigation Measure 1.2-3), work may resume in the area where the archaeological resources were encountered.

MM-140 (Mitigation Measure I.2-3):

If archaeological resources are found to be eligible and thus are significant historical resources under CEQA, a data recovery plan shall be developed and implemented. This data recovery plan shall include methods for hand-excavation, analysis, and report writing and shall also provide procedures for the curation of any collected material and associated Project material at a facility meeting federal standards. The historical resource shall be recorded in accordance with requirements of the Office of Historic Preservation (i.e., using Department of Parks and Recreation 523 Series forms).

MM-141 (Mitigation Measure I.2-4):

If potential human remains are encountered during ground-disturbing activities, all work shall halt, and the Los Angeles County Coroner's Office and the Los Angeles Police Department shall be notified, as prescribed in Public Resources Code §5097.98 and Health and Safety Code §7050.5. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in §15064.5(e) of the State CEQA Guidelines. The proposed Project shall follow the guidelines set forth in Public Resources Code §§5097.98 and 5097.94(k).

MM-142 (Mitigation Measure I.2-5):

If significant archaeological resources are found, draft reports on archaeological findings shall be prepared by the project archaeologist for submission to the City of Los Angeles for review. Final

versions of these reports shall be submitted to the City of Los Angeles and the South Central Coastal Information Center at California State University, Fullerton.

MM-143 (Project Design Feature J.1-1):

Comprehensive Security Plan. The Applicants, in conjunction with the LAPD, shall finalize the preliminary Comprehensive Security Plan (CSP) through further consultation with the California Department of Transportation (Caltrans), Los Angeles Fire Department (LAFD), California Highway Patrol (CHP), Los Angeles County Sheriff's Department (LASD), and Metropolitan Transit Authority (Metro) as the proposed Project proceeds through its final design phases and prior to operation. The Applicants shall implement the final CSP during operation of the proposed Project.

The Comprehensive Security Plan shall include provisions for closure of streets and other security measures as may be appropriate for protection of Pico Passage depending on the size and nature of events. Further, in the course of finalizing the Comprehensive Security Plan and the design of the New Hall over Pico Blvd, the Applicant shall engage a qualified consultant to evaluate security risks, and in particular how to address the potential for blast related events both in design and operations, and make recommendations that may be appropriate based on the provisions of the Comprehensive Security Plan. The Applicant shall submit the consultant's report and recommendations to, and consult with LADBS, LACC, LAPD, the New Hall design team and BOE, regarding appropriate operational and design measures in consideration of the report and recommendations.

MM-144 (Project Design Feature J.1-2):

Security Features during Construction. During construction of the proposed Project, both Applicants shall implement private security measures including security fencing, lighting, locked entry, and security patrol on the Project site.

MM-145 (Mitigation Measure J.1-1):

The Los Angeles Police Department (LAPD) and the Event Center Applicant shall agree to a Memorandum of Agreement (MOA) prior to the opening of the Event Center. This MOA shall ensure appropriate public safety and security deployment by the Applicant's layered security resources (plain-clothed and uniform security officers) such that there would not be an impact on service levels provided by the LAPD, including response times or other delays in service.

The MOA shall ensure scaled levels of police and security staffing based upon identified, objective standards, including, but not limited to: anticipated crowd size, historical data associated with crowd or fan behavior, event type, etc.

The MOA should include provisions for:

- Standard supervision/management-to-officer ratios;
- A minimum of one full-time Police Manager (Police Captain);
- A minimum of two support staff members; and
- Applicant's use of uniformed, off-duty LAPD officers and the LAPD deployment of on-duty uniformed resources.

In addition, the MOA shall:

- Identify the secure staging location, within the Project site, for first responders (such as Bomb Squad, Hazmat, and other appropriate LAPD units); and
- Identify a mutually agreed upon dedicated location for explosives detection equipment storage and additional first responder equipment.

The MOA shall ensure that any measures to mitigate or avoid significant adverse changes are fully enforceable. Full implementation of the MOA's stipulations shall also be required.

MM-146 (Project Design Feature J.2-1):

Construction managers and personnel shall be trained in emergency response and fire safety operations.

MM-147 (Project Design Feature J.2-2):

Fire suppression equipment specific to Project construction shall be maintained on the construction sites in accordance with OSHA and Fire Code requirements.

MM-148 (Project Design Feature J.2-3):

Develop a response/access plan for both construction and operations in consultation with the LAFD. This plan shall be prepared in coordination with the proposed Project's Transportation Management and Comprehensive Security Plans.

MM-149 (Project Design Feature J.2-4):

Fire inspector(s) shall be assigned to the Project site as needed during relevant construction phases.

MM-150 (Project Design Feature J.2-5):

A plot plan shall be submitted to the LAFD for approval prior to approval of the first building permit. The plot plan shall include the following minimum design features:

Fire lanes, where required, shall be a minimum of 20 feet in width clear to sky, posted with a sign of no less than three square feet in area and/or painted with "Fire Lane No Parking," and have an adequate approved turning area. When a fire lane must accommodate the operation of LAFD aerial ladder apparatus or where fire hydrants are installed, those portions would not be less than 28 feet in width;

Access for LAFD apparatus and personnel to and into all structures would be provided; Identify the locations and sizes of all fire hydrants; and

All structures would be within 300 feet of an approved fire hydrant.

MM-151 (Project Design Feature J.2-6):

The Convention Center Applicant and Event Center Applicant shall develop a first responder communications plan for their respective structures in consultation with, and approved by, the LAFD. The plan shall address the need for communications equipment. The first responder communications plan shall be updated from time to time based on information that may be learned during operation of the proposed Project, potential changes in LAFD's available resources, and possible competing demands on these resources due to cumulative development.

MM-152 (Project Design Feature J.2-7):

The operator of the Event Center shall provide or cause to be provided ambulance services such that one ambulance is on-site in accordance with the provisions of the Fire Life Safety Resources Management Plan.

MM-153 (Project Design Feature J.2-8):

The operators of the Convention Center and Event Center shall provide an ambulance station with adequate resources for basic life support and advanced life support services at all Event Center events, per the provisions of the Fire Life Safety Resources Management Plan (see Project Design Feature J.2.6).

MM-154 (Project Design Feature J.2-9):

A Fire Life Safety Resources Management Plan shall be developed in consultation with, and approved by, the LAFD, prior to issuance of a certificate of occupancy for the Event Center. In the development of the Fire Life Safety Resources Management Plan, the Applicant and LAFD shall consult regarding the need for personnel, equipment and facilities. As part of the Plan, the Applicant shall provide funding as needed for event-day deployment of personnel and equipment in a manner that is appropriate to the type and size of events at the Event Center and consistent with measures undertaken for other large attendance venues. The Fire Life Safety Resources Management Plan shall be updated from time to time based on information that may be learned during operation of the proposed Project, potential changes in LAFD's available resources, and possible competing demands on these resources due to cumulative development.

MM-155 (Project Design Feature K.1-1):

As indicated in the Applicant's Sustainability Program (see Appendix E of the Draft EIR) the New Hall and the Event Center will achieve a water use reduction of 33 percent and 35 percent of the estimated baseline.² These water reduction requirements shall be met by specific measures which may include the following:

Commercial/Public Facility Water Conservation Features

Install high-efficiency toilets that use a maximum of 1.28 gallons per flush.

Install high-efficiency urinals (0.125 gallon/flush) for the Convention Center, and waterless urinals for the Event Center.

Install low-flow faucets for public and most private locations with a maximum flow rate of 0.5 gallon per minute. Low-flow faucets will be of a self-closing design (i.e., that would automatically turn off when not in use).

Install no more than one showerhead per shower stall, having a flow rate no greater than 2 gallons per minute.

Install Prep and Service faucets with low-flow aerators that use 1.8 gallons per minute in lieu of the standard 2.2 gallons per minute.

Install high efficiency dishwashers that are Energy Star rated or equivalent within kitchen/food preparation areas minimum per City ordinance requirements.

Install high-efficiency clothes washers with a water factor of 6.0 or less that are Energy Star rated, when possible. Includes both large and small washers to accommodate variances in load sizes.

Cooling Tower Conductivity Controllers or Cooling Tower pH Conductivity Controllers.

For Cooling Towers: Install purple piping and associated connections (i.e., reclaimed water infrastructure) to the property line for potential future connection to LADWP reclaimed water supply, pending confirmation of water chemical profile for acceptable use.

Landscaping Water Conservation Measures

Install high-efficiency irrigation systems, including weather-based irrigation controllers with rain shutoff technology.

Install matched precipitation (flow) rates for sprinkler heads.

Install drip/microspray/subsurface irrigation, where appropriate.

Achieve minimum irrigation system distribution uniformity of 85 percent.

Install a separate water meter (or submeter), flow sensor, and master valve shut-off for irrigated landscape areas totaling 5,000 square feet and greater.

Use water efficient landscaping such as proper hydro-zoning.

Use landscape contouring to minimize precipitation runoff.

Use artificial turf for the proposed Event Center playing surface.

For irrigation systems: Install purple piping and associated connections (i.e., reclaimed water infrastructure) to the property line for potential future connection to LADWP reclaimed water supply, pending confirmation of water chemical profile for acceptable use.

Use best current landscaping practices that balance water use, shade, CO2 removal, aesthetics and practical design concerns.

² Water Baseline calculated according to the maximum allowable water use per plumbing fixture and fittings as required by the California Building Standards Code as cited in 2010 Los Angeles Green Building Code.

Water Performance

Install, at minimum, whole building water meters that measure total potable water use for the entire building. Install submeters on cooling towers and irrigation subsystems per above.

MM-156 (Mitigation Measure K.1-1):

Prior to issuance of a certificate of occupancy, the proposed Project shall coordinate with the City of Los Angeles Department of Water and Power for the anticipated upgrade of the existing 8-inch water main located on the south side of Pico Boulevard between L.A. Live Way and Figueroa Street to a 12-inch water main in accordance with all applicable City standards.

MM-157 (Mitigation Measure IV.K.2-1):

Sewer connections between the proposed Project and the existing municipal sewer systems would be designed to conform to the standards of the Department of Public Works.

MM-158 (Mitigation Measure IV.K.2-2):

The Event Center Applicant shall construct a local sewer line that connects into System 2's 66-inch line.

MM-159 (Project Design Feature K.3-1):

The Applicants will extend the existing on-site solid waste recycling programs to include both the Event Center and the New Hall.

MM-160 (Project Design Feature K.3-2):

A minimum of 20 percent of all building materials and products for development will consist of recycled content or be manufactured regionally or use rapidly renewable resources.

MM-161 (Project Design Feature K.3-3):

Divert a combined minimum of 75 percent of construction waste and/or debris from landfill storage for both the demolition and new construction phases.

MM-162 (Project Design Feature K.3-4):

The New Hall would divert at least 50 percent of its solid waste during operation.

MM-163 (Project Design Feature K.3-5):

Seventy-five percent of solid waste will be diverted during construction and operation of the Event Center. The Event Center will divert waste from landfill through robust recycling, the donation of durable goods, and implementing a front of house composting program that includes sourcing of biodegradable concessions packages.

MM-164 (Project Design Feature K.4-1):

The New Hall would implement additional efficiency measures to achieve a 20 percent reduction in energy consumption relative to the California Energy Efficiency Standards and would also comply with the required measures of the 2010 Los Angeles Green Building Code.

MM-165 (Project Design Feature K.4-2):

The Event Center would implement additional efficiency measures to achieve a 14 percent reduction than the estimated baseline.³

MM-166 (Project Design Feature K.4-3):

The L.A. Live Way Garage and the Bond Street Garage shall feature energy efficient lighting.

MM-167 (Project Design Feature K.4-4):

A minimum total of 12 electric car charging stations shall be provided within the on-site parking garages.

³ Energy Baseline calculated according to Title 24 2008 as cited in the City of Los Angeles Green Building Code.

MM-168 (Project Design Feature K.4-5):

Install solar panels which, at a minimum, will replace the output of the solar panels that currently exist at LACC.

MM-169 (Mitigation Measure K.4-1):

Construct, if determined to be required by the LADWP, an additional redundant 35 kV underground electrical feeder in Pico Boulevard paralleling the existing feeders, or other improvements determined by the LADWP.

MM-170 (Mitigation Measure K.4-2):

Construct additional LADWP transformation and switching equipment to the existing below grade vault south of Pico Boulevard and East of Convention Center Way.

MM-171 (Mitigation Measure K.4-3):

Construct new LADWP transformation and switching equipment in the lot between Convention Center Way and L.A. Live Way, in an above ground screened location. The exact location of the electrical feeder and LADWP vault, and transformation and switching equipment would be determined as plans for the Project are further refined.

MM-172 (Mitigation Measure K.4-4):

Construct two (2) 34.5 kV circuits from the intersection of Figueroa Street and Chick Hearn Court or from the intersection of Figueroa Street and Pico Boulevard. The circuits shall be extended in concrete encased conduits with manholes located approximately 300 feet on center to a new LADWP vault at the Event Center. The conduits, manholes and vault shall be installed per LADWP requirements.

MM-173 (Mitigation Measure K.5-1):

In the event that the Event Center final building design requires connection to the existing natural gas line in Chick Hearn Court, then the Event Center Applicant shall upgrade or cause to be upgraded the existing 4-inch natural gas line located in Chick Hearn Court between L.A. Live Way and Georgia Street to a 6-inch line prior to the completion of construction of the Event Center.

MM-174 (Project Design Feature L-1):

The Applicants shall prepare and implement a Soil Management Plan approved by the Department of Toxic Substances Control, pursuant to Department of Toxic Substances Control's Voluntary Cleanup Program, or other applicable state or local regulatory agency providing oversight, to address potential contamination in soil within the Project site. The approved Soil Management Plan shall include procedures for soil sampling and remedial options that may include removal (excavation), treatment (in-situ or ex-situ), or other measures, as appropriate. If soil contamination is suspected to be present, prior to excavation and grading, the South Coast Air Quality Management District's (SCAQMD) Rule 1166 shall be implemented, as appropriate. If soil contamination is not suspected, but is observed (i.e., by sight, smell, visual, etc.) during excavation and grading activities, excavation and grading shall be temporarily halted and redirected around the observed area(s) until the appropriate evaluation and follow-up measures are implemented, as contained in SCAQMD's Rule 1166. The contaminated soil discovered shall then be evaluated and managed in accordance with the approved Soil Management Plan in order for grading activities to resume.

MM-175 (Project Design Feature L-2):

A comprehensive asbestos-containing materials survey shall be conducted on all structures prior to renovation or demolition. If any Regulated Asbestos-Containing Materials (RACM), Category I/Class I Non-Friable and Category I/Class II Non-Friable ACMs that may become friable are determined to be present, they shall be removed prior to renovation or demolition activities taking into account the following: EPA's National Emission Standards for Hazardous Air Pollutants (NESHAPs) and South Coast Air Quality Management District's Rule EPA's NESHAPs 1403. EPA Guidance Document 340/1-92-013 "A Guide to Normal Demolition Practices under the Asbestos NESHAPs" shall be referred to prior to initiation of a proposed demolition project. In addition to asbestos regulations that control the release of asbestos to the ambient environment,

federal and State OSHA regulations outlining specific work practices for handling ACMs shall be followed.

All asbestos removal shall be performed by an experienced, state-licensed, Cal/OSHA- and SCAQMD-registered asbestos contractor. All work shall take place under the guidance of an independent, California Certified Asbestos Consultant. The Consultant shall be responsible for reviewing the redevelopment drawings, designing engineering controls used to control airborne asbestos contamination, visual inspections of engineering controls, and ambient air monitoring to determine airborne fiber levels.

MM-176 (Project Design Feature L-3):

A comprehensive lead-based paint survey shall be conducted on all structures prior to renovation or demolition. In the event that lead-based paint is present, all removal activities shall conform to federal and California OSHAs regulations (e.g., Interim Final Rule found in 29 CFR Part 1926.62).

MM-177 (Project Design Feature L-4):

The Applicants shall submit to the City Fire Department and City Department of Building and Safety, as applicable, an updated emergency response and/or evacuation plan, as appropriate, to include operation of the proposed Project. The emergency response plan shall include but not be limited to the following: mapping of evacuation routes for vehicles and pedestrians, and the location of the nearest hospital and fire departments. The update to this plan shall be coordinated with the Proposed Project's Construction Traffic and Parking Management Control Plan (see Mitigation Measure B.1-30, Section IV.B.1, Transportation).

MM-178 (Mitigation Measure L-1):

A Geophysical Survey of the West Hall, Cherry Street Garage, and the surface parking lot located south of Pico Boulevard, between L.A. Live Way and Bond Street shall be conducted to assess the presence of undocumented USTs, or other subsurface impoundments, in these locations. A subsurface soil investigation and soil gas survey shall also be conducted in order to investigate the presence of residual contaminants in the soil in these areas. The data from the investigation shall be included in a Soil Management Plan for the Project site, which shall indicate the proper characterization, removal, and disposal requirements for contaminated soils identified, and shall be submitted to the Department of Toxic Substances Control for approval prior to the redevelopment of the Project site.

MM-179 (Mitigation Measure L-2):

In the event that USTs, fill materials or undocumented areas of contamination are encountered during construction or redevelopment activities, work in the affected areas shall be discontinued until appropriate health and safety procedures are implemented. The LAFD shall be notified regarding the contamination. The appropriate program shall be selected based on the nature of the contamination identified. The contamination remediation activities shall be conducted in accordance with pertinent regulatory guidelines, under the oversight of the appropriate regulatory agency. If contaminated soil is to remain in place, it shall be evaluated for vapor intrusion concerns and if vapor intrusion issues are present, all overlying structures shall be designed to mitigate the vapor intrusion risk.

MM-180 (Mitigation Measure L-3):

All USTs and ASTs shall be removed following all applicable local, state and federal regulations. Applicable permits shall be obtained from local oversight agencies including the City of Los Angeles Fire Department and South Coast Air Quality Management District, as applicable. An experienced environmental professional, along with LAFD representatives, shall provide oversight and monitoring of the removal and soil collection process during the tank removal. Laboratory testing of the soil shall be performed to evaluate the presence of contamination. Once a site has been initially evaluated via soil and/or groundwater collection and analysis, further site investigation and remediation activities may be warranted. Where indicated as required by this further investigation, clean-up measures to mitigate the soil contamination, vapor intrusion risk, and/or groundwater contamination shall be undertaken. Local oversight by the City of Los Angeles Fire Department and/or Regional Water Quality Control Board is required. An environmental professional (i.e., Professional Geologist) is required to provide oversight and

project monitoring to ensure the health and safety of all workers. A remedial plan shall be developed by a Professional Geologist and submitted to local agencies, as required. Once approved, the remedial plan shall be implemented. Environmental closure shall be granted prior to construction, if practical. If environmental closure is not granted prior to commencement of construction of structures, then appropriate steps shall be implemented that allow for later assessment, remediation, and prevention of vapor intrusion. The environmental regulatory oversight agency shall approve the appropriate steps that are being proposed to allow for the later assessment, remediation, and prevention of vapor intrusion.

MM-181 (Mitigation Measure L-4):

Prior to any construction activities beneath the West Hall, the California Division of Oil, Gas and Geothermal Resources and the City of Los Angeles shall be contacted regarding construction requirements associated with the former on-site oil well. If demolition or construction activities encounter remnants of, or materials associated with the former oil well, evaluation by the DOGGR and the City of Los Angeles, including possible re-abandonment in accordance with all applicable regulations shall occur.

MM-182 (Mitigation Measure L-5):

Soil sampling at the northwestern corner of L.A. Live Way and Pico Boulevard and verification of the former 2,000-gallon gasoline UST closure/remediation status with the Convention Center and LAFD shall be conducted prior to any soil disturbance in this area. This former UST shall be closed to current regulatory standards, in accordance with all LAFD regulations.

MM-183 (Mitigation Measure L-6):

Regularly scheduled pumping and maintenance of all on-site clarifiers and interceptors shall continue as long as they remain in use on-site. Interceptors/clarifiers to be removed shall comply with local sanitation district and/or environmental health permitting, which may include inspection and/or sample collection. Applicable permits shall be obtained from local oversight agencies including the City of Los Angeles Sanitation District and City of Los Angeles Building and Safety Department, as applicable. An experienced environmental professional shall provide oversight and monitoring of the removal and soil collection process during the removal. Laboratory testing of the soil shall be performed to evaluate the presence of contamination. Where indicated as required by this further investigation, clean-up measures to mitigate the soil contamination shall be undertaken. An environmental professional (i.e., Professional Geologist) shall be required to provide oversight and monitoring to ensure the health and safety of all workers. A remedial plan shall be developed by a Professional Geologist and submitted to local agencies, as required.

MM-184 (Mitigation Measure L-7):

Universal, electronic, and radioactive wastes shall be removed prior to demolition activities and set aside for re-use or disposal/recycling by a licensed recycler or specific licensee. Light tubes, lamps, or monitors shall be re-used on-site or recycled at a licensed universal/electronic/radioactive waste facility. Recycling facilities shall be authorized by the Cal-EPA—Department of Toxic Substances Control or the state in which they are located. Bill(s) of lading shall accompany each load of universal, electronic, or radioactive, waste that leaves the site, including the name and address of the generator, contractor, pick-up site, disposal site, and quantity of universal waste disposed. The recycler shall provide a statement certifying recycling/disposal/destruction of the identified wastes, including the date(s) of recycling/disposal/destruction, and identifying the disposal/destruction process used.

MM-185 (Mitigation Measure L-8):

Electrical transformers, hydraulic elevator equipment, light ballasts, and other equipment suspected to contain PCBs shall be inspected for the presence of PCBs prior to any disturbance or removal. All equipment found to contain PCBs shall be removed and disposed in accordance with all applicable local, state and federal regulations including, but not limited to CCR Title 22 and EPA 40 CFR. In addition, a thorough assessment of any stained areas for the potential impact of PCBs and/or hydraulic oil are recommended. If impacted soil is identified, it should be properly characterized, removed and disposed of by a licensed hazardous materials contractor.

MM-186 (Mitigation Measure L-9):

During subsurface excavation activities, including borings, trenching, and grading, Cal-OSHA worker safety measures shall be implemented as required to preclude an exposure to unsafe levels of soil gases, including but not limited to methane.

MM-187 (Mitigation Measure L-10):

Site testing of subsurface geological formations shall be conducted in accordance with the City's Methane Mitigation Standards. The site testing shall be conducted under the supervision of a licensed Architect or registered Engineer or Geologist, and shall be performed by a testing agency approved by the Los Angeles Department of Building and Safety. The licensed Architect, registered Engineer or Geologist, shall indicate in a report to the Los Angeles Department of Building and Safety the testing procedure, the testing instruments used to measure the concentration and pressure of the methane gas. The measurements of the concentration and pressure of the methane gas shall be used to determine the Design Methane Concentration (i.e., the highest concentration of methane gas found during site testing) and the Design Methane Pressure (i.e., the highest pressure of methane gas found during site testing). The Design Methane Concentration and the Design Methane Pressure shall determine the Site Design Level which shall be required within the proposed site buildings.

MM-188 (Mitigation Measure L-11):

Projects that disturb more than one acre shall adhere to the requirements of the General Construction Permit issued by the Regional Water Quality Control Board. One of the requirements of the permit is the implementation of a storm water pollution prevention plan, which includes measures to prevent the accidental release of hazardous materials used during construction. Any storage or use of hazardous materials related to the fueling and maintenance of construction equipment would require a Hazardous Materials Business Plan with the LAFD, and compliance with local, state and federal regulations regarding the handling of hazardous materials. All development and redevelopment shall require the use of construction Best Management Practices to control handling of hazardous materials during construction to minimize the potential negative effects from accidental release to groundwater, stormwater runoff, and soils.

MM-189 (Mitigation Measure L-12):

Prior to the start of construction, a hazardous materials expert shall train designated construction personnel in the visual identification of hazardous materials that may be uncovered during excavation activities at the Project site. In the event that hazardous materials are identified during the course of site excavation, all excavation activities shall cease in the immediate area of the potential contamination and a hazardous materials expert shall be called to the site to properly assess and develop recommendations, in accordance with all applicable regulatory requirements, regarding the proper handling and disposal of any hazardous materials that may be uncovered. Once the hazardous materials are appropriately handled, the hazardous materials expert shall determine when construction in the affected area can resume.

MM-190 (Mitigation Measure L-13):

Mercury thermostats shall be removed and properly disposed of prior to the demolition of the West Hall.

MM-191 (Mitigation Measure Bio-1):

To avoid impacting nesting birds, including migratory birds and raptors, one of the following shall be implemented:

- Conduct vegetation removal associated with building demolition and construction from September 1st through January 31st, when birds are not nesting. Initiate grading activities prior to the breeding season (which is generally February 1st through August 31st) and keep disturbance activities constant throughout the breeding season to prevent birds from establishing nests in surrounding habitat (in order to avoid possible nest abandonment); if there is a lapse in activities of more than five days, pre-construction surveys shall be necessary as described in the bullet below.

OR

- Conduct pre-construction surveys for nesting birds if vegetation removal, building demolition or grading is initiated during the nesting season. A qualified wildlife biologist shall conduct a weekly pre-construction bird survey no more than 30 days prior to initiation of grading to provide confirmation on the presence or absence of active nests in the vicinity (at least 300 to 500 feet around the individual construction site, as access allows). The last survey should be conducted no more than three days prior to the initiation of clearance/construction work. If active nests are encountered, clearing and construction in the vicinity of the nest shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum exclusion buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist, shall be maintained during construction depending on the species and location. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area. A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable state and federal regulations protecting birds shall be submitted to the City and County Department of Planning in charge of Mitigation Monitoring, depending on within which jurisdiction the construction activity is occurring. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

MM-192 (Mitigation Measure Paleo-1):

To avoid impacting unique paleontological resources or geologic features, the following shall be implemented:

If any paleontological materials are encountered during the course of the Project development, the Project shall be halted until the services of a qualified paleontologist are secured and a curation agreement with an appropriate paleontological curation facility is secured.

The services of a qualified paleontologist shall be secured by contacting the Los Angeles County Natural History Museum to assess the resources and evaluate the impact.

A report on the paleontological findings shall be prepared by a qualified paleontologist. A copy of the paleontological report shall be submitted to the Los Angeles County Natural History Museum.

A letter of retainer from a qualified paleontologist shall be secured prior to obtaining a grading permit.

C. ADMINISTRATIVE CONDITIONS OF APPROVAL

1. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
2. **Code Compliance.** Area, height, and use regulations of the zone classification of the subject property shall be complied with, except where herein conditions may vary.
3. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement shall be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
4. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials or legislation or their successors, designees or amendment to any legislation.

5. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
6. **Building Plans.** Page 1 of the grant and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
7. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director of Planning, pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if in the decision makers opinion, such actions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
8. **Mitigation Monitoring.** The Applicant shall identify mitigation monitors who shall provide periodic status reports on the implementation of the Environmental Conditions specified herein, as to area of responsibility, and phase of intervention (pre-construction, construction, post-construction/maintenance) to ensure continued implementation of the Environmental Conditions.
9. **Indemnification.** The Applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the Applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the Applicant of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the Applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

DECLARATION OF POSTING ORDINANCE

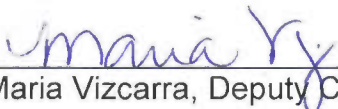
I, MARIA VIZCARRA, state as follows: I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and a Deputy City Clerk of the City of Los Angeles, California.

Ordinance No.182280 – Zone Change with “Q” conditions for the Convention and Event Center – CPC 2012-0849-GPA-VZC-SP-SN-DA - a copy of which is hereto attached, was finally adopted by the Los Angeles City Council on **September 28, 2012**, and under the direction of said City Council and the City Clerk, pursuant to Section 251 of the Charter of the City of Los Angeles and Ordinance No. 172959, on **April 9, 2015** I posted a true copy of said ordinance at each of the three public places located in the City of Los Angeles, California, as follows: 1) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; 2) one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; 3) one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

Copies of said ordinance were posted conspicuously beginning on **April 9, 2015** and will be continuously posted for ten or more days.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this **9th** day of **April, 2015** at Los Angeles, California.



Maria Vizcarra, Deputy City Clerk

Ordinance Effective Date: **May 19, 2015**

Council File No. **11-0023**