

ZA-2014-4048-CUB-CUX-ZV-2A

#2

ORIGINAL



APPLICATIONS:

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

- Area Planning Commission
- City Planning Commission
- City Council
- Director of Planning

Regarding Case Number: ZA-2014-4048-CUB-CUX-ZV-1A / ENV-2014-4049
MND

Project Address: 416 W 8th St, Los Angeles

Final Date to Appeal: 9/12/16

Type of Appeal:

- Appeal by Applicant/Owner
- Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved
- Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): JESÚS HERMOSILLO

Company: UNITE HERE Local 11

Mailing Address: 464 S Lucas Ave

City: Los Angeles State: CA Zip: 90017

Telephone: 213-481-8530 E-mail: jhermosillo@unitehere11.org

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

Self Other: _____

- Is the appeal being filed to support the original applicant's position? Yes No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed?

Entire Part

Are specific conditions of approval being appealed?

Yes No

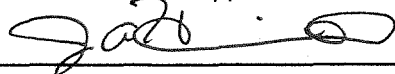
If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: 

Date: 9/9/16

6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
 - Appeal Application (form CP-7769)
 - Justification/Reason for Appeal
 - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
 - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: \$89.00	Reviewed & Accepted by (DSC Planner): Brian Caw	Date: 9/12/16
Receipt No: 0101631218	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

Office: Downtown
 Applicant Copy
 Application Invoice No: 31971

City of Los Angeles
 Department of City Planning



City Planning Re

NOTICE: The staff of the Planning Department will analyze your request
 your application, regardless of whether or not you obtain

This filing fee is required by Chapter

LA Department of Building and Safety
 LA M CA 101087079 9/12/2016 2:19:18 PM
 PLAN & LAND USE
 Sub Total: \$106.80
 Receipt #: 0101631218
 18 W 8TH ST



Applicant: HERMOSILLO, JESUS (B:213-4818530)
Representative:
Project Address: 418 W 8TH ST, 90014

NOTES:

ZA-2014-4048-CUB-CUX-ZV-2A			
Item	Fee	%	Charged Fee
Appeal by Aggrieved Parties Other than the Original Applicant *	\$89.00	100%	\$89.00
Case Total			\$89.00

Item	Charged Fee
*Fees Subject to Surcharges	\$89.00
Fees Not Subject to Surcharges	\$0.00
Plan & Land Use Fees Total	\$89.00
Expediting Fee	\$0.00
OSS Surcharge (2%)	\$1.78
Development Surcharge (6%)	\$5.34
Operating Surcharge (7%)	\$6.23
General Plan Maintenance Surcharge (5%)	\$4.45
Grand Total	\$106.80
Total Invoice	\$106.80
Total Overpayment Amount	\$0.00
Total Paid (this amount must equal the sum of all checks)	\$106.80

LA Department of Building and Safety
 LA M CA 101087079 9/12/2016 2:19:18 PM

PLAN & LAND USE \$106.80

Sub Total: \$106.80

Receipt #: 0101631218

418 W 8TH ST

Council District: 9
 Plan Area: Central City
 Processed by CARR, BRIAN on 09/12/2016

Signature:

UNITEHERE! LOCAL 11

ORIGINAL

September 12, 2016

Los Angeles City Council
200 North Spring Street
Los Angeles, California 90012

▶ ZA-2014-4048-CUB-CUX-ZV-2

Re: Freehand Hotel – Case No.: ZA-2014-4048-CUB-CUX-ZV / ENV-2014-4049-MND
(Property address: at 416 West 8th Street)

Dear Councilmembers:

On behalf of Unite Here Local 11, I am appealing the Central Area Planning Commission's decision pertaining to Case No. ZA-2014-4048-CUB-CUX-ZV-1A and Mitigated Negative Declaration No. ENV-2014-4049-MND due to concerns related to the granted variances, an apparent conflict of interest in relation to one of the commissioners who voted on the July 12, 2016, decision, and the unmet need for a full environmental review of the project's impacts as required under the California Environmental Quality Act.

Granting the Conditional Use permit to sell and dispense a full line of alcoholic beverages for on-site consumption would contribute to an oversaturation of liquor licenses in the vicinity, where over 30 liquor licenses already exist. Recent headlines point to a spike in local crime rates, including the 12.7% rise in violent offenses and a 27.5% increase in homicides since last year.¹ The high and rising DUI rate in surrounding central Los Angeles neighborhoods has also been reported by news media in recent months.² Allowing dancing and live entertainment at the site, as well as an outdoor rooftop bar and pool, would also add to these public-safety issues in Downtown Los Angeles, an increasingly residential area.

A commissioner's apparent conflict of interest and failure to recuse herself from the July 12 hearing of the item is also of concern. Commissioner Jennifer Chung-Kim, one of the three members of the Central Area Planning Commission who participated in the July 12 hearing appeared to be employed as managing director at KCM Agency (kcmagency.com) by its CEO, Roy Choi, who is also a Sydell Group business partner. As indicated by the Sydell Group website (www.sydellgroup.com), the developer also operates the Line Hotel in Los Angeles, whose website (www.thelinehotel.com) lists Mr. Choi as an integral partner.

Please find attached comments from our attorney, Cory J. Briggs (Briggs Law Corporation), on the Mitigated Negative Declaration.

Thank you for your attention to these concerns.

Sincerely,



Jesus Hermosillo
Research Analyst

¹ Mather, Kate. "Killings in Los Angeles jumped 27.5% so far this year" *Los Angeles Times* 3/8/16
<http://www.latimes.com/local/lanow/la-me-ln-lapd-crime-up-20160308-story.html>

² John Kim "Koreatown Los Angeles Has One of the Highest Rates of DUI" 11/10/15 *Koogle TV*
<http://www.koogle.tv/media/news/koreatown-los-angeles-has-one-of-the-highest-rates-of-dui/>

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464 S. Lucas Ave., Suite 201
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GARDEN GROVE OFFICE

13252 Garden Grove Blvd., Suite 200
Garden Grove, CA 92843
(714) 750-4373 • Fax (714) 750-2683

AIRPORT OFFICE

4634 W. Imperial Hwy.
Inglewood, CA 90304
(310) 671-0720 • Fax (310) 671-5021

Case No.: ZA-2014-4048-CUB-CUX-ZV-1A
Community Plan: ENV-2014-4049-MND
Council District No.: 14

Hearing Date: Tuesday, July 12, 2016
Hearing Time: after 4:30 P.M.
Hearing Place: City Hall, 10th Floor
200 North Spring Street
Los Angeles, CA 90012

COMMENTS ON INADEQUACY OF MITIGATED NEGATIVE DECLARATION

1. The Proposed Mitigated Negative Declaration (“MND”) is inadequate with respect to the project’s potential greenhouse gas emissions because:

A. There is no analysis of the project’s potential impacts on the amount of greenhouse gas emissions the project will emit. For instance, the MND states that “impacts are *assumed to be less than significant.*” MND, p. 17 (emphasis added). However, such impacts must be analyzed under the California Environmental Quality Act (“CEQA”). CEQA Guidelines §§ 15064.4, 15126.4(c). A lead agency must make a good-faith effort, based on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project. *Id.* The MND fails utterly in this respect.

B. For example, the project will generate vehicle trips and consume electricity and natural gas. Vehicles and energy consumption generate greenhouse gases. *See* Exhibits 1a-1c.

C. Consequently, there is a fair argument that the project has the potential to cause environmental impacts that have not been subjected to adequate environmental review or the mandatory finding of significance.

2. The MND is inadequate with respect to the project’s geology and soils impacts because:

A. There is a seismically active fault line located approximately .69 kilometers from the project. The impact of that fault line is not analyzed in the MND.

B. The MND claims that the seismic standards of the Department of Building and Safety’s Uniform Building Code will reduce the possible seismic hazard impacts to less than significant. However, compliance with the Building Code is not a sufficient mitigation measure.

C. Consequently, there is a fair argument that the project has the potential to cause environmental impacts that have not been subjected to adequate environmental review or the mandatory finding of significance.

3. The MND is inadequate with respect to the project’s traffic and parking impacts because:

A. There is no analysis of the project’s potential impacts on the supply of parking in the area. However, such impacts must be analyzed under CEQA. “Vehicles, whether driven or parked, in effect constitute man-made conditions and therefore may constitute physical conditions in an area that may be affected by a proposed project, thereby requiring a lead agency to study

whether a project's impact on parking may cause a significant effect on parking and thus the environment. Furthermore, to the extent the lack of parking affects humans, that factor may be considered in determining whether the project's effect on parking is significant under CEQA." *Taxpayers for Accountable Sch. Bond Spending v. San Diego Unified Sch. Dist.*, 215 Cal. App. 4th 1013, 1053 (2013).

B. The project is not providing the minimum number of parking spaces required for a hotel. *See, e.g.*, City of Los Angeles Department of Building and Safety Document No. P/ZC 2002-011 (attached hereto as Exhibit 2). To the contrary, the findings of fact indicate that "the site has *no on-site parking*." Decision, p. 14. Based on the City's requirements, the project will not be providing enough parking for hotel guests.

C. According to at least one expert research paper, hotels do generate demand for parking spaces. *See* D. Sonneman, "Variables that influence hotel parking demand," *Appraisal Journal* (Jan. 1999) (attached hereto as Exhibit 3). Based on this paper, the project will not be providing enough parking for hotel guests. Furthermore, vehicles being driven around while their drivers look for parking generate greenhouse gases, which the MND has not studied.

D. Consequently, there is a fair argument that the project has the potential to cause parking-related impacts that have not been subjected to adequate environmental review.

4. The MND is inadequate with respect to the project's potential water-supply impacts because:

A. There is no analysis of the project's potential long-term or short-term impacts on water supply. However, such impacts must be analyzed under CEQA. *See, e.g.*, *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova*, 40 Cal.4th 412 (2007).

B. The MND only addresses the impact that the "sale of alcoholic beverages" will have on water impacts but fails to address the change in character of the building. The building is shifting from a commercial use to a residential (hotel) use. Decision, p. 16. The change in character will have significant impacts on water-supply that were not addressed in the MND.

C. Hotels account for roughly 15% of all water use in commercial and institutional settings. *See* Environmental Protection Agency, "Saving Water in Hotels" (attached hereto as Exhibit 4). The average convention hotel uses 218 gallons of water per day per occupied room. *See* Responsible Travel Report, "Green Hotels" (attached hereto as Exhibit 5).

D. There are mitigation measures that enable hotels to reduce the amount of water they use. Some of the recommended measures are not included in the MND. *See, e.g.*, Alliance for Water Conservation, "Hotels and Motels Introduction" (attached hereto as Exhibit 6); Responsible Travel Report, "Additional Steps Hotels Are Taking to Promote Sustainability" (attached hereto as Exhibit 7).

E. Consequently, there is a fair argument that the project has the potential to cause water-supply impacts that have not been subjected to adequate environmental review.

5. The MND is inadequate with respect to the project's cultural-resources impact because:

A. The MND fails to analyze or even acknowledge the historical significance of the project. "The building was designed by architects Walker & Eisen and built between 1923 and 1924." Decision, p. 21. For instance, the MND claims there will be a "less than significant impact" on the historical resources because the "project consists of primarily interior improvements." MND, p. 16. This ignores the substantial construction to the roof of the building proposed by the project.

B. Consequently, there is a fair argument that the project has the potential to cause environmental impacts to cultural resources that have not been subjected to adequate environmental review or the mandatory finding of significance.

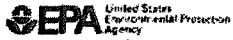
6. The MND is inadequate with respect to the project's cumulative impacts because:

A. The MND fails to analyze or even acknowledge the various cumulative impacts and make the mandatory finding of significance on account of such impacts, as required by CEQA.

B. There are nearly 100 development projects in the City's downtown area, including hotels and other projects that will consume water, increase the demand for parking, increase traffic and noise, and generate greenhouse-gas emissions. See Los Angeles Downtown News, "Downtown Development: The Latest Info on 96 Projects" (attached hereto as Exhibit 8).

C. Consequently, there is a fair argument that the project has the potential to cause cumulative impacts that have not been subjected to adequate environmental review or the mandatory finding of significance.

Exhibit 1a



Climate Change

Sources of Greenhouse Gas Emissions



Transportation Sector Emissions

ON THIS PAGE

◆ [Emissions and Trends](#)

◆ [Reducing Emissions from Transportation](#)

The Transportation sector includes the movement of people and goods by cars, trucks, trains, ships, airplanes, and other vehicles. The majority of greenhouse gas emissions from transportation are CO₂ emissions resulting from the combustion of petroleum-based products, like gasoline, in internal combustion engines. The largest sources of transportation-related greenhouse gas emissions include passenger cars and light-duty trucks, including sport utility vehicles, pickup trucks, and minivans. These sources account for over half of the emissions from the sector. The remainder of greenhouse gas emissions comes from other modes of transportation, including freight trucks, commercial aircraft, ships, boats, and trains as well as pipelines and lubricants.

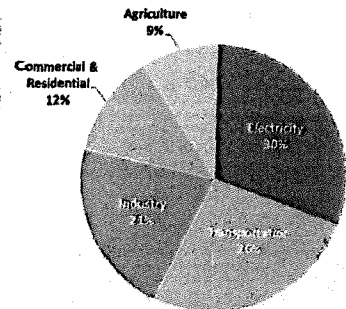
Relatively small amounts of methane (CH₄) and nitrous oxide (N₂O) are emitted during fuel combustion. In addition, a small amount of hydrofluorocarbon (HFC) emissions are included in the Transportation sector. These emissions result from the use of mobile air conditioners and refrigerated transport.

Emissions and Trends

In 2014, greenhouse gas emissions from transportation accounted for about 26% of total U.S. greenhouse gas emissions, making it the second largest contributor of U.S. greenhouse gas emissions after the [Electricity sector](#). Greenhouse gas emissions from transportation have increased by about 17% since 1990. This historical increase is largely due to increased demand for travel and the limited gains in fuel efficiency across the U.S. vehicle fleet. The number of vehicle miles traveled by passenger cars and light-duty trucks increased 37% from 1990 to 2014. The increase in travel miles is attributed to several factors, including population growth, economic growth, urban sprawl, and low fuel prices during the beginning of this period. Between 1990 and 2004, average fuel economy among new vehicles sold annually declined, as sales of light-duty trucks increased. However, new vehicle fuel economy began to improve in 2005, largely due to a lower light-duty truck market share and higher fuel economy standards.

Learn more about [Greenhouse Gas Emissions from Transportation](#). To learn about projected greenhouse gas emissions to 2020, visit the [U.S. Climate Action Report 2014 \(PDF\)](#) (310 pp., 23.1 MB).

Total U.S. Greenhouse Gas Emissions by Economic Sector in 2014



Total Emissions in 2014 = 6,870 Million Metric Tons of CO₂ equivalent

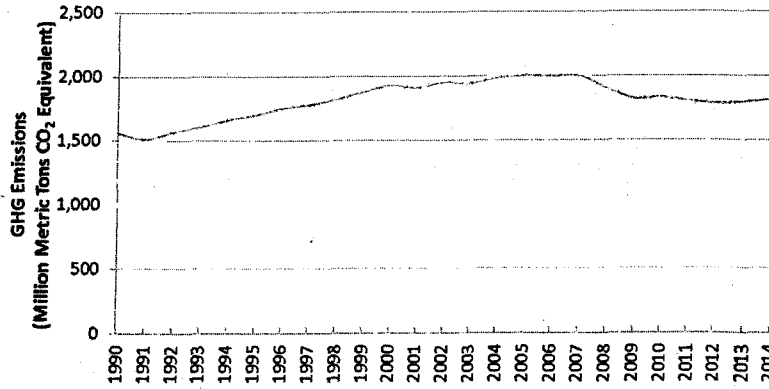
* Land Use, Land-Use Change, and Forestry in the United States is a net sink and offsets approximately 11% of these greenhouse gas emissions.

All emission estimates from the *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2014*

Related Links

- [Transportation and Climate](#)
- [EPA and U.S. DOE Fuel Economy](#)
- [SmartWay](#)
- [On The Road](#)
- [Smart Growth](#)
- [Renewable Fuel Standard](#)
- [U.S. Inventory's section on Fossil Fuel Combustion](#)

Greenhouse Gas Emissions from transportation



Note: Emissions involved in the consumption of electricity for transportation activities are included above, but not shown separately (as was done for other sectors). These indirect emissions are negligible, accounting for less than 1% of the total emissions shown in the graph.
 Note: All emission estimates from the *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2014*.

Reducing Emissions from Transportation

There are a variety of opportunities to reduce greenhouse gas emissions associated with transportation. The table shown below categorizes these opportunities and provides examples. For a more comprehensive list, see [Chapter 5 of the Contribution of Working Group III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change](#). EXIT Disclaimer

EPA's [vehicle greenhouse gas rules](#) will save consumers \$1.7 trillion at the pump by 2025, and eliminate six billion metric tons of GHG pollution.

Examples of Reduction Opportunities in the Transportation Sector

Type	How Emissions are Reduced	Examples
Fuel Switching	Using fuels that emit less CO ₂ than fuels currently being used. Alternative sources can include biofuels, hydrogen, electricity from renewable sources, such as wind and solar, or fossil fuels that are less CO ₂ -intensive than the fuels that they replace. Learn more about Alternative and Renewable Fuels .	<ul style="list-style-type: none"> Using public buses that are fueled by compressed natural gas rather than gasoline or diesel. Using electric or hybrid automobiles, provided that the energy is generated from lower-carbon or non-fossil fuels. Using renewable fuels such as low-carbon biofuels.
Improving Fuel Efficiency with Advanced Design, Materials, and Technologies	Using advanced technologies, design, and materials to develop more fuel-efficient vehicles. Learn about EPA's vehicle greenhouse gas rules .	<ul style="list-style-type: none"> Developing advanced vehicle technologies such as hybrid vehicles and electric vehicles, that can store energy from braking and use it for power later. Reducing the weight of materials used to build vehicles. Reducing the aerodynamic resistance of vehicles through better shape design.
Improving Operating Practices	Adopting practices that minimize fuel use. Improving driving practices and vehicle maintenance . Learn about how the freight transportation industry can reduce emissions through EPA's SmartWay Program .	<ul style="list-style-type: none"> Reducing the average taxi time for aircraft. Driving sensibly (avoiding rapid acceleration and braking, observing the speed limit). Reducing engine-idling. Improved voyage planning for ships, such as through improved weather routing, to increase fuel efficiency.
Reducing Travel Demand	Employing urban planning to reduce the number of miles that people drive each day. Learn about EPA's Smart Growth Program . Reducing the need for driving through travel efficiency measures such as commuter, biking, and pedestrian programs. See a list of links to state, local, regional travel-efficiency programs.	<ul style="list-style-type: none"> Building public transportation, sidewalks, and bike paths to increase lower-emission transportation choices. Zoning for mixed use areas, so that residences, schools, stores, and businesses are close together, reducing the need for driving.

Exhibit 1b



Climate Change

Sources of Greenhouse Gas Emissions

Electricity Sector Emissions

ON THIS PAGE

➤ Emissions and Trends

◆ Greenhouse Gas Emissions by Electricity End-Use

The Electricity sector involves the generation, transmission, and distribution of electricity. Carbon dioxide (CO2) makes up the vast majority of greenhouse gas emissions from the sector, but smaller amounts of methane (CH4) and nitrous oxide (N2O) are also emitted. These gases are released during the combustion of fossil fuels, such as coal, oil, and natural gas, to produce electricity. Less than 1% of greenhouse gas emissions from the sector come from sulfur hexafluoride (SF6), an insulating chemical used in electricity transmission and distribution equipment.

Greenhouse Gas Emissions in the Electricity Sector by Fuel Source

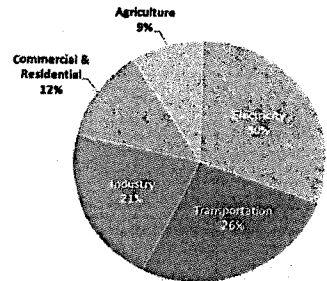
Coal combustion is generally more carbon intensive than burning natural gas or petroleum for electricity. Although coal accounts for about 77% of CO2 emissions from the sector, it represents about 39% of the electricity generated in the United States. About 27% of electricity generated in 2014 was generated using natural gas, an increase relative to 2013. Petroleum accounts for approximately 1% of electricity generation. The remaining generation comes from nuclear (about 15%) and renewable sources (about 13%), which includes hydroelectricity, biomass, wind, and solar. These other sources usually release fewer greenhouse gas emissions than fossil fuel combustion, if any emissions at all.

Emissions and Trends

In 2014, the electricity sector was the largest source of U.S. greenhouse gas emissions, accounting for about 30% of the U.S. total. Greenhouse gas emissions from electricity have increased by about 12% since 1990 as electricity demand has grown and fossil fuels have remained the dominant source for generation.

To learn about projected greenhouse gas emissions to 2020, visit the [U.S. Climate Action Report 2014 \(PDF\)](#) (310 pp., 23.1

Total U.S. Greenhouse Gas Emissions by Economic Sector in 2014



Total Emissions in 2014 = 6,870 Million Metric Tons of CO2 equivalent

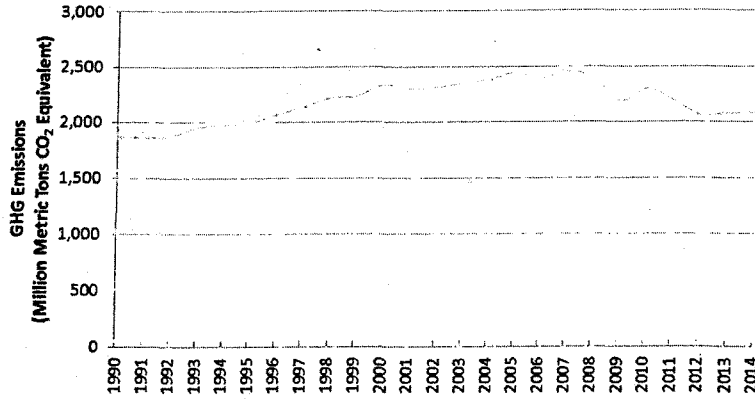
* Land Use, Land-Use Change, and Forestry in the United States is a net sink and offsets approximately 11% of these greenhouse gas emissions.

All emission estimates from the *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2014*

Related Links

- [EPA Addressing Greenhouse Gas Emissions](#)
• [ENERGY STAR®](#)
• [U.S. Inventory's section on Fossil Fuel Combustion](#)
• [U.S. Energy Information Administration's Electricity Explained](#)
• [Greenhouse Gas Reporting Program Data](#)

Greenhouse Gas Emissions from Electricity



Note: All emission estimates from the [Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2014](#).

Greenhouse Gas Emissions by Electricity End-Use

Electricity is consumed by other sectors—in homes, businesses, and factories. Therefore, it is possible to attribute the greenhouse gas emissions from electricity production to the sectors that use the electricity. Looking at greenhouse gas emissions by end-use sector can help us understand energy demand across sectors and changes in energy use over time.

When emissions from electricity are allocated to the end-use sector, industrial activities account for a much larger share of U.S. greenhouse gas emissions. Emissions from commercial and residential buildings also increase substantially when emissions from electricity are included, due to their relatively large share of electricity consumption (e.g., lighting and appliances).

Reducing Emissions from Electricity

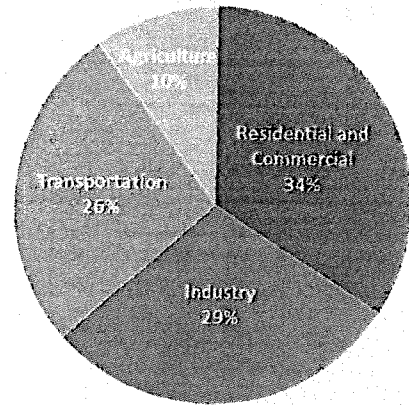
There are a variety of opportunities to reduce greenhouse gas emissions associated with electricity generation, transmission, and distribution. The table shown below categorizes these opportunities and provides examples. For a more comprehensive list, see [Chapter 7 of the Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change \(PDF\)](#) (139 pp, 7.5MB) [EXIT Disclaimer](#).

Under the President's [Climate Action Plan](#), EPA is taking action to reduce emissions from power plants. [Learn More](#)

Example Reduction Opportunities for the Electricity Sector

Type	How Emissions are Reduced	Examples
Increased Efficiency of Power Plants and Fuel Switching	Increasing efficiency of existing power plants by using advanced technologies or substituting fuels that combust more efficiently.	<ul style="list-style-type: none"> Converting a conventional coal-powered steam turbine into an advanced turbine that uses pulverized coal. Converting a coal-powered turbine into a natural gas-powered turbine. Converting a single-cycle turbine into a combined-cycle turbine.
Renewable Energy	Using renewable energy sources rather than fossil fuel to generate electricity.	Increasing the share of total electricity generated from wind, solar, hydro, and geothermal sources and from certain biofuel sources.
Increased Energy Efficiency (end-use)	Reducing energy demand by increasing efficiency and conservation in homes, businesses, and industry.	EPA's ENERGY STAR ® partners removed over 300 million metric tons of greenhouse gases in 2014 alone, and saved consumers and businesses over \$34 billion on their utility bills.

Total U.S. Greenhouse Gas Emissions by Sector with Electricity Distributed



Note: All emission estimates from the [Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2014](#).

Nuclear Energy

Generating electricity from nuclear processes rather than the combustion of fossil fuels.

Building nuclear power plants as fossil fuel power plants are retired.

Carbon Capture and Storage (CCS)

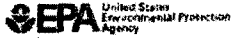
Capturing CO₂ as a by-product of fossil fuel combustion before it enters the atmosphere and then transferring the CO₂ to a long-term storage area, such as an underground geologic formation.

Capturing CO₂ from the stacks of a coal-fired power plant, and then transferring the CO₂ via pipeline to a nearby abandoned oil field where the CO₂ is injected underground. [Learn more about CCS.](#)

Reference

1. U.S. Energy Information Administration (2014). [Electricity Explained - Basics.](#)

Exhibit 1c



Climate Change Global Greenhouse Gas Emissions Data

ON THIS PAGE

- ◆ [Global Emissions by Gas](#)
- ◆ [Global Emissions by Economic Sector](#)
- ◆ [Trends in Global Emissions](#)
- ◆ [Emissions by Country](#)

Global Emissions by Gas

At the global scale, the key greenhouse gases emitted by human activities are:

- **Carbon dioxide (CO₂)** - Fossil fuel use is the primary source of CO₂. The way in which people use land is also an important source of CO₂, especially when it involves deforestation. CO₂ can also be emitted from direct human-induced impacts on forestry and other land use, such as through deforestation, land clearing for agriculture, and degradation of soils. Likewise, land can also remove CO₂ from the atmosphere through reforestation, improvement of soils, and other activities.
- **Methane (CH₄)** - Agricultural activities, waste management, energy use, and biomass burning all contribute to CH₄ emissions.
- **Nitrous oxide (N₂O)** - Agricultural activities, such as fertilizer use, are the primary source of N₂O emissions. Biomass burning also generates N₂O.
- **Fluorinated gases (F-gases)** - Industrial processes, refrigeration, and the use of a variety of consumer products contribute to emissions of F-gases, which include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

Black carbon is a solid particle or aerosol, not a gas, but it also contributes to warming of the atmosphere. Learn more about black carbon and climate change on our [Causes of Climate Change](#) page.

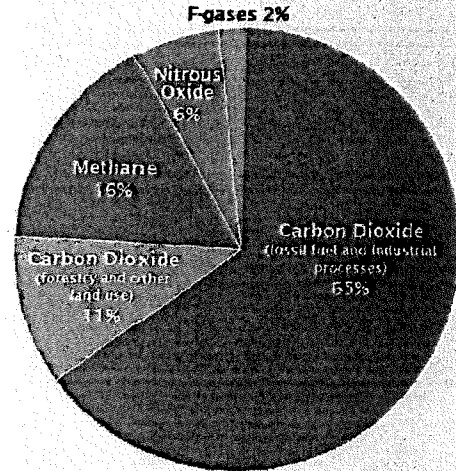
Global Emissions by Economic Sector

Global greenhouse gas emissions can also be broken down by the economic activities that lead to their production.^[1]

- **Electricity and Heat Production (25% of 2010 global greenhouse gas emissions)** - The burning of coal, natural gas, and oil for electricity and heat is the largest single source of global greenhouse gas emissions.
- **Industry (21% of 2010 global greenhouse gas emissions)** - Greenhouse gas emissions from industry primarily involve fossil fuels burned on-site at facilities for energy. This sector also includes emissions from chemical, metallurgical, and mineral transformation processes not associated with energy consumption and emissions from waste management activities. (Note: Emissions from industrial electricity use are excluded and are instead covered in the Electricity and Heat Production sector.)
- **Agriculture, Forestry, and Other Land Use (24% of 2010 global greenhouse gas emissions)** - Greenhouse gas emissions from this sector come mostly from agriculture (cultivation of crops and livestock) and deforestation. This estimate does not include the CO₂ that ecosystems remove from the atmosphere by sequestering carbon in biomass, dead organic matter and soils, which offset approximately 20% of emissions from this sector.^[2]
- **Transportation (14% of 2010 global greenhouse gas emissions)** - Greenhouse gas emissions from this sector primarily involve fossil fuels burned for road, rail, air, and marine transportation. Almost all (95%) of the world's transportation energy comes from petroleum-based fuels, largely gasoline and diesel.
- **Buildings (6% of 2010 global greenhouse gas emissions)** - Greenhouse gas emissions from this sector arise from on-site energy generation and burning fuels for heat in buildings or cooking in homes. (Note: Emissions from electricity use in buildings are excluded and are instead covered in the Electricity and Heat Production sector.)
- **Other Energy (10% of 2010 global greenhouse gas emissions)** - This source of greenhouse gas emissions refers to all emissions from the energy sector which are not directly associated with electricity or heat production, such as fuel extraction, refining, processing, and transportation.

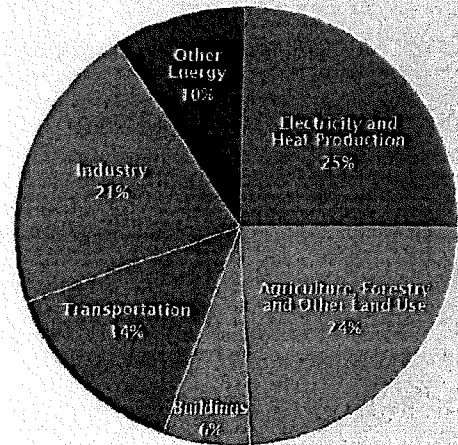
[Note on emissions sector categories.](#)

Global Greenhouse Gas Emissions by Gas



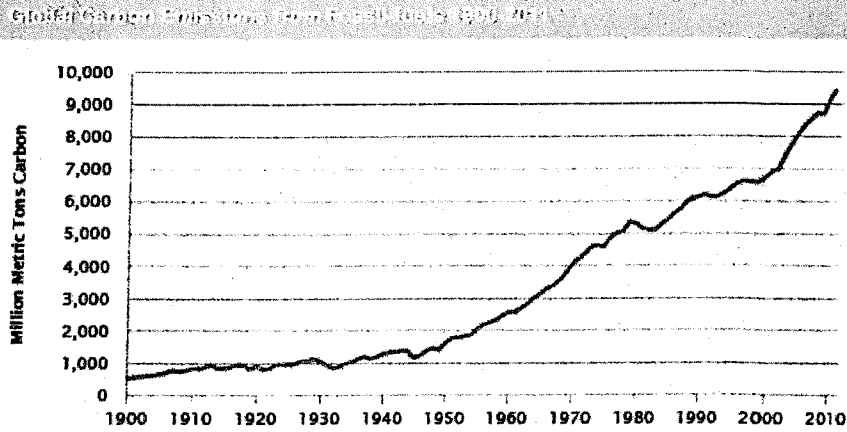
Source: IPCC (2014); [EXIT Disclaimer](#), based on global emissions from 2010. Details about the sources included in these estimates can be found in the [Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change](#). [EXIT Disclaimer](#)

Global Greenhouse Gas Emissions by Economic Sector



Source: IPCC (2014); [EXIT Disclaimer](#), based on global emissions from 2010. Details about the sources included in these estimates can be found in the [Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change](#). [EXIT Disclaimer](#)

Trends in Global Emissions



Source: Boden, T.A., Marland, G., and Andres R.J. (2015). [Global, Regional, and National Fossil-Fuel CO₂ Emissions](#). Carbon Dioxide Information Analysis Center, Oak Ridge National Laboratory, U.S. Department of Energy, doi 10.3334/CDIAC/00001_V2015.

Global carbon emissions from fossil fuels have significantly increased since 1900. Since 1970, CO₂ emissions have increased by about 90%, with emissions from fossil fuel combustion and industrial processes contributing about 78% of the total greenhouse gas emission increase from 1970 to 2011. Agriculture, deforestation, and other land use changes have been the second-largest contributors. [1](#)

Emissions of non-CO₂ greenhouse gases have also increased significantly since 1900. To learn more about past and projected global emissions of non-CO₂ gases, please see the EPA report [Global Anthropogenic Non-CO₂ Emissions: 1990-2020](#).

Emissions by Country

In 2011, the top carbon dioxide (CO₂) emitters were China, the United States, the European Union, India, the Russian Federation, Japan, and Canada. These data include CO₂ emissions from fossil fuel combustion, as well as cement manufacturing and gas flaring. Together, these sources represent a large proportion of total global CO₂ emissions.

Emissions and sinks related to changes in land use are not included in these estimates. However, changes in land use can be important: estimates indicate that net global greenhouse gas emissions from agriculture, forestry, and other land use were over 8 billion metric tons of CO₂ equivalent [2](#), or about 24% of total global greenhouse gas emissions. [3](#) In areas such as the [United States](#) and Europe, changes in land use associated with human activities have the net effect of absorbing CO₂, partially offsetting the emissions from deforestation in other regions.

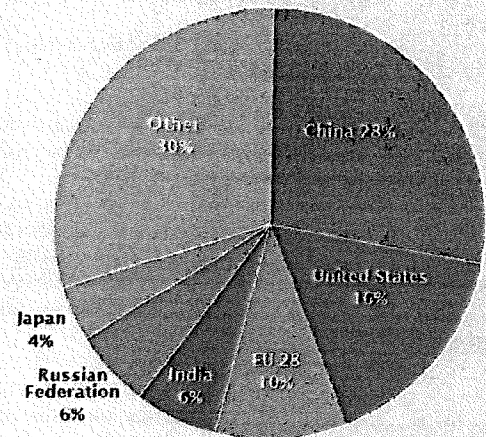
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1. IPCC (2014). [Climate Change 2014: Mitigation of Climate Change](#). [EXIT Disclaimer](#). Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Edenhofer, O., R. Pichs-Madruga, Y. Sokona, E. Farahani, S. Kadner, K. Seyboth, A. Adler, I. Baum, S. Brunner, P. Eickemeier, B. Kriemann, J. Savolainen, S. Schlömer, C. von Stechow, T. Zwickel and J.C. Minx (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.

2. FAO (2014). [Agriculture, Forestry and Other Land Use Emissions by Sources and Removals by Sinks](#). [EXIT Disclaimer](#). Climate, Energy and Tenure Division, FAO.

3. IPCC (2014). [Climate Change 2014: Synthesis Report, Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change](#). (PDF, 80 pp., 4.2MB) [EXIT Disclaimer](#). (Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)), IPCC, Geneva, Switzerland, 151 pp.

2011 Global CO₂ Emissions from Fossil Fuel Combustion and Some Industrial Processes



Source: Boden, T.A., Marland, G., and Andrea, R.J. (2015). [National CO₂ Emissions from Fossil-Fuel Burning, Cement Manufacture, and Gas Flaring: 1751-2011](#). Carbon Dioxide Information Analysis Center, Oak Ridge National Laboratory, U.S. Department of Energy, doi 10.3334/CDIAC/00001_V2015.

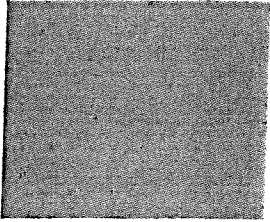
Related Links

EPA resources

- [Greenhouse Gas Emissions](#)
- [Sources of Greenhouse Gas Emissions \(in the United States\)](#)
- [Non-CO₂ Greenhouse Gases, Emissions and Trends](#)

Other resources [EXIT Disclaimer](#)

- [Carbon Dioxide Information Analysis](#)



Center

- European Commission Emission Database for Global Atmospheric Research
- National Inventory Submissions
- World Development Indicators
- World Resources Institute's Climate Analysis Indicators Tool (CAIT)

Exhibit 2

SUMMARY OF PARKING REGULATIONS Please be aware that areas located within Specific Plans, Interim Control Ordinances, or special districts may have different parking requirements than provided in this Information Bulletin.

SECTION 12.21A.4.(c) – COMMERCIAL AND INDUSTRIAL BUILDINGS Use of Building (or portions of) *	Ratio (spaces/sq ft)
1. Health or Athletic Club, Bath House, Gymnasium, Video arcades, Karaoke, Laser tag or similar amusement enterprises. Pool Hall (total floor area minus pool tables')	1 per 100
2. Studio for dance, yoga, martial art when the facility is smaller than 1000sq.ft. and no more than 10 occupants at any given time.	1 per 500
3. Skating/Roller Rinks, Bowling Alleys (including bowling lanes) Basketball Court (including court surface); Sitting or viewing area at 1 per 100; with stadium seating for spectators 1 per 35 or 1 per 5 fixed seats.	1 per 500 (more parking required for viewing or seating area)
4. Restaurant, Café, Coffee Shop, Bar, Night Club, Banquet/Dance Hall or similar	1 per 100
5. Small Restaurant, Café, or Coffee Shop when it is 1,000 sq. ft. or less.	1 per 200
6. Retail, Take-Out Restaurant (no seating), Art Gallery (retail) or Discount Wholesaler selling to the general Public, Gold buying	1 per 250
7. Wholesaler not selling to the general Public	1 per 500
8. Retail Furniture, Major Appliances store, or similar	1 per 500
9. Professional Office or other Business/services such as Dry Cleaner, Coin-laundry, Beauty Salon, Art Studio (no retail), Museum, Travel Agency, kennel, animal clinic, animal hospital.....similar	1 per 500
10. School for adult: Trade, Music, Professional, or similar as defined in code section 12.21A.4.(c)(7)	
a. Classroom setting or assembly area	1 per 50 or 1 per 5 fixed seats
b. Laboratory or Classroom with heavy equipment	1 per 500
11. Adult Care Facility	1 per 500
12. Warehouse or Storage (for Household Goods) - Parking shall be calculated for each building	1 per 500 (1 st 10,000 sq ft) + 1 per 5,000 after
13. Light manufacturing uses such as data retrieval, record management, research and development, information processing, electronic technology or multi-media productions	1 per 500
14. Auto Dismantling Yard, Junk Yard or Open Storage in the M2 or M3 zones [Sec. 12.19 A4 (b) (4) and Sec. 12.20 A6 (b) (3)]	6 for the first acre, 1 per 12,000 sq ft for the second acre, and 1 for each acre after
15. Used vehicle sales /auto repair garage per Sec. 12.26 I.3(b) (exception: display of not more than 3 vehicles for purpose of sale or trade at any one time)	1 per 2000 of outdoor vehicle sales area (min. 2 stalls) + parking as required for the building
SECTION 12.21A.4.(d) – INSTITUTIONS :Use of Building (or portions of)*	Ratio (spaces/sq ft or unit)
1. Philanthropic Institution, Museum, Government Office, or similar	1 per 500
2. Medical Office, Clinic, or Medical Service Facility	1 per 200
3. Sanitarium or Convalescent Home	The greater of 1 per 500 or min 0.2 per bed
4. Hospital	2 per patient bed

***Exceptions for Section 12.21A.4.(c), (d), (e) and (f)**

- For Outdoor Eating Areas, read page 37 of the Zoning Manual. (http://ladbs.org/LADBSWeb/LADBS_Forms/Zoning/zoning_manual.pdf)
- For any Specific Plans published prior to May 21, 1990, parking shall be based on Specific Plan or Section 12.21A4 whichever is required more parking.
- Read 12.21A(j) for **combination of uses** inside an office building or an industrial-use lot. Exception 12.21A(j) (3) can be applied to retails, health club or any commercial uses per section 12.21A.4.(c) for an office building greater than 50,000 sq ft.
- For church, gyms or any assembly, every 24" of **bleacher or pew** (if without a delineated seat or cushion for each person) is considered as one seat.
- Warehouses** built prior to Sept 8, 1950 can be considered as Industrial Use for nonconforming parking per LADBS' 10/06/1997 memo.
- Per Ord.#182,110 (amending section 12.21A.4(m)), the number of code required parking spaces can be reduced to meet the State Access Law on disabled parking as determined by Department of Building and Safety.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. For efficient handling of information internally and in the internet, conversion to this new format of code related and administrative information bulletins including MGD and RGA that were previously issued will allow flexibility and timely distribution of information to the public.

SECTION 12.21A.4.(e) and (f) – ASSEMBLY AREA AND SCHOOLS : Use of Building (or portions of)*	Ratio(spaces/sq ft or unit)
1. High School/College Auditorium; Stadium; Theater; Bingo Parlors more than 50 occupants; or similar assembly	1 per 35 sq. ft. or 1 per 5 fixed seats
2. Church (The greater of the main sanctuary or the assembly areas)	1 per 35 sq. ft. or 1 per 5 fixed seats
3. Schools (Private or Public)	////////////////////
a. Elementary/Middle – K thru 8 th grade	1 per classroom (on-site only)
b. 9 th thru 12 grade	The greater of auditorium, any assembly or 1 per 500 of total building area
4. Facility for 12th graders and under including Child Care, Counseling Facility, After School Program for tutoring or athletic facility	The greater of 1 per 500 of total building area or 1 per classroom for K thru 8 th grade

SPECIAL DISTRICTS: Use of Building (or portions of)	Ratio spaces/sq ft or unit)
1. Downtown Parking District (DPD) - 12.21 A4 (i) (1) – Auditoriums and other similar places of assembly	1 per 10 fixed seats or 1 per 100 sq ft
2. Downtown Parking District (DPD) - 12.21 A4 (i)(2)(3) – Hospitals, philanthropic institutions, governmental offices buildings, medical offices and all uses as listed in Section 12.21A4C (No parking for any uses listed in Section 12.21A4C when the entire building is smaller than 7,500 sq ft in gross floor area)	1 per 1000 for all uses in Section 12.21A4C
3. Downtown Parking District (DPD) - 12.21 A4 (i)(3) - warehouse	1 per 1000 (1 st 10,000 sq ft) + 1 per 5,000 after
4. All Enterprise Zones outside of DPD District or selected CRA per Section 12.21A4(x) (3) - on medical office, clinic and all commercial uses in Section 12.21A4C	1 per 500 (See 12.21A4c for warehouse parking)
5. Historical Buildings (National Register of Historic places or State or City historical or cultural monuments) – 12.21 A.4.(x)(2)	No change in parking in connection with change of use.

SECTION 12.21A4 (a) (b) – Use of Building (or portions of)**	Ratio (spaces/sq ft or unit)
1. One-Family Dwelling (SFD) or group of one family dwellings	2 (on-site only)
2. Apartment or Two-Family Dwelling (Duplex)	////////////////////
a. units > 3 habitable rooms (such as a typical 2 bedroom unit)	2 (on-site only)
b. units = 3 habitable rooms (such as a typical 1 bedroom unit)	1.5 (on-site only)
c. units < 3 habitable rooms (such as a typical single unit)	1 (on-site only)
3. Hotel, Motel, Boarding House or Dormitory' including accessory facilities	////////////////////
a. first 30 guestrooms / a suite in a Hotel	1
b. next 30 guestrooms / a suite in a Hotel	One half
c. remaining guestrooms / a suite in a Hotel	One third
d. Multi-purposes assembly room >750 sq ft inside a hotel or motel	1 per 35 sq. ft. or 1 per 5 fixed seats
e. Restaurants > 750 sq.ft and not intended for hotel guests	1 per 100 sq. ft.
4. Condominiums	Planning's tract condition
5. Mobile Homes Park (Title 25 of the California Administrative Code)	N/A

*See Footnotes on Page 1 of 2.

**Exceptions for Section 12.21A4 (a) and (b):

1. Subject to the Hillside Ordinance or the Baseline Hillside Ordinance, a SFD may require up to a maximum of 5 parking spaces.
2. Residential in the Central City Parking District (CCPD) with reduced parking as follows:
 - a) Provide 1 parking per dwelling unit. When more than six dwelling units having more than 3 habitable rooms per unit on the site, the parking for these units shall be at 1/4.
 - b) Provide 1 parking for each two guestrooms for first 20, 1 for each four guestrooms for next 20, 1 for each six guestrooms for the remaining.
3. SFD on a lot narrow than 40 ft wide and not abutting an alley requires only one parking space. However, this reduction shall not apply to lots fronting on a substandard street in A1, A2, A, RE, RS, R1 and RD zones. 12.21A.4(q).
4. Any commercial vehicle exceeds a registered net weight of 5600 lbs shall not be considered as an accessory residential use.
5. Affordable Housing Incentives – Parking Options are available pursuant to 12.22 A25 (d).
6. Elder Care Facilities – Reduced parking for special housings pursuant to 12.21 A4 (d) (5).
7. Every 100 sq ft of superficial floor area in a dormitory shall be considered as a separate guest room.
8. Bicycle parking is required per Section 12.21A16.

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Exhibit 3

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Variables that influence hotel parking demand.

Abstract: When an appraiser estimates the value of any commercial property, an important consideration is the adequacy of parking facilities. For some properties, parking standards are relatively straightforward to apply. But for a hotel, an appraiser should consider the primary variables that influence parking demand. The type of clientele (e.g., whether the guests are business travelers or vacationers), the presence of restaurants and loungers, and the amount of convention and meeting activity are some of the key variables. The author discusses methodology for estimating parking demand and provides a glossary of hotel categories for appraisers who may not be aware of the full range of hotels found in the marketplace. (Reprinted by permission of the publisher.)

Subject: Parking lots (Supply and demand)
Hotels and motels (Buildings and facilities)
Valuation (Methods)

Author: Sonneman, Donald

Pub Date: 01/01/1999

Publication: Name: Appraisal Journal Publisher: The Appraisal Institute Audience: Trade Format: Magazine/Journal
Subject: Business; Real estate industry Copyright: COPYRIGHT 1999 The Appraisal Institute ISSN: 0003-7087

Issue: Date: Jan, 1999 Source Volume: 67 Source Issue: 1

Product: Product Code: 7011000 Hotels & Motels NAICS Code: 72111 Hotels (except Casino Hotels) and Motels SIC Code: 7011 Hotels and motels

Accession Number: 54010760

Full Text: Because most municipalities' hotel parking requirements exceed actual demand for parking, it is unusual to find recently constructed hotels that do not have adequate parking. Hotels with inadequate parking can suffer multiple negative effects, resulting in lower income and a reduction in market value. The performance of hotels with inadequate parking may be slightly or profoundly limited compared with competitive hotels in terms of the following: occupancy on a daily basis or during peak periods; average daily rate per occupied room; and food and beverage revenues, which are dependent on the success of the restaurant, lounge, and meeting space.

LIMITED SERVICE - GUEST ROOMS ONLY

A simple example of parking demand might be a limited service hotel or motel, with no restaurant, meeting space, room service, dry cleaning, and other personalized services. Such hotels charge lower average room rates than other establishments and attract budget-conscious consumers such as business travelers who would arrive in their own cars or rental cars rather than in taxis or limousines. Likewise, vacation travelers would arrive in their family vehicles. In June, July, and August, when the hotel may experience close to 100% occupancy, the demand for parking typically peaks. If the hotel is totally occupied by guests who have arrived by automobile, then the peak parking demand would be one parking space per guest room. If the hotel has significant patronage from bus tours, then the peak parking demand on the days bus tours arrive would be below one parking space per guest room.

FULL SERVICE, LUXURY, AND RESORT HOTELS

Most hotels in the higher-priced categories (those called full service, luxury, and resort) combine at least three separate uses that require on-site parking: (1) guest room parking, (2) restaurant and lounge parking, and (3) meeting/conference and banquet facility (see sidebar). Because the demand for each of these uses peaks at different times of the day, total parking space demand should not be calculated by simply summing up the three peak parking demands.

When are the peak periods for each component of parking demand? Multiple sources indicate that demand for hotel guest room parking peaks between 10 p.m. and 6 a.m. on weekdays and Saturdays. Authors Walter Rutes and Richard Penner claim that demand for guest rooms peaks between midnight and 4 a.m. for Monday through Thursday and for Saturday.(1) Many hotels have lower occupancy on Friday

Variables that influence hotel parking demand.

evening, when business travelers have left for home, and on Sunday evening. In contrast, restaurant and lounge parking demand peaks between 7 p.m. and 10 p.m. on weekdays and between 8 p.m. and 10 p.m. on weekends. Further, restaurants that cater to large luncheon crowds may realize peak parking demand at around noon. Finally, meeting rooms typically bring about peak parking demand between 9 a.m. and 9 p.m.

It is also important to note that peak demands for guest room parking and meeting space are seasonal. In most areas of the United States, guest room occupancies are highest from June through August. Because demand for guest rooms has the greatest influence on parking demand, parking demand peaks during those same months. In the summer, convention and conference activity declines because of higher room rates, more expensive airfares, and conflicting summer vacation plans. The decline is only partially offset by increased summer wedding and local banquet activity.

For some categories of hotels, such as luxury and resort hotels, a significant portion of their guests use taxis and limousines so that on-site parking is less important than waiting areas for hired transportation. Guest room-derived parking demand is also lower when a hotel is close to an airport and offers shuttle services. Destination resorts (hotels that provide numerous amenities that keep guests on site once they arrive) also require substantially less guest room parking. However, restaurant parking demand depends, in part, on surrounding uses, such as retail and office properties, or areas with heavy pedestrian traffic that may draw many walking patrons. Based on these factors, clearly the appropriate parking ratio can cover a wide range.

SIMPLIFIED RATIOS FOR PLANNING PURPOSES

The available literature on hotel parking demand shows a wide range of parking ratios. The parking-space-per-guest room ratios used for better-quality hotels are primarily in the range of 1.0 to 1.5. Primary factors are the size of the restaurant, the lounge and meeting space facilities, and the percentage of guests arriving by limousine, taxi, or shuttle.

Before a hotel is constructed, the ratio of spaces per guest room is typically derived by charting the projected parking demand hour by hour for each demand factor. Then the demand factors for each hour are added together to get the peak parking demand. The ratio of parking spaces per guest room is a function of the peak parking demand estimate. Typical hotel parking ratios are listed with publication titles (in italics) in the following:(2)

* *Parking*. Surveys suggest an average of about 1.2 parking spaces per guest room, with the peak normally occurring on a weekday evening, usually in June, July, or August.(3)

* *Hotels and Resorts Planning Design and Refurbishment*. The overall ratio is 1.2 parking spaces per guest room for suburban hotels.(4)

* *The Dimensions of Parking*. This publication suggests a range of 0.20 to 1.50 parking spaces per guest room.(5)

* *Hotel Planning and Design*. In examining the suggested range of parking ratios for several major categories of hotels, this publication presents the following ratios:(6) suburban hotel, 1.2 to 1.4 parking spaces per guest room; conference center hotel, 1.0 to 1.3 parking spaces per guest room; convention center hotel, 0.8 to 1.4 parking spaces per guest room; mixed-use facility, 0.6 to 1.2 parking spaces per guest room; resort hotel, 0.2 to 1.4 parking spaces per guest room; and super luxury or limited public functions, 1.0 to 1.2 parking spaces per guest room.

* *Parking Generation*. In studying the relationship between peak parking spaces occupied and number of guest rooms, the Institute of Transportation Engineers reported the following parking ratios:(7)

For convention hotels, peak parking required ranges from 0.26 to 1.32 spaces per guest room with an average of 0.81. This observation was based on a survey of 22 facilities, each with 100-786 rooms.

For nonconvention hotels, with ancillary facilities for small meetings only, the peak parking need is 0.29 to 0.68 parking space per guest room, with an average of 0.52. This ratio was based on four facilities with 150-209 rooms.

For suburban motels with a restaurant and lounge, or limited meeting facilities, the peak parking requirement was 0.40 to 2.58 parking spaces per guest room with an average of 0.89. The 10 facilities used for this category had 53 to 365 rooms. It is important to note that only one of these 10 suburban motels - the smallest one with 53 rooms - had a parking need in excess of 1.10. Therefore, the typical requirement may range from 0.40 to 1.10 parking spaces per guest room.

MUNICIPAL CODES VERSUS HOTEL PARKING NEEDS

A survey in a local area may show that several quality hotels have parking ratios of 1.5 to 2.0 spaces per guest room even though the parking demand may not require a ratio that high. Municipal parking codes are often not a good indicator of how much parking is actually needed. These codes frequently do not consider that restaurant, lounge, and meeting space parking demand and guest room parking demand peak at different times of the day.

In some jurisdictions, applicants for hotel development may present studies that show how peak demands for each of the factors combine.

Variables that influence hotel parking demand.

The findings may be used as the basis for developing the parking requirement. In some cases, proximity to public transportation, provision of shuttle service, and availability of valet parking can bring about a reduction in the number of required parking spaces. In many instances, however, parking requirements do not recognize these variables, resulting in the misallocation of valuable land resources.

VARIABLES INFLUENCING EACH COMPONENT OF PARKING DEMAND

The following is a checklist of variables influencing each component of parking demand:

Guest rooms. A default value is generally estimated at 0.95 spaces per guest room at 9 p.m. However, applying the default value to the wrong hotel category can lead to a substantial overstatement of parking demand, particularly for luxury hotels and resort hotels where many of the guests use taxis, limousines, shuttles, and tour buses, alleviating the need for on-site parking. In addition, guests in a resort hotel typically return to their rooms later than guests at a hotel catering primarily to business demand, tending to reduce the parking demand for guest rooms at resorts between 8 p.m. and 9 p.m., when there is still significant meeting space, restaurant, and lounge demand.

The key variables for determining the appropriate parking ratio for the guest room component are: (1) peak occupancy in the evening when restaurant and lounge parking is at its peak; (2) percentage of guests depending on owned or rented automobiles (i.e., arriving and traveling in cars as opposed to limousines, taxis, or shuttles); and (3) number of guest rooms occupied per car. As mentioned, the percentage of guests arriving and traveling in cars is a major consideration. Car use by hotel room guests can vary from 30% to 80% for better-quality hotels.

Restaurant and lounge. The rule of thumb for this component is 10 parking spaces per 1,000 square feet of restaurant and lounge space (gross leasable area). However, a more accurate method is to consider the following variables, if information is available: (1) the percentage of restaurant and lounge patrons who are not hotel room guests; (2) the percentage of non-guests arriving by car as opposed to taxi, limousine, or shuttle; and (3) the number of seats in the restaurant and lounge area. The major variable here is the percentage of restaurant and lounge patrons who are not guests of the hotel. Many hotel restaurants are designed to serve the needs of hotel guests and have very little non-guest patronage. Other hotel restaurants draw many local patrons. Where local patronage is strong, the parking requirement is higher. Meeting and conference space. This component is the most challenging to estimate, judging by the divergent opinions among experts about what is an appropriate default value. This author's review of the literature indicated a default value of 0.1 to 0.5 parking spaces per meeting room seat. A default value in the lower part of the range may be appropriate for hotels close to airports with good access to shuttle service and taxis. This is also true for upscale and luxury hotels at which shuttles, limousines, and taxis are used more frequently.

Meeting room seating is often used to calculate parking demand, based on the maximum capacity of 111 seats per 1,000 square feet of meeting room area. Because this method may overstate demand, some parking consultants prefer to estimate parking demand by closely examining several key variables. These include:

- * Maximum seating capacity of meeting and banquet rooms.
- * Seating per 1,000 square feet during evening hours. (Note: evening events are frequently banquet or classroom style, which use far less seating than auditorium- or theatre-style seating.)
- * Percentage of attendees who are not hotel room guests.
- * Percentage of nonguests arriving by car (versus limousine, shuttle or taxi).
- * The ratio of cars to persons arriving by car.
- * The frequency and intensity of meeting facility use during late evening hours.

Retail and fitness center. It is generally assumed that these elements do not contribute to parking demand since the facilities are generally used by hotel guests only, and are closed during late evening hours when parking demand peaks.

Employee parking. Typically, this component is included in parking demand estimates. However, sometimes they are calculated separately. When this calculation is made, the estimated range is 0.25 to 0.35 parking spaces per employee.

ILLUSTRATION - CALCULATION TO ESTIMATE PARKING DEMAND

The numerical calculations in figure 1 illustrate how parking demand could be estimated. The illustration addresses a 200-room luxury hotel with 6,000 square feet of restaurant and lounge area, and 7,000 square feet of meeting and banquet facilities. (Note that the parking demand illustration is for instructional/informational purposes and may not be appropriate in practice.) A simple method of calculation for restaurant and lounge parking is presented with the understanding that the amount of local patronage at the restaurant and lounge is the most difficult element to establish.

Additional Considerations

Variables that influence hotel parking demand.

No guarantee of adequate parking. The principles and the calculation methods presented merely provide a means of estimating the required parking, but do not necessarily imply adequate parking. Parking spaces can be inappropriately placed in relation to the facilities they serve. If poorly lit, the parking areas can discourage restaurant and lounge patrons. Also, narrow aisles and undersized parking spaces can contribute to circulation problems - a great detriment to conferences and other big events at which patrons need to get in and out efficiently so that the next event can be accommodated and the needed parking space ensured.

Influence of management decisions. The hotel management's operation and marketing decisions can significantly change the need for parking at the same hotel facility. For instance, the manager of a suburban hotel could choose to de-emphasize bus tours and instead target individual business travelers on low budgets. As a result of that decision, the need for hotel parking could increase significantly because more guests would arrive by car.

CONCLUSION

A parking ratio in the range of 1.0 to 1.5 is typically adequate for a good-quality, full-service luxury or resort hotel. However, appraisers should be aware of the variables that influence parking demand and how it is estimated. A hotel is a complex mixed-use facility, with multiple parking demands peaking at different times during the day. In some cases, it is possible to examine occupancy and various categories of revenues for additional indicators of parking inadequacies. Where the situation is sufficiently complex, parking consultants can be employed.

FIGURE 1 Parking Demand Estimate for Upscale, 200-Room Hotel

1. Guest room parking ratio

$95\% \text{ (peak occupancy)} \times 1.2 \text{ (number of rooms occupied per car)} \times 70\% \text{ (% use of own car or rental car)} = 0.80 \text{ spaces per room (Parking ratio for guest rooms)}$

100% occupancy may be achieved from 11 p.m.-5 a.m. However, during earlier evening hours (7 p.m.-9 p.m.). The combined peak occurs for parking demand (i.e., guest room plus restaurant and lounge plus meeting space), occupancy for the purpose of estimating parking demand is 90%-95%.

2. Restaurant and lounge parking ratio

$10.0 \text{ (parking needed per 1,000 square feet of gross leasable area)} \times 6.0 \text{ (thousands of square feet of gross leasable area)} = 60 \text{ (parking spaces needed)}$

Parking ratio = 60 spaces per 200 rooms Equates to a parking ratio of 0.30 spaces per room

3. Meeting space and banquet facility parking ratio

4. Parking ratio to address combined parking demand

GLOSSARY OF HOTEL CATEGORIES

Major cost services and investment surveys categorize hotels as limited service, full service, and luxury. These are not always clearly distinguishable from one another. The major differences are room rates, quality and construction of the facilities, quality and construction of the furnishings, and range of amenities and personalized services. In addition to these three major categories are some special categories. Brief descriptions of various hotel types follow:

Limited service. These hotels are designed for the most budget-conscious traveler. Room rates are at the lower end of the spectrum. No personal services are available. The architecture is strictly utilitarian, the rooms are small, and the space for the lobby and other public areas is minimal. Most of these hotels have no restaurant, meeting rooms, or recreational facilities other than a swimming pool. Subsegments of this category may include motels, budget or economy hotels, and motor hotels.

Full service. These hotels are designed for travelers on a moderate budget. Room rates are in the middle of the spectrum. Personalized services such as room service, dry cleaning pickup and delivery, and gift shops are frequently available. More space is allocated to lobby and other public areas. The architecture is somewhat more attractive, and the furnishings are slightly better quality. Most of these hotels have a restaurant (sometimes with a lounge) and modest meeting facilities. Typically these hotels have no recreational facilities other than a swimming pool.

Luxury. These hotels are designed for travelers who want the finest accommodations and a full range of personalized service. Room rates are at the upper end of the spectrum. Personalized services include room service, dry cleaning pickup and delivery, gift shops, a concierge to assist with travel plans, bell services, valet parking, shuttles to major tourist areas, and beauty salons. Sometimes spa facilities or tennis courts are included. Typically the architecture and construction quality is very high, with notable exterior and interior fenestration, chandeliers, and other quality design features. A large proportion of space is allocated to lobby and other public areas. Frequently these hotels have more than one restaurant and lounge, and they are often well above average. Meal prices are also above the average, but in keeping with the fine

Variables that influence hotel parking demand.

quality of the establishment.

Suburban. Suburban hotels are typically low- to mid-rise hotels, with interior corridors, recreational facilities, and meeting and banquet facilities. These hotels are developed in the commercial areas of suburban communities.

Conference center. These hotels cater primarily to business meetings and conferences, have full amenities, and typically have up to 300 rooms. These hotels are built with numerous small meeting rooms.

Convention. This type of hotel typically has 500-1,000 rooms, is located in the heart of the city's downtown, was built in conjunction with a major convention facility, and provides 20,000-50,000 square feet of meeting space.

Mixed-use. This type of hotel may include office complexes, condominium developments, and shopping center facilities.

Resort. Resort hotels have a full range of amenities, and are located in a picturesque setting within a resort community. Most of these facilities have 200-500 units.

Super luxury (also called limited public functions). These hotels typically have high room rates (approximately double the bottom of the luxury range) and have 100-400 rooms with full amenities, and modest meeting and banquet space.

1. Walter A. Rutes and Richard H. Penner, *Hotel Planning and Design* (New York, New York: Watson-Guption Publications, 1985), 194.
2. Because some of the resource information was written more than a decade ago, the authors of three of the primary works were consulted about more recent published material. The works mentioned in this article appear to be the most recent published data available; the principles and methodology have not changed.
3. Robert A. Weant and Herbert S. Levinson, *Parking* (Leesburg, Virginia: Eno Transportation Foundation, 1990), 119-120.
4. Fred R. Lawson, *Hotels and Resorts Planning, Design, and Refurbishment* (Woburn, Massachusetts: Butterworth-Architecture/Butterworth-Heinman, 1995), 142-145.
5. Urban Land Institute/National Parking Association, *The Dimensions of Parking* (Washington, D.C.: Urban Land Institute/National Parking Association, 1993), 33.
6. Rutes and Penner, 194.
7. Institute of Transportation Engineers, *Parking Generation* (Washington, D.C.: Institute of Transportation Engineers, August 1987), 39-50.

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Salzman, Gerald. "Hotel Parking: How Much Is Enough?," *Urban Land* (January 1988): 14-17. Nancy H. Stewart, editor. *Hotel Development*. Washington, D.C.: Urban Land Institute, 1996, 22.

Donald Sonneman divides his time between business valuation assignments for International Valuation Associates and complex commercial real estate appraisal assignments for Blackstone Appraisal, Inc., in San Diego, California. He is an expert in specialty properties, troubled properties, proposed construction, litigation, and eminent domain. Mr. Sonneman earned a BS in mechanical engineering from Illinois Institute of Technology, Chicago, and a degree as a certified financial planner from the Denver College of Financial Planning. Contact: (619) 560-1867. valexcel@inetworld.net.

Total meeting space square footage	7,000
Seats per 1,000 per square feet (auditorium seating)	111
Total maximum seats	777
a. % of capacity for banquet seating	72%
b. % of nonguests attending	50%
c. % of nonguests in cars (taxis and limousines do not use parking)	60%
d. Cars per passenger (one out of three cars has a passenger)	0.75

Variables that influence hotel parking demand.

e. Occupancy at 9 p.m. (default factor)	40%
Multiplier factor (from a, b, c, d, and e)	6.48%
Multiplier factor of 6.48% x total maximum seats of 777	50
Parking spaces needed for meeting and banquet space	50
parking ratio needed for meeting and banquet space (50 spaces for 200 rooms)	0.25 spaces per room
Guest room demand (from #1 above)	0.80
Restaurant and lounge demand (from #2 above)	0.30
Meeting facilities (from #3 above)	0.25
Total parking ratio	1.35 spaces per room

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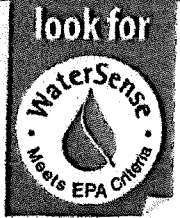
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Exhibit 4

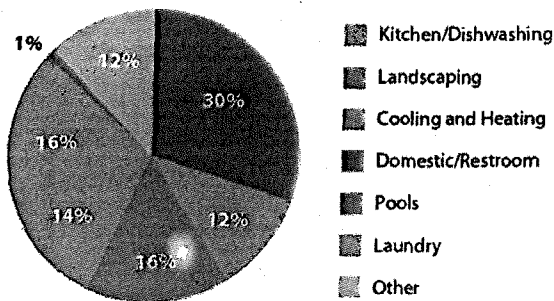
Saving Water in Hotels



Commercial and institutional buildings use a large portion of municipally supplied water in the United States. With so many businesses making up the commercial and institutional sector, there are great opportunities to conserve water. *WaterSense at Work: Best Management Practices for Commercial and Institutional Facilities* promotes water-efficient techniques that can be applied across a wide range of facilities with varying water needs.

Water used in hotels and other lodging businesses accounts for approximately 15 percent of the total water use in commercial and institutional facilities in the United States.¹ The largest uses of water in hotels are restrooms, laundry operations, landscaping, and kitchens.

End Uses of Water in Hotels

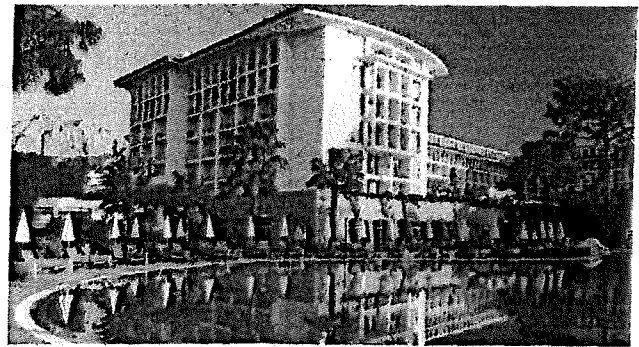


Created by analyzing data from: New Mexico Office of the State Engineer, American Water Works Association (AWWA), AWWA Research Foundation, and East Bay Municipal Utility District.

THE BUSINESS CASE FOR WATER EFFICIENCY

Over the past 10 years, the costs of water and wastewater services have risen at a rate well above the consumer price index. Business owners can expect these and other utility costs to continue to increase in order to offset the costs of replacing aging water supply systems.

Operating costs and environmental impacts are influenced by water use. Industry estimates suggest that implementing water-efficient practices in commercial



buildings can decrease operating costs by approximately 11 percent and energy and water use by 10 and 15 percent, respectively.²

High-performing water-using equipment and fixtures are now available that use at least 20 percent less water than conventional models. Hotel owners can also benefit by employing water-efficient practices through operational improvements and upgraded equipment. For example, instituting linen and towel reuse programs in guest rooms can help reduce the loads of laundry washed by 17 percent.³

Finally, environmental sustainability is a leading factor in purchasing decisions. Many municipalities and government agencies have requirements for meeting spaces that address water usage. Adopting water-efficient practices will allow hotel owners to meet these demands and position them for recognition from programs that identify eco-friendly and green hotels.

Putting Water Efficiency to Work

After upgrading its restroom fixtures with high-efficiency toilets, showerheads, and faucet aerators, a San Antonio, Texas, hotel is saving 7 million gallons of water and \$35,000 in water and sewer bills each year, with the added benefit of fewer maintenance calls from its 397 guest rooms.

WaterSense at Work provides tips to operate and upgrade hotels and other lodging facilities to become more competitive and improve their bottom line.

USING WATERSENSE AT WORK

Further information on operations, maintenance, and user education of equipment and processes within lodging facilities can be found in the following sections of *WaterSense at Work: Best Management Practices for Commercial and Institutional Facilities*:

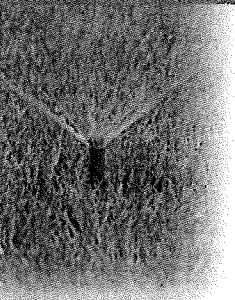
- Section 1: Getting Started
- Section 2: Water Use Monitoring and Education
- Section 3: Sanitary Fixtures and Equipment
- Section 4: Commercial Kitchen Equipment
- Section 5: Outdoor Water Use
- Section 6: Mechanical Systems
- Section 7: Laboratory and Medical Equipment
- Section 8: Onsite Alternative Water Sources

Upgrade Guest Rooms



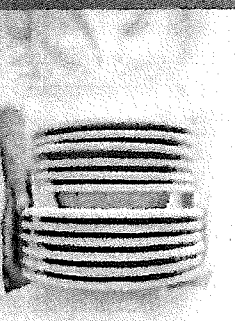
- Install WaterSense labeled faucets, showerheads, toilets, and flushing urinals where appropriate. These products have been independently certified to be at least 20 percent more water-efficient and perform as well or better than standard models.
- Upgrade or retrofit with efficient laundering equipment.
- Allow guests the option of reusing towels and bed linens in order to cut down on the amount of water used in laundry equipment.

Water Landscapes Wisely



- Design water-smart landscapes that provide beautiful surroundings while reducing water needed for irrigation.
- Improve irrigation efficiency by hiring a professional certified through a WaterSense labeled program to audit an existing system or design and install a water-efficient system.
- Cut down on water loss from evaporation, wind, and runoff by replacing existing clock timers with WaterSense labeled irrigation controllers.

Run an Efficient Kitchen



- Upgrade dishwashers, ice machines, and steam-cookers to ENERGY STAR® qualified models where appropriate. These models reduce water and energy use by at least 10 percent by reusing water throughout cycles.
- Look for efficient pre-rinse spray valves, food disposal systems, combination ovens, steam kettles, and steam cookers to use significantly less water.
- Consider replacing equipment that typically discharges water continuously, such as dipper wells or wok stoves, with more efficient models or turning this equipment off when not in use.
- Educate users on proper dishware prep and loading techniques to reduce the overall amount of water used.

For more information or to download a copy of *WaterSense at Work*, visit the WaterSense website at www.epa.gov/watersense/commercial.

¹Dziegielewski, et al. 2000. *Commercial and Institutional End Uses of Water*. American Water Works Association Research Foundation.

²2009. *Water Use in Buildings SmartMarket Report*. McGraw-Hill Construction.

³American Hotel & Lodging Association. Guideline #5. www.ahla.com/Green.aspx?id=24954.

Exhibit 5

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RESPONSIBLE TRAVEL REPORT

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Green Hotels

Whenever you travel, you need a place to lay your head, and whether you're planning to stay in a simple yurt or a charming inn, lodging is an important part of your trip. Fortunately, traveling sustainably doesn't mean you have to travel uncomfortably.

But it *does* mean that before you book your next overnight stay, you should remember that your choice of lodging can have a direct impact (positive or negative) upon the local environment and the basic human rights of the people in the destinations you visit.

With that in mind, please consider these important points about accommodations...

Why Do We Need Green Accommodations?

Water:

When we take the time to learn about water usage in conventional hotels, it becomes very clear that the greening of the hotel industry is an absolute necessity. For example, according to research conducted in 2008 by Sustainable Travel International (STI), an average conventional hotel uses about 218 gallons of water per day per occupied room (the average American uses 70 gallons per day).

Compare that extravagant water usage to the meager amount used by the average person in Sub-Saharan Africa, which (according to The Water Project) is between 2.6 and 5.26 gallons per day.

In conventional hotels, guests generally don't think about the consequences of their water usage. They use water freely, perhaps excessively, even in areas where there are water shortages. In addition, resort swimming pools and golf courses can often deplete (even contaminate) water resources for the local community; the average 18-hole golf course soaks up 525,000 gallons of water every day (Source: Tourism Concern). In some places, *tragically*, local residents who live steps away from luxury resorts are forced to walk great distances just to gain access to clean water to drink.

Water usage is just *one* of the ways conventional hotels can have a negative effect on people and the planet. Energy usage and trash disposal at conventional hotels can also create problems.

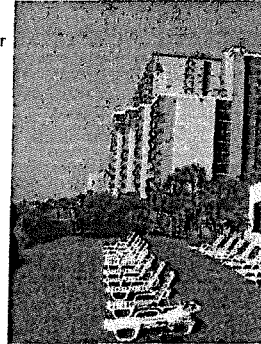
How Hotels Are Making a Difference

Thankfully, many hotels are creating or revising sustainability policies and introducing new regulations, programs, and training to make their hotels as low-impact as possible.

Here are just a few of the steps responsible hotels are taking to become more green and sustainable...

- Hiring local employees whenever possible
- Staying closely connected to (and respectful of) the local community
- Making it easy and convenient for everyone (guests and staff alike) to recycle
- Finding ways to reduce energy use
- Reducing waste as much as possible and disposing of waste in an environmentally conscious way

These are good first steps, but many hotels are doing much, much more. For a more complete list, [read on here](#).



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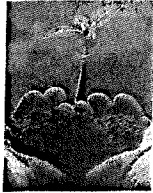


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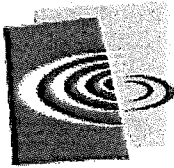
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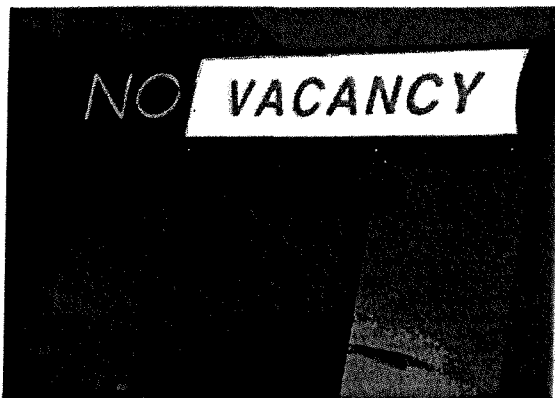
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Exhibit 6



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Hotels and Motels Introduction



Water savings potential varies greatly at hotels, depending on the type of facility and the how guests use the hotel. Guest rooms are not the only area to find potential water savings. Many larger hotels have significant water use resulting from banquets, conferences, restaurants, nightclubs, day spas, etc. It is important to not treat all hotels and motels with 'cookie cutter' type projects; as each hotel has different functions and water use patterns.

Many water utilities offer programs to encourage hotels and motels in their service area to be more water efficient. The City of New York has a Hotel Water Conservation Challenge

Program that works with hotels in the City and offers incentives for water savings. For more information on the New York City program click [here](#). The US EPA WaterSense Program also has a H₂otel Challenge Program that provides useful information.

Getting Started

An effective strategy for large hotels should start with a grouping of functions for the facilities to better understand how water is used, and the water conservation potentials within each group. The purpose is to analyze all of the uses in an organized manner, while analyzing each building or facility according to its specific water use profile. An initial conservation plan might be outlined as follows:

1. Guest Rooms

- a. Toilets
- b. Urinals
- c. Shower heads
- d. Faucets

2. Landscape irrigation

- a. Near buildings
- b. Parking lot medians
- c. Courtyards
- d. Recreation facilities
- e. Golf course

3. Office and Staff Areas

- a. Toilets
- b. Urinals

4. Food Services

- a. Dishwashers
- b. Pre-rise spray valves

c. Faucets

c. Food steamers

d. Ice machines

e. Wok ranges

5. Conference & Banquet

6. Special Facilities

a. Toilets

a. Pools

b. Urinals

b. Spas

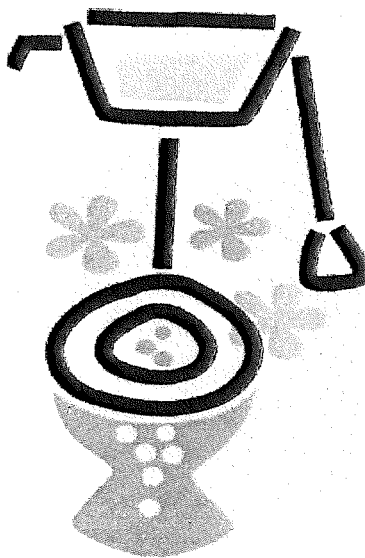
c. Faucets

c. Cooling Towers

d. Exercise Gyms

Toilets

Water savings can be achieved by replacing older model toilets using 3.5 GPF (13.2 LPF) or greater with new ULFTs (1.6 GPF (6.1 LPF)), HETs (1.28 GPF (4.84 LPF)), or dual flush toilets using 1.6 GPF (6.1 LPF) for solid waste and 1.0 GPF for liquid waste. The benefit-cost ratio is dependent upon the frequency of use; the frequency of toilet flushes per toilet varies greatly from hotel to hotel, and from guest room bathrooms common area restrooms. It is reasonable to assume an average of 6 to 7 flushes per guest, but it is not reasonable to assume all flushes occur inside the guestroom. A guest at a small motel will spend most of the day away from the motel; resulting in only 2 or 3 flushes/day/guest inside the guestroom. Guests of a resort type hotel will often spend a larger portion of the day at the hotel; resulting in 4 to 6 flushes/day/guest. Hotels catering to business travelers will average only one guest per room; while resort hotels often attract couples and families averaging 2 to 4 guests per room. Conference and banquet type hotel will attract many visitors beyond those staying overnight in guestrooms, leading to increased use of common area restrooms. All of these factors have to be considered when projecting water savings from toilet retrofits.



When conducting benefit/cost analyses on common area toilets, it is important to separate the calculations for female toilets versus male toilets for two reasons: (1) the ratio of men's room toilets per male user is usually different than the ratio of women's room toilets per female user; (2) men will most often use urinals (when available) rather than toilets. While it is reasonable to use average toilet usage estimates for program planning; performing toilet retrofit projections on hotel common areas requires calculations based on unique site data. A sample calculation for common area restrooms might be:

Data:

Average 300 male visitors/day, 200 female visitors/day

10 male toilets, 20 urinals

30 female toilets

Assuming 2 flushes/visitor/day in common areas
(conference rooms, banquet rooms, restaurants, lobbies).

Male Toilet Flush Quantities:

364 days X 300 males X 0.25 toilet flushes/day = 27,300
toilet flushes/year

27,300 flushes / 10 toilets =

2,700 flushes/year/male toilet

Male Urinal Flush Quantities:

364 days X 300 males X 1.5 urinal flushes/day = 163,800
toilet flushes/year

163,800 flushes / 20 urinals =

8,190 urinal flushes/year/urinal

Female Toilet Flush Quantities:

364 days X 200 females X 2 toilet flushes/day = 145,600
toilet flushes/year

145,600 flushes / 30 toilets =

4,853 flushes/year/female toilet

Conclusion: This example shows replacing female toilets will garner nearly twice the water savings compared to male toilets, and urinals replacements are probably the most effective strategy of all.

The predominate type of toilet in office buildings is flushometer valve toilets and pressure-assist toilets, though gravity-tank toilets are found occasionally. Both the bowl and the flush valve of the flushometer valve toilets must be replaced to assure water savings and adequate flushing performance. The cost to replace a flushometer type toilet usually ranges from \$250 to \$400, depending on the type of toilet required. Wall-mounted flushometer valve toilets are the most commonly found in new buildings; while floor mounted toilets are more common in older buildings.

As with all toilets in the commercial sector, there are a few extras items to consider:

- Building maintenance staff must be trained to only use the proper parts when servicing the flush valves, or all water savings will be negated. Unfortunately, 3.5 GPF (13.2 LPF) parts often fit the new 1.6 GPF (6.1 LPF) flush valves.
- Replacement options include the 1.6 GPF (6.1 LPF) toilets, and there are now hundreds of models of HETs available (1.28 GPF (4.84 LPF) models and dual flush) While there are many gravity type toilets suitable for light commercial applications, flushometer valve types or pressure-assist models are preferable in most commercial buildings.
- Sensor-activated flush mechanisms often result in more frequent toilet flushing than manual flush valves. There is no evidence the sensor-activated valves save water.
- If installing dual-flush toilets, it is wise to post instructions for the toilet users.
- Disposable seat covers and paper towels are the most common causes of clogged toilets. Consider alternate methods of hygiene (sanitizers, continuous roll seat cover dispensers, hot air dryers, etc.), or select new toilets models that exceed 500 grams in MaP Testing.
- Flushing performance is very important for success. Refer the MaP testing before selecting new toilets.

Urinals

The benefit of replacing urinals is highly dependant on frequency of use and the type of replacement proposed. Frequency of use is determined by calculating the quantity of male 8-hour shifts, the average urinal flush per man per 8-hour shift (usually 2 to 4), and the quantity of urinals. Similar to toilets, visitors to the facility might affect additional urinal flushes.

There are many options now for urinal replacements; from simply replacing the flush valve to reduced flows, to replacing the entire fixture with a high-efficiency urinal (HEU), which includes both flushing and non-water urinals. All options vary in the costs and benefits. In many cases, marginal water savings can be achieved by simply retrofitting the urinal flush valve to a lower GPF diaphragm on flushometer valve urinals, though some older urinals will not properly function at these reduced flows. Unfortunately, this type of valve-only retrofit can be easily and mistakenly reverted back to the higher flush volume during routine maintenance. Much consideration is needed to determine the best retrofit or replacement for any given restroom. To assure water savings are sustained over time, the best strategy is to replace the entire urinal and flush valve with an HEU (e.g., 0.125 GPF or 0.25 GPF (.47 LPF or .94 LPF) model, or a non-water urinal).

As with all urinals in the non-residential sector, there are a few extra items to consider:

- Building maintenance staff must be trained to only use the proper parts when servicing the flush valves or all water savings will be negated. Unfortunately, 3.5 GPF (13.2 LPF) parts often fit the new 1.0 GPF (3.78 LPF) flush valves.
- Sensor-activated flush mechanisms often result in more frequent urinal flushing than manual flush valves. There is no evidence the sensors valves save water.
- Non-water urinals are considered compliant by most, but not all plumbing code authorities. The Uniform Plumbing Code and the International Plumbing code allow the urinals, but some local cities and counties have not yet approved the devices. It is wise to contact the local plumbing jurisdiction before installing non-water urinals.

Showers

The Energy Policy Act of 1995 set maximum showerhead flow rates rate at 2.5 gallons per minute (GPM) (9.46 LPM). Despite this federal mandate, some showers flows can still be found flowing in excess of 5 GPM (18.92 LPM). In addition, some 'luxury' hotels have subverted the law by installing multiple showerheads in guestroom shower stalls. Replacing excessive flow showerheads and removing multiple showerheads are some of the most cost effective retrofits inside hotels.

New, well-designed 2.5 GPM (9.46 LPM) showerheads offer a satisfying and effective shower experience for hotel guests. There are some models of showerheads that flow less than 2.5 GPM (9.46 LPM) and also have high levels of consumer satisfaction, but these are not recommended for safety concerns. As showerhead flow rates have decreased, the incidents of accidental scalding have increased; caused by the loss of thermal buffering in water volume when supply water temperature changes suddenly. Thermostatic mixing valves prevent this problem, and are now required by most plumbing codes. To date, thermostatic mixing valves are only tested and certified for flows of 2.5 GPM (9.46 LPM) or greater. Installing showerheads with flow rates below 2.5 GPM (9.46) is not recommended until thermostatic mixing valve requirements are amended to lower flows.

Water savings projections can be easily estimated by measuring the flow rates of the pre-existing showerheads, determining average hotel occupancy levels (assuming one 11-minute shower/guest/day), and calculating the water use differential.

Hotel managers are very sensitive to guest satisfaction ratings, and shower quality seem to evoke many guest reactions. It is very important to choose replacement showerheads that are known to have a high level of user satisfaction. Most high quality showerheads cost \$5 to \$12 in bulk quantities. We do not recommend using price as sole criteria when selecting showerheads for hotels

Lavatory Faucets

Flow rates for wash basin faucets in lavatories can reasonably be reduced to 0.5 GPM (1.89 LPM) or lower. (The current national standard and the major model plumbing codes in the U.S. call for a maximum flow rate in non-residential lavatory faucet installations of 0.5-gpm (1.89-lpm).) Projected savings are usually based on usage frequencies similar to toilet and urinal use. Flow durations are often estimated to be 5 to 30 seconds per use. Retrofitting aerators on the faucets is the most common and least expensive strategy. The water savings are small when compared to replacing toilets, but the cost of retrofit is minor, usually less than \$1.00 per faucet.

Some wash basins are fitted with mechanical metering valves (automatically shut-off after a preset time span) or negative shut-off valves (user must continue to exert pressure on valve handle to maintain water flow). These types of valves are required to save water and deter flooding the lavatories. The metering valves are often adjustable for the duration of the flow. The flow should not exceed 5 seconds per activation.

There is no scientific evidence that sensor-activated faucets save water. To the contrary, recent studies have provided valid evidence that sensor faucets use much greater water than manually activated valves. Sensor activated valves provide user convenience, but are now known to be wasters of water.

Irrigation

Many hotels have landscaping surrounding the facilities, some even have attached golf courses. Where local climate demands regular irrigation, there are often vast opportunities for water savings from improving irrigation systems and practices. Water efficiency measures often achieve water savings of 30% to 50% of all irrigation water.

Food Preparation

Many hotels include restaurants, bars, nightclubs, banquet services and room service; and this presents excellent opportunities to conserve water in the areas of food preparation and dish washing.

Food is often heated in steamers using a central boiler; connectionless steamers are alternative equipment that saves thousands of gallons of water per year.

Asian restaurants use wok ranges extensively in food preparation. Traditionally, the intense heat of these wok ranges required a constant flow of water to cool the equipment. Waterless woks are now available, eliminating most of the water use.

Pre-rinse spray valves, using 4 GPM (15.1 LPM) are used to rinse dishes before placed in the dishwasher; new efficient spray valves use only 1.2 GPM (4.5 LPM) and save hundreds of gallons per day (depending on volume and type of meals served).

Ice machines are commonly found in food and bar service facilities; and this equipment can use surprisingly excessive amounts of water. Depending on the model and the settings, ice machines use 2 to 18 pounds (.91 kg to 8.2 kg) of water for every pound of ice produced.

The water efficiency of commercial dishwashers also varies greatly. The high cost of these machines often impairs the benefit-cost ratio of early replacement; but as older dishwashers fail, high efficiency models should be installed as replacements.

Cooling Towers

Most hotels employ the use of a cooling tower in the HVAC system to cool the buildings. Cooling towers use the cooling effect of evaporating water to remove heat from water circulating through the HVAC chillers. There are numerous ways for the system to waste water when the system is not properly maintained. Depending on the climate zone and the cooling system, the water wasted can be greater than all the sanitary fixtures combined. Appropriate retrofits usually require a conductivity controller and a pH controller be installed and properly maintained to achieve water efficiency. Conductivity controller retrofits, usually cost less than \$1,500 for an average sized cooling tower, and can save more than \$800 per year for a typical office or classroom building.

There are ample technologies available to greatly improve the water efficiencies of most cooling tower systems. Technology provides the tools for water savings, but does not guarantee water efficiency. Controller installations and retrofits must be part of an overall customer maintenance and education program to be effective.

Reclaimed Water

Where the local wastewater treatment agency provides reclaimed water (wastewater treated to drinking water standards, though deemed non-potable), hotels provide an opportunity to supplant potable water use with reclaimed water use. Landscape irrigation is the most obvious opportunity to use this water. Reclaimed water can also be used to supply

water to toilets and urinals. Depending on the water quality requirements, many cooling towers can also use reclaimed water rather than potable water.

In all applications, the reclaimed water must be strictly separated from potable water sources and end-uses. This requires a clear separation of pipes supplying water to the end use (irrigation system, toilets, urinals, cooling tower, etc) from pipes supplying potable water to faucets, drinking fountains, etc. Irrigation systems are usually on separate meters and water supplies; thus, this is the most common application for reclaimed water use.

In existing buildings, the water supply pipes for toilets and urinals are often interconnected with faucets and drinking water fountains; requiring extensive plumbing system retrofits if reclaimed water is to be used. Retrofitting a pre-existing plumbing system inside a hotel is usually too costly to justify the use of reclaimed water to flush sanitary fixtures. When constructing new buildings, the cost to separate the water supply pipes for sanitary fixtures is marginal. Many water agencies are now requiring new public buildings be designed with dual plumbing to separate the plumbing so reclaimed water can be used to flush sanitary fixtures, even if reclaimed water is not immediately available. Plumbing contractors this has adds less than 15% to the total cost of the plumbing system.

Storm Water Collection and Use

Collecting the rainwater on the building site (roof, parking lot, hardscape, landscape, etc.) is one of the fastest growing strategies in the water conservation industry and the "green" building efforts. There are three distinct advantages to storm water collection and use:

- The collected water can be stored then used to irrigate the landscape during dryer months.
- The water collected is prevented from entering the storm water system, which is often overtaxed in urban areas causing flash floods.
- The pollutants from the building site (fertilizers, herbicides, pesticides, animal waste, automobile fluids, etc) are prevented from being carried by storm water to streams, rivers, and other aquatic ecosystems. These pollutants are classified as 'non-source point pollution', and recent studies have shown the profound negative effect on local water quality.

Laundry

Most hotels have in-house laundry facilities to clean bed clothes and towels used by guests. The water used to launder these items is a significant portion of the hotel water use. Each set of bed sheets requires 6 to 8 gallons of water to launder; a towel set (bath, hand and face) requires an additional 6 to 8 gallons (22.7 L to 30.2 L). The most effective means to reduce water use for laundry is to encourage guests to re-use the sheets and towels during their stay. As a comparison of strategies: improving the water efficiency of the on-premises washers may cost thousands of dollars and will likely yield water savings of no more than 25%; guests re-using each towel and sheet set twice before laundering will yield water savings of 50% at a very minimal cost. Hotel towel and sheet reuse programs requires a cooperative effort from both the guests and the hotel staff. The program usually includes the following components:

1. Promotion tent cards are placed in rooms and/or bathrooms to inform guests of:
 - a. The precious value of water
 - b. The need to conserve water
 - c. Asking for guest assistance in re-using towels and sheets before laundering
 - d. The procedures to reuse towels (hanging on towel rack usually indicates laundering not necessary)
 - e. The procedures to reuse bed sheets (only upon guest request to housekeeping)
2. Guests participate by following the instructions on the card
3. Staff only removes and replaces towels and sheets as guest indicates

There are several key elements that must be adhered for this strategy to work effectively. The promotion tent cards must be readily visible for the guests to notice and read. The appeal to the guest must be effective; guests have little motivation to save money for hotel owners. The staff must also cooperate and follow the wishes of the guest; it is not uncommon to have housekeeping staff remove and replace towels even when the guests hang the towels on the rack indicating they do not need laundering.

Program effectiveness can be projected using the following formula:

$$Q = R \times Oc \times L \times W \times P$$

Where: Q = the Quantity of water saved

R = quantity of guest Rooms

Oc = average Occupancy percentage of the hotel

L = average Laundry per room, towels and sheets, measured in pounds

W = Water used per pound of laundry (water efficiency of washer)

P = Participation rate by guests and staff (percentage)

Water Savings Example:

200 (rooms) x 75% (occupancy rate) x 5 (lbs/room) x 7 (gal/lb fabric) x 60% participation

Water savings projection = 3,150 gallons per day, more than 1,000,000 gallons/year

(11.9 m³ per day, more than 3,785 m³ per year)

The most common mistake made by hotel management is not providing adequate towel rack space for the towels to hang and dry between uses. When guests are forced to hang the towels squished together, the guests find the towels are still damp (and possibly musty) the next day. Many hotel guestrooms were not designed to provide towel drying space because the hotel policy was to wash the towels everyday. Hotel managers are strongly encouraged to add extra towel racks in the rooms (if necessary) before implementing this program.

Additional information to improve the efficiency of the on-premises laundry facilities at hotels can be here.

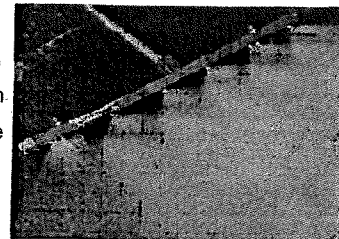
Clothes Washers

Some motels provide coin-operated clothes washers in common areas for guest use, and this provides a significant water saving opportunity. Most coin-op washers have a Water Factor rating of 12 to 14; using 35 to 45 gallons per load (132.5 L to 170.3 L). Newer water efficient models have a Water Factor rating of 4 to 8; using as little as 15 gallons per load (56.8 L). Water savings projections require frequency of use estimates, and this is difficult data to obtain unless the business manager regularly records accurate "coin counts". These machines are often owned by vendors known as 'route operators', where the hotel owner receives a portion of the machines' gross revenues. Any effort to replace the machines with more efficient models requires the cooperation of the route operator.

Additional information on common area laundry efficiency can be found here.

Waterbrooms

Hardscapes (sidewalks, decks, walkways, etc) are often sprayed with water from a hose and nozzle as part of a cleaning regimen, especially of food service facilities and patio dining areas. While dry sweeping the surfaces with a broom is preferred, health and sanitation objectives require the food be rinsed off the hardscape with water. The traditional hose and nozzle uses more than 5 gallons per minute (18.92 LPM), while waterbrooms use less than 1 gallon per minute. Water brooms use an array of high velocity, low water volume nozzles to scour the surfaces. The majority of users also attest the waterbroom cleans the surfaces faster and cleaner than the traditional hose nozzle method.



Additional information on waterbrooms can be found here.

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Exhibit 7

RESPONSIBLE TRAVEL REPORT

The Online Magazine of Sustainable Travel International



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Additional Steps Hotels Are Taking to Promote Sustainability

Water Reduction

- Implementing linen and towel re-use programs (which reduce hotel water and detergent use by about 30 percent)
- Installing faucet aerators and low-flow showerheads to reduce water use without sacrificing water pressure
- Checking for and fixing leaks
- Eliminating plans for swimming pools, hot tubs, and golf courses (or using more water-efficient designs for these amenities)

Energy Reduction

- Using compact fluorescent light bulbs in guestrooms and public spaces
- Using light-sensors to minimize overnight energy
- Constructing LEED certified buildings
- Using alternative energy sources (e.g., solar and wind)
- Installing programmable thermostats
- Purchasing energy-efficient appliances
- Installing reflective windows and heat recovery systems
- Incorporating more natural lighting
- Updating and improving insulation for attics, water heaters, and hot water pipes
- Using electric lawnmowers

Waste & Pollution Reduction

- Offering paperless check-in and check-out procedures
- Providing filtered water and reusable, recycleable drinking containers
- Replacing individual bottles of shampoo and bars of soap with refillable wall dispensers
- Composting food scraps
- Purchasing paper and pens made of recycled material
- Buying materials in bulk to reduce packaging waste
- Using non-toxic, biodegradable, bleach- and phosphate-free soaps and detergents so that graywater (created from processes like laundering, showering, and bathing) can be reused for irrigation or other tasks that make good use of nonpotable water

Other Steps

- Purchasing (or growing their own) organic produce
- Planting rooftop vegetable and herb gardens to reflect heat and to slow down rain runoff
- Serving Fair Trade coffee
- Providing outlets for the local community to present and sell crafts to guests in a respectful way

As you can see, dedicated, responsible hoteliers are making lots of changes as they strive to make their establishments more sustainable.

Some of these changes are quick and easy to make, but many of them require lengthy planning and big investments. We know it's not an easy path to follow, and we applaud and congratulate the accommodations providers who are dedicated to making a positive difference in the world, and we thank them for giving conscientious travelers a comforting place to lay their heads!



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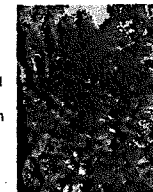
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Exhibit 8

Downtown Development: The Latest Info on 96 Projects

By Donna Evans, Eddie Kim and Jon Regardie | Posted: Tuesday, February 24, 2015 5:00 am

DOWNTOWN LOS ANGELES - The development boom in Downtown Los Angeles is hitting a new level: Not only are projects being built, but they are going vertical. In other words, the Central City is literally on an upswing.



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Residential: New Pershing Apartments

This is important because it speaks to increasing density in one of the few communities in Los Angeles that welcomes it. Whereas residents of Hollywood, the Westside and the Valley frequently protest when a new high-rise is proposed, in Downtown it is often embraced as a means to give the area a critical mass.

This is being seen on numerous fronts. The 73-story Wilshire Grand replacement is rising at Seventh and Figueroa streets and the 33-floor Onni Tower at 888 S. Olive St. is nearing completion. The multi-tower Metropolis near L.A. Live is under construction and the development firm Trumark Urban just broke ground on a 22-story condominium complex at 1050 S. Grand Ave. in South Park. That is literally just the start, as drawings have been made and entitlements are being sought for another batch of high-rises, some 40 or even 50 stories.

That's not the extent of the boom. The rush of low-rise rental complexes continues, and things are also heated on the civic front, with, among other projects, the Federal Courthouse steaming forward and the recent groundbreaking of the replacement of the Sixth Street Viaduct.

In the following pages, Los Angeles Downtown News provides the latest updates on 96 projects. Expect things to continue to look up, figuratively and literally.

NEW PROJECTS

These projects were either publicly announced, were revived or gained prominence in the past five months.

EIGHTH AND SPRING: Vancouver, Washington-based Holland Partner Group has acquired a parking lot at Eighth and Spring streets and plans to build a 24-story building with 320 apartments and

ground-floor retail, according to city documents. Tom Warren, head of the company's Southern California developments, said Holland Partner paid \$12.5 million for the property at 737 S. Spring St. The Historic Core project would follow other Downtown developments for Holland Partner. Last June, the company broke ground on a pair of seven-story structures at Sixth and Bixel streets in City West.

ETCO HOMES LITTLE TOKYO: Beverly Hills-based developer Etco Homes is seeking entitlements for a 66-unit apartment project in Little Tokyo. The development at 118 Astronaut Ellison S. Onizuka St. would offer one- and two-bedroom lofts, with floor plans up to 1,250 square feet. The company is aiming to break ground by the end of the year, said project manager Kyle Milano. The architect is BGA Inc. No budget has been revealed.

FORD BUILDING: The former Ford Motor Factory building at the southwest corner of Seventh Street and Santa Fe Avenue will be transformed into creative office space with retail on the ground floor. San Francisco-based real estate giant Shorenstein Properties purchased the 102-year-old building and two accompanying structures for \$37 million last April. Jim Pierre, senior vice president of Shorenstein, expects construction to begin this April, and anticipates opening the development in spring 2016. No budget has been announced. Renderings show floor-to-ceiling windows on the ground floor. The four levels above the street also would feature large windows. The rooftop would have a deck with sweeping views of Downtown and Boyle Heights. The Ford building opened in 1912 as Ford Motor Company's primary Southern California assembly operations for Model T's and Model A's. It functioned as the headquarters of the Imperial Toy Company from 1972 to 2005.

FOURTH & TRACTION : The century-old Coca-Cola building in the Arts District will be transformed into a mixed-use complex with creative office space, retail and restaurants. GPI Companies of Los Angeles and New York-based Atlas Capital last spring completed a \$19 million acquisition of the structure, now dubbed Fourth & Traction (although it sits on the corner of Fourth and Merrick streets, the developers are seeking to change the street name). The three-story, 150,000-square-foot red brick building at 963 E. Fourth St. originally opened in 1915 and previously housed operations for the Cola-Cola company, but has long been vacant. Leasing agents Industry Partners and RKF have announced it will get a landscaped, 10,000-square-foot rooftop penthouse with an outdoor kitchen and fire pit, and a restaurant will be on the east end of the structure. Architecture firm HLW International is handling the redesign. The project will include the creation of a 300-space multi-level parking structure adjacent to the building. Fourth & Traction is due to be completed in the fourth quarter of this year.

MARIONETTE SQUARE: The Bob Baker Marionette Theatre at 1345 W. First St. was sold in 2013 to Eli Melech, who plans to build an apartment complex on the site. Whether that would involve the demolition of the theater remains to be seen, but the city deemed the City West building a Historic-Cultural Monument in 2009. The initial design from Melech and architect Steve Albert calls for a

five-story, wood-framed structure that bridges over the existing theater building; the majority of the theater space would be preserved as a lobby in the new complex and would house displays commemorating Baker's career. The upper floors would hold 102 one- to three-bedroom apartments. Melech said construction on the development would not start until the end of 2015 at the soonest; the Bob Baker company's lease runs through this April, at which point it turns into a month-to-month arrangement. No budget for the project has been revealed.

VIBIANA LOFTS: Vancouver, Washington-based developer Holland Partner Group has purchased the nearly one-acre parcel just south of the former St. Vibiana Cathedral. Tom Warren, head of Holland Partner's Southern California developments, said the firm expects to break ground this month on a 179,000-square-foot building that will create 237 apartments. Plans call for five stories of wood construction over a concrete podium, with approximately 247 above- and below-ground parking spaces. The project is being designed by the architecture firm Togawa Smith Martin, and will include just under 4,000 square feet of retail or restaurant space. Two previous projects, including a 41-story residential tower, had been proposed for the site at 222 S. Main St. Warren anticipates construction taking two years, leading to an opening in early 2017.

RESIDENTIAL

801 S. OLIVE ST. : San Francisco-based Carmel Partners is wrapping up the design phase of a 27-story apartment tower at Eighth and Olive streets, according to Senior Vice President of Development Dan Garibaldi. The company plans to break ground by the end of March, with construction wrapping up in the third quarter of 2017. Plans for the tower at 801 S. Olive St. call for 363 units, with studios, one- and two-bedroom apartments and eight penthouses. Amenities would include a large fitness center, a rooftop pool and lounge, and a larger pool and recreation area on a fifth-floor deck. There would also be 10,000 square feet of street-facing retail space as part of a four-story parking podium. Most of the podium would be wrapped in translucent panels, allowing the structure to glow softly at night.

820 S. OLIVE ST.: Vancouver, Canada-based developer Onni Group is moving forward with plans for a 50-story residential tower between Hill and Olive streets, according to a company representative. Onni, which is also finishing a 33-story apartment tower at 888 S. Olive St., intends to bring 589 housing units and 600 parking stalls to the parcel on the borders of South Park and the Financial District. An adjacent 6,584-square-foot single room occupancy hotel will remain on land owned by the developer. No budget or timeline have been revealed.

920 S. HILL ST. : A proposed 32-story high-rise from veteran developer Barry Shy is in the environmental review stage, said project representative Kate Bartolo. The tower at 920 S. Hill St., on what is now a parking lot behind the Ace Hotel, would be a concrete, glass and stone structure with 239 condominiums and five ground-floor commercial spaces totaling 5,405 square feet. David Takacs Architecture is handling the designs. No timeline or budget have been revealed.

950 E. THIRD ST.: Initial designs were altered following a neighborhood outcry, and now a groundbreaking is expected by next month for a 472-apartment project at 950 E. Third St., said developer Dilip Bhavnani, a principal at Legendary Developments. The company is partnering with Ohio-based Associated Estates on the Arts District effort. The \$160 million complex is slated to rise on a six-acre site adjacent to the Southern California Institute of Architecture. The nearly 400,000-square-foot complex would offer 22,000 square feet of retail and 922 parking spaces. A public path through the project site would connect Third Street to Merrick Street and Traction Avenue.

1001 S. OLIVE ST.: Miami-based developer Lennar Multifamily is continuing work on a seven-story apartment building at the southwest corner of Olympic Boulevard and Olive Street, and is almost done with pouring the concrete for the subterranean parking levels. The complex will have 201 rental units, including 12 two-story townhomes, and about 4,100 square feet of retail and commercial space on the ground floor. The South Park project will offer a third-floor pool deck overlooking Olive Street, a roof deck at the corner of Olive and Olympic, a large fitness center, interior entertainment amenities and a dog run. Plans also call for 228 parking stalls. Lennar is aiming to finish the project by September 2016, according to land-use consultant Sheila Gonzaga.

1133 S. HOPE ST.: Vancouver, Canada-based developer Amacon, which aims to build a 28-story residential tower at 1133 S. Hope St., got a green light from the City Council to move forward with the project in November, when the panel rejected an appeal of the South Park development tied to a zone variance. The project now has the approvals necessary to break ground, though no timeline has been revealed. Amacon officials previously stated that the project, which would rise on a current parking lot just east of the Flower Street Lofts, would have 5,029 square feet of restaurant and retail space. Amenities would include a pool, a spa, a fitness room, library, communal kitchen and a media room.

1200 FIG: A pair of 34-story condominium towers across from the Los Angeles Convention Center has received entitlements and is in the final design phase. The development could break ground within six months, said Steve Klausner, project manager at architecture firm Harley Ellis Devereaux. The project, from a consortium of investors including Jamison Services and Hankey Investment Company President W. Scott Dobbins, would rise on a current surface parking lot at 12th and Figueroa streets. Initial designs show curved, steel-and-glass towers that would hold a combined 648 condominiums. The residences would sit above a 90-foot-high podium with parking and 40,000 square feet of retail space, which would have businesses that appeal to the crowds coming to Staples Center and L.A. Live. No budget has been revealed.

1200 S. FLOWER ST.: Developer Onni Group is in the entitlement phase of a project that would bring a pair of residential high-rises to 1200 S. Flower St. The Vancouver, Canada-based Onni intends to erect 31- and 40-story buildings that would create a total of 730 housing units and approximately 843 parking spaces. The five-story, 72,000-square-foot office building that currently occupies part of

the South Park property would remain, though a two-story warehouse would be demolished.

Amenities for the complex would include a swimming pool and a dog run. The structure would also feature a landscaped podium deck. No budget or timeline have been disclosed.

1400 S. FIGUEROA ST.: According to the most recent information available, developer DHG Family Trust is in the entitlement and design phase on a seven-story building with 106 residential units at 1400 S. Figueroa St. in South Park. The project would have 4,750 square feet of street-facing retail space and amenities including a fitness center and a pool deck. There would also be two levels of underground parking. The project is being designed by GMP Architects-LA. No timeline or budget have been revealed.

AMP LOFTS: A \$130 million effort from Bolour Associates and Crescenta Capital is moving forward after the development was redesigned during the fall, said project representative Dana Sayles. The Amp Lofts would bring 320 live/work apartments and 20,000 square feet of retail space to Seventh Street and Santa Fe Avenue in the Arts District. The complex, with designs by the Shimoda Design Group, would be shaped like a "J," and there would be seven-story buildings at the northern end of the property and fronting Seventh Street. The remainder of the 311,000-square-foot development would primarily be two- and three-story structures along Imperial Street and Santa Fe Avenue. The project also calls for 390 parking spaces. The property, the longtime home of the American Moving Parts auto factory, currently holds 11 warehouse and industrial buildings. All would be razed to make way for the new structures. A groundbreaking is slated for the middle of 2016, said Sayles, and construction is expected to last 20 months. AMP Lofts are scheduled to come online by mid-2018.

BROADWAY AND OLYMPIC CONDOS: A 15-story condominium complex at 955 S. Broadway from developer Barry Shy has reached the environmental review stage, according to project representative Kate Bartolo. The 184,705-square-foot structure would bring 163 housing units and eight commercial spaces to the corner of Broadway and Olympic Boulevard, she said. Residences would run from 665-1,465 square feet. There would be an outdoor area on the second floor and a rooftop deck with a pool, barbecue and garden. Plans include a restaurant and a 60-foot long greenscape in the rear of the building, Bartolo said. No timeline for construction has been revealed.

BROADWAY PALACE: Work continues at G.H. Palmer Associates' two-building apartment project on two parcels at Olympic Boulevard and Broadway. The development will create a 10-story, 439-apartment building on what is currently a surface parking lot. An adjacent parcel will be home to a six-story, 247-unit structure. The project will be complete in early 2017, company head Geoff Palmer said. He did not reveal a construction budget for the project, which is a partnership between Palmer and parking lot company L&R Group. Unlike the rest of Palmer's Italian/Mediterranean-styled Downtown portfolio, the Broadway Palace will have brick facades that complement the historic look and feel of Broadway. At ghpalmer.com.

COLLEGE STATION: Evoq Properties last year unveiled a plan to create a mega-project near Union Station in Chinatown, but the developer was acquired by a coalition of investors and the project is now under the purview of Atlas Capital. According to the most recent available information, there are two proposals for the site at 924 N. Spring St., dubbed College Station. One calls for two residential towers up to 20 stories tall along with several four-story buildings for affordable senior housing units, and another eight-story building with 80 live/work lofts. The second plan envisions multiple five-story buildings instead of the two taller towers, but keeps the senior housing and live/work components of the first plan. The proposals include about 40,000 square feet of ground-floor commercial and retail space. No timeline or budget have been revealed.

DA VINCI: An enormous fire on Dec. 8 burned down one of the two structures that makes up G.H. Palmer Associates' 526-unit apartment complex at 909 W. Temple St., and it remains unclear what company head Geoff Palmer intends to do on the property. In a statement after the fire, Palmer referred to the loss of the southern building as "temporary," but he has not announced plans to rebuild it. However, the first phase of the Da Vinci, on the north side of Temple Street in the shadow of the 110 Freeway, remains, and plans call for opening it in the near future. The second phase had been in the framing stage, though the wood acted as fuel for the fire, which was extinguished in about 90 minutes. The fire was ruled arson. At ghpalmer.com.

FOREMAN AND CLARK BUILDING: A renovation and conversion of the 13-story Foreman & Clark building at 701 S. Hill St. is in the entitlement process, according to project representative Elizabeth Peterson. Owner Kyung Cho plans to turn the structure into a housing complex with 165 residences. The 1929 edifice in the Jewelry District currently holds office tenants and street-level jewelry businesses. The ground floor space would be filled by two restaurants and a bar/lounge, according to documents filed with the City Planning Department. Los Angeles-based architecture firm EWAI is handling designs. No timeline or budget have been revealed.

FOREST CITY/SOUTH PARK: Developer Forest City is preparing to break ground on a pair of seven-story South Park buildings in late spring, according to Vice President of Development Frank Frallicciardi. The \$135 million project will bring one building to 156 W. 11th St. (11th and Hill streets) with 177 studio to two-bedroom units and about 7,500 square feet of ground floor retail space. Amenities would include a pool deck, courtyard and gym. It would also create a pedestrian paseo in the alley between the apartments and the Herald Examiner Building. Another structure will rise at 1201 S. Main St. with 214 studio to two-bedroom apartments and 7,500 square feet of retail space. The two buildings would have more than 500 combined parking stalls and nearly 450 bicycle parking spaces. Forest City is aiming to construct both buildings simultaneously and open them by the summer of 2017, Frallicciardi said.

FOURTH AND BROADWAY: Planning for a high-rise at Fourth Street and Broadway from veteran developer Izek Shomof continues, said Eric Shomof, his son and business partner. The

entitlement process is underway, he added. The 34-story tower would feature 450 residential units and parking spaces, and there would be 7,000 square feet of retail space. The 450,000-square-foot development, being designed by Downtown-based architect HansonLA, would be built to condominium specifications but likely would open as apartments, Eric Shomof said. Renderings show a mid-rise portion of the building with a curved segment fronting the southeast corner of Fourth and Broadway. A rectangular tower would rise on top of that. No timeline or budget has been revealed.

GAREY BUILDING: Construction is progressing at the Garey Building and crews will soon top off the framing of the 320-unit apartment complex, said Tom Wulf, senior vice president of Lowe Enterprises. Lowe is partnering on the two-building project at 905 E. Second St. with Megatoys and institutional investors advised by J.P. Morgan Asset Management. The five-story buildings between First and Second streets flanking Garey Street are on pace to open this December, Wulf said. The Arts District property was long the headquarters for Megatoys, a toy business run by the Woo family. The \$60 million development, with designs by Togawa Smith Martin Architects, will include 15,000 square feet of retail and restaurant space with outdoor dining along a pedestrian-only street connecting First and Second streets. The studio to two-bedroom apartments will average 728 square feet. Residences will have open floor plans with features including gourmet kitchens, quartz countertops, and washers and dryers. The project will contain four courtyards, one dedicated to pets. Another courtyard will offer a pool, spa and sundeck with grilling areas, fire pits and an outdoor lounge. The development is being constructed to LEED certification standards and also will include 530 parking spaces for both retail and residential tenants.

G8: Carmel Partners' seven-story, 700-unit apartment complex at Eighth Street and Grand Avenue, formally known as G8, is entering the final stages of construction, and completion is expected in the third or fourth quarter of the year, said Carmel Senior Vice President of Development Dan Garibaldi. While all 700 units will be completed at the same time, Carmel is planning to lease around 300 residences in the first phase of opening. The units will have floor-to-ceiling windows and balconies, and common spaces include multiple courtyards and a rooftop pool deck. It also has a four-level underground parking structure. The ground floor anchor tenant will be a Whole Foods, which is filling 41,000 square feet of retail space. That is slated to open on Nov. 4. Carmel is continuing to negotiate retail leases for the remaining spaces, Garibaldi said.

G12: Developer Sonny Astani still has not set a groundbreaking date for his 640-unit project dubbed G12. Astani is teaming with private equity firm Wolff Company on the complex bounded by 12th and Olive streets, Pico Boulevard and Grand Avenue. The first phase of the development would create a seven-story, 347-unit residential building. The project would also feature 42,000 square feet of retail and commercial space. The three-acre site was purchased from parking lot company L&R Group. At astanienterprises.com.

HANOVER GRAND AVENUE: The framing for developer Hanover Company's 274-unit, seven-

story apartment building at Grand Avenue and Olympic Boulevard was completed in February, according to development partner Ryan Hamilton. The Houston-based developer's project will bring studio to two-bedroom apartments and 12,000 square feet of street-level retail space. Architecture firm TCA is handling the design, which features a stucco exterior with glass balconies. Amenities will include rooftop sun decks, a pool and a public paseo. Initial occupancy in the building now dubbed Hanover Grand Avenue is expected in January 2016, Hamilton said. It is one of three Hanover projects in South Park.

HANOVER OLYMPIC: Construction continues on the Hanover Company's seven-story development at Olympic Boulevard and Olive Street. Work crews finished pouring the foundation in late January, according to Hanover development partner Ryan Hamilton. The 263-apartment complex is slated to be finished in March 2016. The design from architecture firm TCA features an articulated facade with stucco and a variety of accent materials and glass balconies overlooking the street. Hanover Olympic, as the project is now called, will also have 14,500 square feet of street-level retail space. Amenities will include a rooftop deck, a gym and interior entertainment spaces. The project sits next to the company's Hanover South Park development, which opened in January. A third Hanover complex is under construction at 1000 S. Grand Avenue.

MACFARLANE PARTNERS/PARK FIFTH: Developer MacFarlane Partners is moving forward with plans to erect a seven-story building with 312 apartments and, later, a 24-story tower with 348 housing units on the parcel north of Pershing Square. The company is in the site plan review phase for the plot bounded by Olive, Fifth and Hill streets. MacFarlane aims to start construction on the seven-story building within a year, according to a project representative. Construction is expected to take about two years. No timeline for the high-rise building has been revealed, but it would feature a roof deck with a pool, a barbeque area and other amenities. The plan marks a new start for the site known as Park Fifth. Developer David Houk had previously secured entitlements for a 73-story tower, but plans were felled by the recession.

NEW PERSHING APARTMENTS: The 69-unit New Pershing Apartments, Skid Row Housing Trust's renovated low-income development in the Historic Core, is expected to begin move-ins soon. The \$16 million project at Fifth and Main streets offers studio- and one-bedroom residences of 350-500 square feet, as well as a landscaped courtyard and a meeting room with a full kitchen. The project's design comes from architecture firm Killefer Flammang; the development salvaged the facades of two old buildings, the 1889 Pershing Hotel and the 1905 Roma Hotel. The renovation also expanded the building's size from 37,000 to 60,000 square feet. The New Pershing Apartments has ground-floor retail space, and SRHT is looking for tenants. At skidrow.org.

ONNI TOWER: Vancouver-based Onni Group is finishing its 33-story apartment tower at 888 S. Olive St. and expects to open the building in the second half of the year. The \$100 million structure in the southern part of the Financial District will create 303 one-, two- and three-bedroom luxury

apartments. It will be the firm's first completed project in Downtown. Onni has plans for two additional Downtown high-rises.

ONYX: The South Park effort Onyx is expected to break ground in the second quarter of this year, according to a spokesman for developer Jade Enterprises. The 410-unit, two-building complex proposed for Pico Boulevard at Flower and Hope streets will be the second residential project for the company that has extensive holdings in the Fashion District. The seven-story Onyx would rise on two side-by-side parking lots atop 42,000 square feet of ground-floor retail and commercial space. No budget has been revealed.

SARES-REGIS LITTLE TOKYO: Construction of a seven-story development at 232 E. Second St. in Little Tokyo is on schedule, with the garage nearing completion, said Sares-Regis spokeswoman Zoe Solsby. Move-ins are expected by March 2016, she said. The complex, next to the Ava apartments, which opened last year, will create 240 rental units including 51 studios, 112 one-bedrooms and 77 two-bedrooms (measuring up to 1,220 square feet). Negotiations are underway with various restaurants and retailers for the 16,000 square feet of retail space, Solsby said. At sares-regis.com.

SB OMEGA: A proposed 38-story high-rise from developer Barry Shy is in the environmental review stage, said project representative Kate Bartolo. The tower with 452 condominiums at 601 S. Main St. would rise on what is currently a parking lot. The Historic Core project would include 25,000 square feet of retail space with storefronts on Main and Sixth streets. The project would include a seven-story parking podium and there would be 268 spaces for bicycle parking. No budget or timeline have been revealed.

SIXTH AND BIXEL: Holland Partner Group is in the midst of construction on a \$200 million project in City West. The Vancouver, Washington-based developer will erect a pair of seven-story structures and renovate a 1920s medical office building on a four-acre site on Sixth Street between Lucas Avenue and Bixel Street. The new buildings will have 606 units and the medical building will hold 42 residences. The project will also create 25,000 square feet of retail and commercial space, much of it fronting Sixth Street. The converted office building is expected to open by the middle of this year, while project officials intend to bring the other residences online in phases in 2016. Togawa Smith Martin is designing the project. Amenities will include rooftop decks, a large fitness center and a pool, along with a public plaza and 300 trees. Units will include studio to three-bedroom apartments. Rents are expected to range from \$1,500 to slightly under \$4,000.

SPRING STREET APARTMENTS/GARAGE: Historic Core development company Downtown Management has tapped TSK Architects to begin community outreach on a proposed 40-story structure in the Historic Core, said company vice president Greg Martin. Downtown Management, headed by Joseph Hellen, plans to erect the high-rise on a parking lot on Spring Street between the Spring Arcade Building and the Alexandria Hotel. The company, which has turned three nearby old

edifices into apartment buildings, is planning a tower with residences on top of six levels of parking, and one floor of retail. No budget or timeline have been revealed.

TEN50: San Francisco-based developer Trumark Urban in mid-January broke ground on a 25-story, 151-condominium complex; though long known as the Glass Tower, the name has been changed to Ten50. The developer hopes to open the \$100 million project at 1050 S. Grand Ave. in 2016. The tower will offer one-, two- and three-bedroom units, along with amenities including a fifth-floor pool deck, cabanas and a fitness center. The ground floor will hold 5,672 square feet of retail space, with storefronts along Grand Avenue and 11th Street. The project was initially proffered by developer Amir Kalantari, but plans hit a wall when the recession began and lending markets froze. Trumark Urban acquired the project in June 2014. Downtown-based architecture firm HansonLA is handling designs for the building, which features several Rubik's Cube-like accents jutting out along an edge of the structure.

TITLE INSURANCE BUILDING: Hard demolition for the Historic Core's Title Insurance Building is imminent, said Bill Lindborg of Capital Foresight, which owns the 1928 structure at 433 S. Spring St. The company has completed the abatement and soft demolition work, and continues to move forward in the permitting process, he said. Plans call for turning the building into 216 residential units with 40,000 square feet of ground-floor retail space.

TOPAZ: Construction continues on Jade Enterprises' 159-unit apartment complex just north of the Santa Fe Lofts at Sixth and Main streets, according to a company spokesman. The project, dubbed Topaz, broke ground last September. The six-story edifice at 550 S. Main St. will stretch between Main and Los Angeles streets. Topaz will offer studio and one- to three-bedroom units and will include 23,000 square feet of retail. The Historic Core project is expected to be complete by the third quarter of 2016. No budget has been revealed.

VALENCIA: Developer Sonny Astani broke ground in late 2014 on a roughly \$60 million, six-story apartment project at 1501-1521 W. Wilshire Blvd. The 218-apartment City West complex is slated to be complete in February 2016, according to Astani. The Valencia would have amenities such as open courtyards and a fitness center. Most units would have balconies and there would be 4,400 square feet of ground-floor retail and commercial space. Killefer Flammang Architects is handling the designs. At astanienterprises.com.

MIXED USE

BLOSSOM PLAZA: Developer Forest City is finished with the foundation at the \$100 million Blossom Plaza complex and began pouring concrete for the parking podium in January, according to Vice President of Development Frank Frallicciardi. Construction on the five-story development is about 30% complete, he said. The project will create 237 studio to three-bedroom apartments, with 53 units reserved for low-income residents. The development at 900 N. Broadway will also have

19,000 square feet of street level space for restaurants and retail; the project will hold four restaurant spaces. Additionally, Forest City is creating a 17,000-square-foot public plaza with a walkway connecting the Metro Gold Line station to Broadway, allowing rail riders to easily access the heart of Chinatown by foot (currently, they would have to go down several flights of stairs and walk up multiple blocks). The project is slated for completion in late spring 2016.

CITY MARKET: According to the most recent information available, the initial phase of development for the massive Fashion District mega-project City Market, a proposed \$1 billion hub of housing, office space, hotel rooms and a college campus, began last summer. For the initial phase, dubbed City Market South, developer the LENA Group intends to turn two aged buildings on San Pedro and San Julian between 11th and 12th streets into creative office space and dining establishments. The overall City Market, from landowner Peter Fleming, ultimately would include 945 housing units, 210 hotel rooms, 225,000 square feet of retail and 295,000 square feet of creative office space. It could be 20 years before the entire project is complete. At citymarketla2.com.

FIGUEROA CENTRAL: Chain-link fences went up on the 4.6-acre site of the Fig Central mega-project late last year, and construction work has commenced on the parcel, which for years operated as a surface parking lot and also held two squat mechanical buildings and an underground bank vault. Beijing-based developer Oceanwide plans to build two 40-story towers and a 49-story high-rise, all on top of a large parking podium with about 200,000 square feet of retail space. Initial renderings show the retail space as an open-air galleria with two levels. The towers, meanwhile, will hold a combined 504 condominiums and 183 hotel rooms, with amenities such as a pool and green space on top of the podium. The project's design comes from architecture firm RTKL.

HERALD EXAMINER RENOVATION: The renovation of the 1914 Herald Examiner Building by San Francisco-based Hearst Corporation is fully entitled, and the project is now in the final design phase, according to property manager Doyle McDonald. The tentative start of construction has been pushed from the spring to October, he added. The building designed by Julia Morgan was formerly the headquarters of William Randolph Hearst's Los Angeles newspaper. The renovation is slated to take about 18 months and would convert the two-story building into retail space (35,000 square feet on the ground floor) and creative office space (another 35,000 square feet). No budget has been revealed.

LA PLAZA CULTURA VILLAGE: The County of Los Angeles and the La Plaza de Cultura y Artes Foundation, which operates a museum and cultural facility on Main Street, last year proposed a massive mixed-use development on a 3.7-acre site near Olvera Street. All the necessary entitlements and approvals have been secured for the project known as La Plaza Cultura Village, and it is now in the design phase, said Jim Andersen, senior vice president at developer Trammell Crow. The county Board of Supervisors gave the green light for the project and certified its final Environmental Impact Report in October, he said. The development, which would rise on two parking lots on either side of Broadway, would connect El Pueblo to Fort Moore Pioneer Memorial, a small park and monument at

430 N. Hill St. The project would include up to 345 residential units in five- and eight-story buildings, with 20% of the residences set aside for low-income tenants. The 425,000-square-foot endeavor would also hold up to 55,000 square feet of restaurants, cafes and shops, along with nearly 800 parking spaces in subterranean and above-grade structures. Chinatown-based architecture firm Johnson Fain is designing the project. The development team hopes to begin construction around the third quarter of this year, Andersen said.

MACK URBAN SOUTH PARK: Developer Mack Urban has six acres of land in South Park, which it acquired in 2013 for \$80 million. The company is now aiming to break ground on a pair of seven-story structures on a parcel bordered by Pico Boulevard and Olive and Hill streets, in March, according to Mack Urban representative Nadene Gallagher. The buildings would have 362 apartments, with 22 ground-floor townhomes and 4,000 square feet of retail at the corner of Pico and Olive. In addition, Mack Urban is in the design and entitlement phase for two apartment buildings on a lot bounded by Grand Avenue and 12th and Olive Streets. A hotel and residential tower were originally planned for this parcel. The developer hopes to start work on the apartment buildings in the third quarter of the year, Gallagher said. Mack Urban is partnering with AECOM Capital on the entire South Park development, which has an estimated total budget of \$750 million. The designs are from architecture firm AC Martin.

MEDALLION 2.0: The second phase of developer Saeed Farkhondehpour's Medallion project in the Old Bank District is still in the entitlement phase. Farkhondehpour said he expects to begin construction in the first quarter of 2016. The project would create 500 apartments in three structures at Third and Main streets, and would take about 30 months. Meanwhile, Farkhondehpour said he is planning to unveil a ground-floor food complex in the first phase of Medallion, at Fourth and Main streets, in April. Tenants so far include Uzbek restaurant Samarkand Cafe, Bread Bar bakery, casual eatery Dante's Kitchen and a yet-unnamed Indian restaurant. The eatery Tione's on Main is also now serving in the Medallion space formerly occupied by a vegan restaurant.

METROPOLIS: Construction continues on the Metropolis mega-project just north of L.A. Live. The first phase, which broke ground last year, comprises an 18-story hotel (down from 19 floors in the initial plans) and a 38-story condominium tower with about 300 units. Chinese developer Greenland is finishing the foundations for these towers, and will soon begin construction of the cores and shells of the buildings, according to Greenland. Phase 1 is slated for completion by the end of 2016. Last July, Greenland revealed plans for a second phase with 54- and 40-story condo towers (with about 700 and 500 residences, respectively). Greenland has not broken ground on Phase 2, and there is no firm timeline to begin, Fan said. Architecture firm Gensler, which is designing the entire project, had suggested last summer that Phase 2 work could start by 2015, with an opening in 2019. Amenities for all the towers will include pool decks, green space, fitness centers and entertainment rooms. The towers sit on parking podiums that have two floors of retail space off the street level along Francisco

Street. Metropolis, which is bounded by the 110 Freeway and Eighth, Ninth and Francisco streets, is budgeted at more than \$1 billion.

THE GRAND: Developer Related Companies has completed and submitted schematic designs for The Grand by architect Frank Gehry to the Grand Avenue Authority, the city-county joint powers panel that oversees the site of the proposed Bunker Hill mega-project. The \$850 million effort to reinvent the upper reaches of Grand Avenue was restarted in late 2013. The project calls for a pair of towers, one with 300 hotel rooms, and the other with 400 residences. The development would also hold a podium with a stacked mix of shops and restaurants that would be situated around a central plaza that opens to Grand Avenue. Related has begun an early pre-leasing effort to find tenants for the retail, food and entertainment space. Construction is expected to start in 2016.

WILSHIRE GRAND REPLACEMENT: Structural steel has started to go up for the 73-story tower on the northwest corner of Seventh Street and Figueroa Boulevard. The first level of buckling restraint braces, which are part of the building's seismic infrastructure, was reached in mid-January, said project spokesman Sean Rossall. The \$1 billion project is being developed by Korean Air and designed and managed by AC Martin. The high-rise, which will ultimately have a sloped roof and 900 hotel rooms atop 400,000 square feet of office space, along with retail and restaurant space, is expected to be completed by the end of 2016 and open the following year. InterContinental will operate the hotel portion of the project. At wilshiregrandcenter.com.

CIVIC AND NONPROFIT

ARTS DISTRICT PARK: Construction is underway at the \$1.6 million, half-acre park at Fifth and Hewitt streets in the Arts District. Workers broke ground in December on the attraction just south of Urth Caffe. The park will feature an eight-foot wall for mural art, outdoor eating areas and plaza space, a playground, shade trees, concrete seating and lighting. The money for the park was secured through Quimby fees, which developers pay for park creation. Completion is expected this summer, and will be coordinated with a ceremony for the adjacent, under-construction La Kretz Innovation Campus, a 30,000-square-foot clean technology project and business incubator.

BROADWAY REVITALIZATION: The retail surge on Broadway continued in December, when a Gap Factory Store opened at 737 S. Broadway. It is the San Francisco-based chain's first outpost in Downtown. Meanwhile, the \$1.5 million "dress rehearsal" phase of the Broadway streetscape plan was completed in August, and the city Department of Transportation is examining how cutting traffic lanes and extending the sidewalk into the roadway is affecting both drivers and pedestrians. A full study of the impacts will be conducted this fall, according to LADOT. Permanent renovations to the streetscape could take place after that. It is expected to cost \$5 million-\$6 million per block, and the office of 14th District City Councilman José Huizar has secured about \$5 million for the permanent build-out thus far. Huizar's office is also working with building owners to convert the upper floors of stagnant buildings into new commercial space. At bringingbackbroadway.com.

BUDOKAN OF LOS ANGELES: The Little Tokyo Service Center has surpassed the halfway mark in the fundraising effort for the \$23 million Budokan of Los Angeles. The long-gestating development at 237-249 S. Los Angeles St. would be a multi-purpose sports and activities center with a gymnasium, mezzanine, community space and a rooftop park. It would host an array of sports, including basketball, volleyball and martial arts, as well as after-school programs and social events. The latest renderings reveal windows from street level to the bright yellow roof of the three-story portion of the structure. Plans call for a children's playground on a courtyard and a rooftop garden. Funding has come mostly from public-sector sources. Fundraising began in 2011 and LTSC officials expect it will take another 18 months to raise the remainder. A groundbreaking is expected in 2016 with work expected to take up a year and a half. At budokanoflosangeles.com.

CHINATOWN PARK: Water discovered beneath the hillside at Ord and Yale streets, plus December's rainfall, has delayed the construction of a Chinatown park, said Louis Reyes, a spokesman for First District City Councilman Gil Cedillo. The city Bureau of Engineering along with Ahbe Landscape Architect, the company tapped to create the new facility, have begun the effort to get public input on the design of the project that will rise on an L-shaped lot. Last May, the office of then-County Supervisor Gloria Molina contributed \$950,000 to the project, bringing the amount secured for the facility to \$8.25 million. Another \$5 million comes from Proposition 84 state funds. Demolition is expected to begin soon, with a grand opening slated for this summer.

FEDERAL COURTHOUSE: The massive steel frame of the \$323 million Federal Courthouse, at the southwest corner of Broadway and First Street, is nearly complete. Construction began in summer 2013 and is on track to wrap in fall 2016, according to Traci Madison, a representative for the U.S. General Services Administration. The 600,000-square-foot building will have 24 district courtrooms and 32 judges' chambers, as well as offices for the U.S. Marshals Service. The design from architecture firm Skidmore, Owings & Merrill depicts a large cube with windows set at angles to create a serrated outer skin; the design will bring in natural light while also cutting solar heat gain. The Civic Center building is being engineered to achieve LEED Platinum status, according to the GSA.

FIGUEROA CORRIDOR BIKEWAY: Construction of the street improvements has begun along the Figueroa Corridor, said Tim Fremaux, a transportation engineering associate for the city. The \$20 million My Figueroa project, an effort to make the street friendlier to pedestrians and bicyclists, is expected to last through December. Plans call for trimming vehicular lanes and establishing protected areas for two-wheeled travelers. The project will accomplish this while preserving the entrance and exit points for auto dealerships and other businesses along the three-mile section of Figueroa Street between the Financial District and Exposition Park. At myfigueroa.com.

FIRST AND BROADWAY PARK: The city Department of Recreation and Parks, the Bureau of Engineering and Councilman José Huizar's office have begun hosting community outreach meetings for the park proposed for the corner of First Street and Broadway, said Huizar spokesman Rick Coca.

Site demolition work, including excavation, backfill, re-compaction and grading, has been completed. The park would rise on the site of a former state office building that was razed after the 1971 Sylmar earthquake. The new facility is expected to complement Grand Park, which lies directly to the north. According to Huizar's office, the \$18 million to \$20 million Civic Center project has secured \$14 million so far, with more than \$10 million of that in Quimby fees (charged to developers for the creation of green space). The Department of Recreation and Parks anticipates that the remaining funds will come from a combination of future Quimby fees and department allocations.

GOOD SAMARITAN HOSPITAL MEDICAL PAVILION: The \$80 million Good Samaritan Hospital Medical Pavilion is on pace to open late this year, according to hospital spokeswoman Katrina Bada. The 190,000-square-foot development, being designed by Ware Malcolmb, will hold the Frank R. Seaver Ambulatory Surgery Center, which will have eight operating suites. Additionally, the project on Wilshire Boulevard at Witmer Street will hold a pharmacy, outpatient clinics and physician offices including the hospital's Surgical Specialties Clinic, which includes hepatobiliary and pancreatic surgery, neurosurgery and orthopedic surgery, said Bada. The builder is Millie and Severson.

LOS ANGELES RIVER: Last May, the Army Corps of Engineers announced its support of an estimated \$1 billion Los Angeles River revitalization plan, dubbed Alternative 20. The effort, backed by Mayor Eric Garcetti, would restore 719 acres and tear out three miles of concrete channeling, and include connections from the waterway to Los Angeles State Historic Park. Now the city is looking for money to cover half of the project; the funds could potentially come in the form of property taxes, thanks to a new law that allows certain tax dollars to be used on revitalization and public works projects. In January, the City Council asked city staff to create a detailed report on how Los Angeles could create an Enhanced Infrastructure Financing District to restore and improve 31 miles of the river; the report is due in the beginning of March. At lariver.org.

LOS ANGELES STATE HISTORIC PARK: The expansive renovation of the 34-acre park on the edge of Chinatown, which began last April, has been delayed due to the discovery of underground archaeological features and some soil contamination. The park, which had been scheduled to be complete in the spring, is now slated to reopen in November, according to state Department of Parks and Recreation Superintendent Sean Woods. Completed work thus far includes excavation and grading of the two-acre restored wetlands area, construction of a pedestrian bridge, and framing of a welcome center, ranger station and public restrooms. Other planned features include a tree-flanked promenade and a paved parking area. The renovation is budgeted at approximately \$20 million. At lashp.wordpress.com.

LOS ANGELES STREETCAR: The most recent assessment of the Los Angeles Streetcar's cost, from project manager URS Corp., came in at about \$270 million. That's much lower than the worst-case estimate from a city analysis in 2013, which put the price at up to \$327.8 million, though it is

also far higher than the initial projected cost of \$125 million. Officials with the office of 14th District City Councilman José Huizar have said the actual cost could be lower than \$270 million, but the project's funding picture remains unclear. In January, streetcar officials reported that 24 firms from 19 cities responded to a "request for information" on a financial partnership for the project; actual deals will not happen until the city prepares a "request for proposals." Up to \$85 million in tax funds can be collected from Downtown property owners along the streetcar route and \$10 million has come from the former Community Redevelopment Agency. The city is applying for \$75 million in federal grants, but even if that is secured, some sort of public-private partnership would be needed. The 3.8-mile project would run from South Park to the Civic Center with a main spur on Broadway. The streetcar's environmental impact report is expected to be done in the coming months, and Huizar hopes to have the streetcar open by 2019. At streetcar.la.

MERCED THEATER AND MASONIC HALL: The city Bureau of Engineering remains in the design phase for a renovation of the city-owned Merced Theater and the attached Masonic Hall, near the Olvera Street plaza. The process began last summer and will run through this summer. Public hearings to review the preliminary designs are slated to take place by early winter, according to the city department El Pueblo de Los Angeles Historical Monument (which manages the buildings). The city is planning to move the studio for Channel 35, which airs City Council meetings and other government-related programs, into the building. The \$23 million project will also create office space and a 50-seat theater, which would be used for public events and cultural activities. The renovation is expected to be finished by the end of 2017.

METRO BUS FACILITY: The Metropolitan Transportation Authority's \$120 million Division 13 Bus Maintenance and Operations Facility will be completed in May and will open the following month. All construction and infrastructure work has been finished, and now the fueling, washing, vacuuming and other equipment is being installed. The project at the northeast corner of Vignes Street and Cesar Chavez Avenue will hold 200 buses and contain a multi-level garage, a fueling depot and areas for washing vehicles. It is being designed to meet Leadership in Energy & Environmental Design (LEED) Gold standards and will have, among other elements, a green roof, solar panels and a storm water reclamation system with an underground 275,000-gallon retention tank. There will also be 397 parking spaces for Division 13 employees. At metro.net.

PARKER CENTER: The city Bureau of Engineering has completed a plan to raze the 1954 Parker Center and replace it with a \$475 million, 27-story office tower, which would hold employees from multiple city departments. That plan may be delayed, as the city's Cultural Heritage Commission voted on Jan. 29 to nominate the building at 150 N. Los Angeles St. for Historic-Cultural Monument status. The City Council's Planning and Land Use Management Committee and the full council have 90 days to review the nomination; if it passes and the building is designated a monument, any plans to demolish or renovate Parker Center could be pushed back a year or more. Parker Center, designed by

noted architect Welton Becket, has been empty since the Los Angeles Police Department moved its headquarters to the new Police Administration Building in 2009. Preservation groups, including the Los Angeles Conservancy, are pushing the city to renovate and reuse the structure rather than demolish it.

REGIONAL CONNECTOR: The Metropolitan Transportation Authority is moving ahead with the design process and pre-construction work on the \$1.42 billion Regional Connector. The final designs from Metro, in conjunction with the team of Skanska USA and Traylor Bros., will be complete in early 2016, according to Metro spokesman Rick Jager. Major utility work will begin in the middle of this year, and the sites of three new rail stations (at Second and Hope streets, Second Street and Broadway, and First Street and Central Avenue) will be excavated in the third quarter of the year. Underground tunneling for the 1.9-mile project, meanwhile, is expected to start in the second quarter of 2016. The Regional Connector will join area light rail lines to streamline cross-county travel and reduce the need for transfers. It is expected to open in 2020. At metro.net/projects/connector.

SIXTH STREET VIADUCT REPLACEMENT: A groundbreaking took place Feb. 20 and demolition of the 82-year-old Sixth Street Viaduct is scheduled to start in June, said Tonya Durrell, a spokeswoman for the city Department of Public Works. The design for the replacement of the 1932 bridge, which connects the Arts District to Boyle Heights, includes a "ribbon of arches" that will feature staircases and a viewing deck. The city Bureau of Engineering worked with a design team led by HNTB, architect Michael Maltzan and others; the existing bridge needs to be replaced because of a chemical condition that has caused its concrete to weaken. The new viaduct will offer improved pedestrian access with 10-foot wide walkways as well as bike lanes. Work on the \$401 million project is expected to last through 2018. At sixthstreetviaductreplacement.org.

UNION STATION MAKEOVER: The Metropolitan Transportation Authority's Board of Directors voted to move ahead with the Union Station Master Plan in late October, pushing the project into the implementation stage. Metro is now pursuing a full environmental review of the plan to upgrade the 75-year-old transit hub and 40 acres of surrounding land. The Master Plan comprises two main renovations: First, a larger indoor-outdoor passenger concourse, with new spaces for retail, will be built to connect travelers to an updated rail yard. Second, the Patsaouras Bus Facility near the eastern entrance to Union Station will be demolished and rebuilt as an elevated terminal between the historic station building (the west entrance) and the new concourse. Other improvements include the conversion of the west parking lot into a public plaza and the creation of a walkway over the rail lines. Metro has also signed a number of leases for the station, with tenants including Cafe Crepe, T&Y Bakery, Downtown's Barista Society coffee shop and a new gastropub to fill the old Fred Harvey restaurant space. Plans for the surrounding property are still being determined. At metro.net/projects/la-union-station.

CULTURAL/ENTERTAINMENT DELIJANI BROADWAY THEATERS: Work continues on the

restoration of four historic Broadway theaters owned by the Delijani family — the Los Angeles (615 S. Broadway), Palace (630 S. Broadway), State (703 S. Broadway) and Tower (802 S. Broadway) — according to Kate Bartolo, a consultant to the Delijanis. The projects do not have a firm completion date, but three of the venues (Los Angeles, Palace and Tower) have already hosted events. Overall plans include the construction of nearly a dozen eateries and bars and the renovation of the interiors, including the theater spaces themselves. The Delijanis have not disclosed a construction budget or timeline for the restoration.

FARMERS FIELD: An agreement between the city and Anschutz Entertainment Group to build Farmers Field on a 15-acre parcel adjacent to the Convention Center expires in April; it had been scheduled to sunset last October, but AEG was granted a six-month extension as the company sought to bring a professional football team to Downtown Los Angeles. AEG has continued to pursue a franchise despite the January announcement that St. Louis Rams' owner Stan Kroenke intends to build an 80,000-seat stadium in Inglewood. Unlike that project, all environmental approvals have been secured for AEG's proposed 68,000-seat stadium. The Downtown facility would have a "deployable" roof that could be taken on and off as necessary. It would be part of a \$1.4 billion effort that includes an overhaul of the Convention Center. City officials last year also began looking at a proposal to modernize the Convention Center without AEG, and to erect a 1,000-room hotel on the site in question. At farmersfield.com.

GLOBE THEATRE RENOVATION: Although the Globe Theatre last month featured live music and entertainment for the first time in decades, as part of the Jan. 31 Bringing Back Broadway event, Erik Chol's \$5 million renovation of the 101-year-old venue at 740 S. Broadway is still ongoing. Long used as a swap meet, the 24,347-square-foot Globe will serve as an event space and will host dance, music and theatrical performances, said project spokeswoman Elizabeth Peterson. The theater's marquee was relit last June.

HAUSER WIRTH & SCHIMMEL GALLERY: The effort to turn a 100,000-square-foot former flour mill at 901 E. Third St. in the Arts District into an art complex continues. Vaulted skylights have been installed in the compound's original bank building, and an environmental cleanup has taken place at the site, said Andrea Schwan, a spokeswoman for the Hauser Wirth & Schimmel Gallery. The project, to be run by former MOCA Chief Curator Paul Schimmel, will turn a collection of late 19th and early 20th century buildings and outdoor spaces into a destination for exhibitions and public programs. The site's seven structures, which have been mostly uninhabited since the 1950s, include a Neo-Classical bank building, a five-story mill structure and three warehouses. The property includes a 20,000-square-foot space with an interior courtyard. The project will also have a covered parking area. The Hauser Wirth & Schimmel Gallery is expected to open in early 2016.

ITALIAN AMERICAN MUSEUM: The cleaning of the Italian American Museum is complete, as is the restoration of the building's original, 1908 mosaic entry, according to museum Executive

Director Marianna Gatto. Gatto expects work on the new entrance on Main Street to start in March, with remaining tenant improvements and exhibition installation to follow. The long-awaited project is expected to open in the second quarter of this year, Gatto said. The \$4.5 million project in the building known as the Italian Hall, at 644 N. Main St., will display rare photos, documents, maps and artifacts illustrating the legacy, contributions and influences of Italian Americans in the region. At italianhall.org.

THE BROAD: The final pieces of the scaffolding covering Eli Broad's \$140 million contemporary art museum were removed in December, and the project is scheduled to open on Sept. 20. Passersby now have a clear view of the lattice-like exterior known as "the veil," including the dimple, called the oculus, on the Grand Avenue side of the building. The Broad will house the 2,000 pieces of art in the collection of Eli and Edythe Broad. The design by Diller Scofidio + Renfro has a 50,000-square-foot gallery on the third floor lit by 318 skylights; the entire building measures 120,000 square feet, and in addition to storage and offices there will be a ground-floor restaurant, a space for lectures and an outdoor public courtyard. The Grand Avenue project south of Walt Disney Concert Hall sits on top of a 370-car parking garage. Admission will be free. At thebroad.com.

TRACTION AVENUE BREWPUB: Construction is underway at 213 Nightlife's Traction Avenue Brewpub. Plans for the bar at 828 Traction Ave. call for 258 seats. According to the most recent information available, nightlife proprietor Cedd Moses will dedicate more than half of the 17,320-square-foot business to the brewery and kitchen, and it will include a family-oriented restaurant. Moses' license would allow 5,000 barrels of beer to be sold off-site annually. The brewpub will occupy the former Crazy Gideon's electronics store, and also will offer 27 skeeball lanes.

BUSINESS

353 S. BROADWAY: Developer and architect David L. Gray has restored the façade of the aged structure at 353 S. Broadway, and continues his effort to turn the six-story edifice into creative office space. The \$8.5 million renovation is well underway and the building should be available for occupancy by the third quarter of this year, Gray said. Additionally, Gray has filed permits for a 4,577-square-foot bar with two patios and 212 seats in the building. Last year, a 12-foot tall ficus tree growing out of the exterior of the top floor of the structure was cut down, and its 60 feet of roots were removed.

420 BOYD ST.: The \$1.5 million renovation of Legendary Developments' two buildings at 420 Boyd St. will be completed by May, said company principal Dilip Bhavnani. The project includes a five-story structure at the corner of Boyd and Omar streets in the Toy District, which will house five tenants, with each occupying a full floor. The adjacent edifice will hold the microbrewery Mumford Brewing; it is also scheduled to open by May. The rooftops of the buildings will be used by the tenants and their guests, Bhavnani said.

ATMATEO: ASB Real Estate Investments and Century City's Blatteis & Schnur announced plans last year to create a 130,000-square-foot Arts District retail center. The project, dubbed At Mateo, will revamp a collection of five warehouse buildings at Palmetto and Mateo streets. The developers say they intend to use repurposed brick, concrete and wood. They purchased the property last year for \$32.5 million, and intend to spend another \$30 million on the project. Plans call for an open-air batch of restaurants, shops and local service businesses, as well as a 400-plus space parking garage. The project, which developers say will activate the street from morning till night, is expected to open in fall 2016. At atmateo.com.

CASE HOTEL: Developers Channing Henry, Frank Stork and the Kor Group continue to work on a plan to renovate the Case Hotel. The team intends to do a full historic rehab of the 1924 building at 1106 S. Broadway and turn the 107,000-square-foot structure into a four-star boutique hotel with 151 rooms. Downtown architecture firm Omgiving is handling the designs. The team acquired the 13-story property across the street from the Herald Examiner Building for \$13.5 million. Though currently empty, the Case Hotel recently housed facilities for the YWCA of Greater Los Angeles.

CLARK HOTEL: The 348-room Clark Hotel at 426 S. Hill St. is finishing up construction and could open as soon as early summer. That follows an October ruling by the Central Area Planning Commission, which brought to an end a long-running battle between New York-based developer Chetrit Group and hospitality workers' union Unite HERE Local 11. The Commission ruled in favor of Chetrit Group in a dispute over whether the Clark, as well as the Embassy Hotel in South Park, had proper environmental impact reviews. The union's appeals had prevented the hotels from receiving final permits. The 11-story structure has been renovated and features a lobby with bright marble and chrome accents, guest rooms with lively Mod-style details (including zebra-print wallpaper), a pool deck and multiple dining spaces.

CLIFTON'S CAFETERIA RENOVATION: Andrew Meieran bought the 1935 Clifton's Cafeteria in 2010 and began a major renovation the following year. Though he initially said work at the landmark restaurant at 648 S. Broadway would be finished by the end of 2012, Clifton's remains closed. One potential positive came at the end of January, when new red neon lights were illuminated on the building's exterior. Meieran has said in the past that the renovation will create multiple eating and drinking establishments inside the building, including a version of the classic cafeteria, an old-school steakhouse, a bakery and a tiki bar. The building will reopen with a new name, Clifton's Cabinet of Curiosities. Although the project was originally described as a \$3 million endeavor, Meieran's most recent price tag was \$7.5 million. At cliftonscafeteria.com.

DESMOND BUILDING: Developer Lincoln Property Company is finishing up structural work on the 1917 Desmond building at 11th and Hope streets and is transitioning into interior tenant improvements, according to Rob Kane, a vice president at LPC. The company anticipates finishing the building in May, at which point Anschutz Entertainment Group will move more than 500 employees

from around the city into the renovated South Park structure. The move will consolidate the workers in the AEG Live and AXS Ticketing divisions into a location close to AEG's headquarters at L.A. Live. Upgrades to the 97-year-old structure include seismic retrofitting and the creation of a sixth floor, dubbed the "Glass Pavilion." There are also plans to bring a ground-floor cafe to the 82,000-square-foot structure. At thedesmondla.com.

EMBASSY HOTEL AND AUDITORIUM: As with the Clark Hotel, the Embassy Hotel at 831 S. Grand Ave. has been cleared by the Central Area Planning Commission to receive its final permits and finish construction. The hotels' owner, New York-based Chetrit Group, has finally beaten back protests from hospitality workers' union Unite HERE Local 11 regarding the environmental reviews of the two properties. Renovation of the 183 guest rooms, a nearly 10,000-square-foot outdoor patio and the historic Trinity Auditorium continues. Already complete at the South Park project is a new rooftop pool deck with a bar. The Embassy is slated to open in the fourth quarter of this year. The hotel's finished rooms show off a refined, elegant look and will rent at a higher price point than those in the Clark Hotel, according to project representative Elizabeth Peterson.

FREEHAND HOTEL: The transformation of the 1924 Commercial Exchange Building into a 200-room Freehand Hotel has begun. The building at 416 W. Eighth St. will be the third establishment in the Freehand chain. Freehand, a partnership between Ron Burkle's Yucaipa Company and the Sydell Group, will create a mix of traditional guest rooms and hostel-style rooms with up to eight beds. Los Angeles-based Killefer Flammang Architects is handling the redesign of the 13-story Beaux Arts structure, originally designed by the firm Walker & Eisen. A rooftop pool and lounge are planned, as are ground-floor retail and a restaurant. The tall neon sign on the corner of the structure will be preserved. The hotel is slated to open in 2016.

LA KRETZ INNOVATION CAMPUS: The Los Angeles Cleantech Incubator is on target for move-ins to begin during the second quarter of this year, said Fred Walti, executive director of LACI. The entire La Kretz Innovation Campus should be finished by the third quarter, he added. The 30,000-square-foot clean technology project and business incubator at 525 S. Hewitt St. will serve as a home for young companies, and will include conference facilities, research and development labs and other tools. The Arts District project will vastly increase the number of entrepreneurs LACI houses and helps. The La Kretz Innovation Campus will include a small park with a water feature, Wi-Fi, grass and tables. The DWP's Energy Efficiency Group is also expected to house its testing and demonstration labs on site. At laincubator.com.

THE BLOC: Developer Wayne Ratkovich continues his \$180 million transformation of the former Macy's Plaza, and the project dubbed The Bloc is now scheduled to open in the fall. Construction crews have removed most of the office lobby and are completing the interior work on the retail portion of the complex. They are also deep into the brick removal work. Last August, The Ratkovich Company and Texas-based Alamo Drafthouse announced that a nine-screen movie theater with 800

seats will open in The Bloc. More recently, company officials said that the San Francisco men's shop Wingtip will have an outpost in the refurbished mall. The work involves a complete redesign of the 42-year-old facility bounded by Seventh, Eighth, Hope and Flower streets. Plans call for creating an open-air space on the street level. Additionally, the complex's Sheraton hotel is undergoing a \$40 million renovation. At theblocdowntown.com.

OPENED IN THE PAST FIVE MONTHS

CLEANTECH MANUFACTURING CENTER: The large project in southeast Downtown has reached its ending point and the search is on for tenants. The two larger buildings on the 20-acre campus at 2455 E. Washington Blvd. were completed in December, and the third and final building was finished the last week of January, said Philip Tsui, a development manager with Trammell Crow, which has partnered on the project with Principal Real Estate Investors. The developers are now seeking clean technology and other tenants looking for state-of-the-art industrial and manufacturing space. At ctmc.info.

GAP FACTORY STORE: The Gap Factory Store opened at 737 S. Broadway on Dec. 15. The 7,842-square-foot space is the first Downtown Los Angeles outpost for the San Francisco-based retailer. Unlike traditional Gaps found in shopping malls and other locations, the Factory Store offers lower-priced items, many listed at up to 70% off regular retail price. The business has 12-foot ceilings and large plate-glass windows fronting Broadway.

GRAND PARK PLAYGROUND: A \$1 million children's playground on the east side of Grand Park opened Nov. 22. Construction on the 3,700-square-foot attraction, propelled by former County Supervisor Gloria Molina, took about six months. Architecture firm Rios Clementi Hale Studios designed the playground, which has a forest theme. The fenced-in facility is highlighted by a 20-foot-tall structure with two slides. It also has a 10-foot long tunnel, a series of berms for playing on, and benches for parents. Half the funds came from Proposition A, a county measure passed by voters for the creation of park space, and the other half came from the nonprofit First 5 LA.

HALL OF JUSTICE: The County Hall of Justice reopened on Oct. 8, more than two decades after being closed due to damage it suffered in the 1994 Northridge Earthquake. The building at 211 W. Temple St. received a \$230 million renovation overseen by the county and orchestrated by architecture firm AC Martin and Maryland-based builder Clark Construction Group. In the past, the 1925 landmark held 17 courtrooms and more than 700 jail cells. It has been transformed into a home for members of the District Attorney's office, the Sheriff's Department and other county entities. The project included the creation of a 1,000-stall parking garage on the north end of the property. Pressure washing of the exterior turned the granite facade from a traffic-tinged gray back to a gleaming white.

HANOVER SOUTH PARK: Houston-based developer Hanover Company's first South Park project,

at 939 S. Hill St., opened in January. The 284-apartment building at Olympic Boulevard and Hill Street offers studio and one- and two-bedroom apartments ranging from 500 to 1,260 square feet. There are also three one-bedroom live/work lofts (about 1,000 square feet). Rents run from \$2,050 to \$3,925. Amenities include a pool, a courtyard with fire pits and grills, a roof terrace, a clubroom with a kitchen and a TV lounge, and a theater room. There is also 12,400 square feet of retail space on the ground floor, according to Hanover development partner Ryan Hamilton. The building's design comes from architecture firm TCA, which is also designing Hanover's two other South Park projects. At hanoversouthpark.com.

MERCEDES-BENZ RENOVATION: The Downtown L.A. Auto Group celebrated the completion of a \$30 million renovation of the Downtown L.A. Motors, Mercedes-Benz dealership on Nov. 5. The showroom at 1801 S. Figueroa St. has been expanded from 15,000 to 25,000 square feet and features all new furniture and fixtures, according to company CEO Darryl Holter. A new service facility with 70 bays and a parking structure is expected to open this summer at the Figueroa Corridor business. At mbzla.com.

ONE SANTA FE: The biggest project to hit the Arts District in decades, One Santa Fe, began move-ins last September. The \$160 million project from developers McGregor Brown Company, Cowley Real Estate Partners, Polis Builders and Canyon Capital Realty Advisors created 438 apartments at 300 S. Santa Fe Ave., across from the Southern California Institute of Architecture. The six-story project designed by architect Michael Maltzan has a 200-foot-wide opening at Third Street, and a paseo veers at an angle roughly parallel to Santa Fe Avenue, opening to the sidewalk near Fourth Street. The studio to two-bedroom apartments start at around \$1,700, and 88 residences have been set aside as affordable housing. The project's 78,000-square-foot retail component, The Yards, will hold about 25 shops and restaurants, including the grocery store Grow, vegan restaurant Cafe Gratitude and Van Leeuwen Ice Cream. The project includes approximately 610 parking spaces, and there is an art space and a 99-seat theater for use by the community. At osfla.com.

REGENT THEATER: The long-delayed Regent finally opened on Nov. 7. Mitchell Frank of Downtown-based Spaceland Productions partnered with Knitting Factory Entertainment and development company Artist & Recreation to update the faded 1914 entertainment venue at 448 S. Main St. The refurbished structure, which had been empty for decades, now can hold 1,100 people for indie rock shows, dance nights and other events (including a monthly flea market). In addition to installing state-of-the-art lighting and sound equipment, the renovation involved pulling out the old seats and building a new mezzanine level. The Historic Core theater's marquee has been restored, and the project includes a new bar, The Lovesong, and the 50-seat, Neapolitan-style Prufrock Pizzeria. At theregenttheater.com.

ROSSLYN APARTMENTS: Nonprofit housing developer SRO Housing Corporation spent 16 months and \$16 million upgrading the 1923 Rosslyn Apartments, and 75 veterans began moving into

the building at 112 W. Fifth St. last September. The full renovation has created 264 rooms for low-income individuals, chronically homeless veterans and people with disabilities. SRO Housing acquired the Historic Core property in 2010, and during the renovation all the units received new kitchenettes, and 66 apartments got updated showers. There is a community room on the second floor. It marked SRO Housing's 30th completed project. At srohousing.org.

THE EMERSON: Developer Related California, which has been working for nearly a decade to get the massive mixed-use project The Grand off the ground on Bunker Hill, finally opened a building last October. The 20-story luxury complex The Emerson (not part of The Grand) features 216 studio to two-bedroom residences ranging from 582-1,440 square feet; rents are about \$2,300-\$8,000 (though 55 apartments are designated as affordable housing). The \$120 million project at 225 S. Grand Ave., designed by Miami-based Arquitectonica, is immediately south of the under-construction art museum The Broad, and will share a courtyard with the coming attraction. Also coming to The Emerson is a ground-floor Italian restaurant. The apartments are full of upscale touches such as wood plank floors, walnut cabinets, stainless steel appliances, Nest thermostats and keyless door locks. The project includes a large pool, a Jacuzzi and a private dog run, complete with a pet-washing station. At theemersonla.com.

THE SPRINGS: The 13,800-square-foot The Springs opened in October. The \$1.3 million project from Kimberly Helms and Jared Stein is essentially a temple of healthy living, with a yoga studio, a 92-seat vegan restaurant, a retail pop-up shop and wellness center offering, among other things, an infrared sauna and a colon hydrotherapy service. The indoor-outdoor space at 608 Mateo St. has a roll-up glass and metal door and bike racks in front of and inside the building. At thesprings.la.com.