DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

ROBERT L. AHN
CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
SAMANTHA MILLMAN
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP
DIRECTOR
(213) 978-1271

KEVIN J. KELLER, AICP
DEPUTY DIRECTOR
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

http://planning.lacity.org

January 5, 2017

Councilmember Jose Huizar, Chair
Councilmember Marqueece Harris-Dawson
Councilmember Gilbert A. Cedillo
Councilmember Mitchell Englander
Councilmember Felipe Fuentes

Planning and Land Use Management Committee
Los Angeles City Hall
200 N. Spring Street
Los Angeles, CA 90012

Re: City Planning Case Nos: CPC-2015-896-GPA-VZC-HD-MCUP-ZV-DB-SPR, VTT-74131-2A and ENV-2015-897-EIR
Council File Nos: 16-1368-S2, 16-1368

Project Address: 333 S. La Cienega Boulevard

On November 18, 2016, the City Planning Commission certified the EIR, approved CPC-2015-896-GPA-VZC-HD-MCUP-ZV-DB-SPR, and granted in part and denied in part appeals of VTT-74131-1A, for the construction of a mixed-use development consisting of 145 residential units, with 5 percent of the permitted base density set aside for affordable housing (7 Very Low Income units), an additional 7 units for Moderate Income households (not Density Bonus), and 31,055 square feet of commercial uses consisting of a 27,685 square-foot grocery market and a 3,370 square-foot restaurant.

Appeals of the City Planning Commission's actions relative to the Master Conditional Use Permit, Variance, the On-Menu Density Bonus Incentive and Site Plan Review of CPC-2015-896-GPA-VZC-HD-MCUP-ZV-DB-SPR, VTT-74131-1A and ENV-2015-897-EIR were filed on December 1, 2016 and December 5, 2016 by the Beverly Wilshire Homes Association, Inc. and the SoCal Environmental Justice Alliance.

On January 5, 2017, we received a request from the applicant to modify the unit count and associated conditions of approval for the project from 7 units set aside for Very Low Income Households and an additional 7 Moderate Income units to: 5 percent of the permitted base density set aside for affordable housing (7 Very Low Income units) pursuant to LAMC Section 12.22-A,25; 1 additional Very Low Income unit (not Density Bonus); and an additional 6 units for Moderate Income units (not Density Bonus). The Department of City Planning supports this modification and accordingly recommends that Condition Nos. 18 and 20 of the determination for Vesting Tentative Tract Map No. 74131, and Conditions Nos. A-2, A-6 and A-8 of Case No. CPC-2015-896-GPA-VZC-HD-MCUP-ZV-DB-SPR, be modified to reflect the change in affordability to the Very Low Income and Moderate Income units.

VTT-74131-1A

Condition No. 18 should be modified to read as follows:

18. Affordable Units.

a. A minimum of 7 units shall be reserved as Very Low Income units for 5 percent of the base dwelling units, as defined by the State Density Bonus Law 65915 (C)(2); ~~and~~

b. A minimum of 1 unit shall be reserved as a Very Low Income unit; and

~~b~~ c. A minimum of ~~7~~ 6 units shall be reserved as Moderate Income units.

Condition No. 20 should be modified to read as follows:

20. Housing Requirements. Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make ~~7~~ 8 units available to Very Low Income Households and ~~7~~ 6 units available to Moderate Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA.

CPC-2015-896-GPA-VZC-HD-MCUP-ZV-DB-SPR

Condition No. A-2 should be modified to read as follows:

2. **Residential Density.** The project shall be limited to a maximum of 145 residential units, including 7 units for Very Low Income Households pursuant to State Density Bonus Law 65915 (C)(2), 1 additional unit for Very Low Income Households (not Density Bonus), and ~~7~~ 6 units for Moderate Income Households (not Density Bonus).

Condition No. A-6 should be modified to read as follows:

6. **Affordable Units.**

a. A minimum of 7 units shall be reserved as Very Low Income units for 5 percent of the base dwelling units, as defined by the State Density Bonus Law 65915 (C)(2); ~~and~~

b. A minimum of 1 unit shall be reserved as a Very Low Income unit (not Density Bonus); and

~~b~~ c. A minimum of ~~7~~ 6 units shall be reserved as Moderate Income units (not Density Bonus).

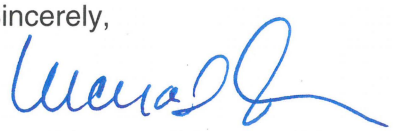
Condition No. A-8 should be modified to read as follows:

8. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make ~~7~~ 8 units available to Very Low Income Households and ~~7~~ 6 units available to Moderate Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the

Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA.

In light of this modification to the project and changes to the conditions of approval, the City has determined that, pursuant to the California Environmental Quality Act (CEQA) Section 21155.1, the 333 La Cienega project is a transit priority project that meets all the requirements to be declared a Sustainable Communities Project and is therefore eligible for a full CEQA exemption. The attached checklist fully discusses the project's eligibility for the Sustainable Communities Project exemption.

Sincerely,



Luciralia Ibarra
Senior Planner
Major Projects, Department of City Planning

Enclosures:

Letter from Applicant
Sustainable Communities Project Checklist

Caruso

VIA EMAIL

January 5, 2017

Planning and Land Use Management Committee
c/o City Clerk
200 N. Spring Street, Room 395
Los Angeles, CA 90012

Vincent P. Bertoni, AICP
Director of City Planning
Department of City Planning, 5th Floor
200 N. Sprint Street
Los Angeles, CA 90012

Re: 333 S. La Cienega Boulevard Project (Council File Nos. 16-1368 & 16-1368-S2)

Dear Chairman Huizar, Vice Chair Harris-Dawson, Honorable Councilmembers, and Director Bertoni:

CRM Properties is pleased with the City Planning Commission's recommendation of approval of our 333 S. La Cienega Boulevard project as detailed in its Letters of Determination dated November 18, 2016. We do, however, respectfully propose a modification to the number of affordable housing units that will be for Very Low Income Households versus Moderate Income Households. At the Planning Commission hearing, we agreed to add an additional affordable housing unit to the proposed 5% of the base units (7 units of 125 units) for Very Low Income Households and 6 units for Moderate Income Households. The Planning Commission's Letters of Determination provide that the project will set aside 5% (7 units) for Very Low Income Households and 7 units for Moderate Income Households. Rather than increase the Moderate Income Household units, we request that your Committee's recommendation to Council reflect that in addition to the 5% of the base units for Very Low Income Households, the Project will set aside an additional unit for Very Low Income Households and 6 units for Moderate Income Households, and that the actions and findings for both cases be revised accordingly.

We appreciate your consideration of this request and look forward to presenting our project to you on January 10th.

Sincerely,

Corinne Verdery

Corinne Verdery
Executive Vice President, Development

cc: Councilmember Paul Koretz
Luciralia Ibarra, City Planning Department

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

ROBERT L. AHN
CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
SAMANTHA MILLMAN
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP
DIRECTOR
(213) 978-1271

KEVIN J. KELLER, AICP
DEPUTY DIRECTOR
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

JAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

http://planning.lacity.org

January 5, 2017

Sustainable Communities Project
CEQA Exemption

CASE NO.: ENV-2015-897-EIR
PROJECT NAME: 333 La Cienega
PROJECT APPLICANT: CRM Properties
PROJECT LOCATION/ADDRESS: 333 S. La Cienega Boulevard
COMMUNITY PLANNING AREA: Wilshire
COUNCIL DISTRICT: 5

On January 5, 2017, the City received a request from the applicant to modify the unit count and associated condition of approval for the project from 7 units set aside for Very Low Income Households and an additional 7 Moderate Income units to: 5 percent of the permitted base density set aside for affordable housing (7 Very Low Income units) pursuant to LAMC Section 12.22-A,25; 1 additional Very Low Income unit (not Density Bonus); and an additional 6 units for Moderate Income units (not Density Bonus). As a result of this modification, the City determined that, pursuant to the California Environmental Quality Act (CEQA) Section 21155.1, the 333 La Cienega project is a transit priority project that meets all the requirements to be declared a Sustainable Communities Project and is therefore eligible for a full CEQA exemption.

To qualify for a full CEQA exemption as a Sustainable Communities Project, the project must meet the criteria indicated on the attached checklist. As explained therein, the proposed project meets all of the following requirements set forth in Section 21155.1:

1. The project is consistent with the general land use designation, density, building, intensity, and policies in the Southern California Association of Governments' adopted Sustainable Communities Strategy.
2. The project is at least 50 percent residential use based on area.
3. The project is at least 20 units/acre.
4. The project is located within ½ mile of a major transit stop or high quality transit corridor included in SCAG's Regional Transportation Plan.
5. The project can be adequately served by existing utilities and the project applicant will pay in-lieu or development fees.
6. The project will not impact wetlands or other biological or protected species.
7. The project site is not located on a list of hazardous waste sites compiled pursuant to Section 65962.5 of the Government Code.

8. The project site has been subject to a preliminary endangerment assessment to determine the existence of any release of hazardous substance on the site and to determine the potential for exposure to significant health hazards.
9. The project will not have an impact on historical resources.
10. The project site is not subject to wildland fire hazards, high fire risk or explosion, risk of a public health exposure, seismic risk, or landslide or flood hazard.
11. The project site is not located on developed open space.
12. The project is 15 percent more efficient than Title 24 standards and designed to use 25 percent less water than the regional average household.
13. The project site is less than 8 acres.
14. The project is less than 200 units.
15. The project will not result in any net loss in the number of affordable housing units.
16. The project does not include any single level building exceeding 75,000 sf.
17. The project will incorporate any applicable mitigation measure or performance standards adopted in prior EIRs.
18. The project would not conflict with nearby operating industrial uses.
19. The project site is located within ½ mile of a rail station included in the RTP or within ¼ mile of a High Quality Transit Corridor included in the RTP.
20. The project meets the requirement that at least five percent of the housing will be available to very-low-income households.

Therefore, based on the above, the proposed project is considered a Sustainable Communities Project eligible to be exempt from CEQA pursuant to Section 21155.1. The attached checklist fully discusses the project's eligibility for the exemption.

Vincent P. Bertoni, AICP
Director of City Planning

Luciralia Ibarra
Senior Planner

Enclosures:

Checklist
Attachments

I. SUSTAINABLE COMMUNITIES STRATEGY		
	Yes	No
The project is consistent with the general land use designation, density, building intensity, and applicable policies specified for the project areas in SCAG's adopted Sustainable Communities Strategy. *The project is consistent with the general land use designation, density, and building intensity in the Southern California Association of Governments' (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Using data collected from local jurisdictions, including general plans, SCAG categorized existing land use into land use types, then combined the land use types into 35 place types, and then classified sub-regions into one of three land use development categories: urban, compact, or standard. SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region. (2016 RTP/SCS, pp. 20-21.)* *SCAG identified the existing land use type at the project site as "Commercial and Services," and the existing General Plan land use as "General Office." (SCAG Data Request Maps, Attachment A.) After converting this data into Scenario Planning Zone-level place types, SCAG categorized the area surrounding the project as an 'urban' area. (See SCAG 2016-2040 RTP/SCS Background Documentation, pp. 18 & 19, available at: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_SCSBackgroundDocumentation.pdf.) The RTP/SCS defines 'urban' areas as: "often found within and directly adjacent to moderate and high density urban centers. Nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multifamily and attached single-family (townhome), which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle." (SCAG RTP/SCS, pp. 20-21.) There are various urban footprint place types, including mixed use, residential, commercial, office, R&D, industrial, civic and open space. (SCAG 2016-2040 RTP/SCS Background Documentation, p. 90, 'Place Types Categorized Into Land Development Categories (LDCs)'; SCAG 2016-2040 RTP/SCS, UrbanFootprint Place Types, pp. 1-2, available at: http://scagrtpscs.net/documents/2016/supplemental/UrbanFootprint_PlaceTypesSummary.pdf.) The project is consistent with the range of place types within the urban land development category.* *"Urban Mixed-Use districts are exemplified by a variety of intense uses and building types. Typical buildings are between 10 and 40+ stories tall, with offices and/or residential uses and ground-floor retail space. Parking is usually structured below or above ground. Workers, residents, and visitors are well-served by transit, and can walk or bicycle for many of their transportation needs." The land use mix for this place type is typically approximately 18 percent residential, 16 percent employment, 45 percent mixed use, and 21 percent open space/civic. The residential mix is 100 percent multifamily. The average total net Floor Area Ratio (FAR) is 9.0, floors range from 15-100 feet, and the gross density ranges from 40-500+ households per acre. (SCAG 2016-2040 RTP/SCS, UrbanFootprint Place Types, p. 1.)* *'Urban Residential' place types "are typically found within or adjacent to major downtowns. They include high- and mid- rise residential towers, with some ground-floor retail space. Parking [is] usually structured below or above ground. Residents are well served by transit, and can walk or bicycle for many of their daily needs." The land use mix for this place type is typically approximately 64 percent residential, 4 percent employment, 12 percent mixed use and 21 percent open space/civic. The residential mix is 100 percent multifamily. The average total net FAR is 9.0, floors range from 15-100, and the gross density ranges from 75-500+ households per acre. (SCAG 2016-2040 RTP/SCS, UrbanFootprint Place Types, p. 1.)*	X	

'City Mixed Use' areas are "transit-oriented and walkable, and contain a variety of uses and building types. Typical buildings are between 5 and 30 stories tall, with ground-floor retail space, and offices and/or residences on the floors above. Parking is usually structured below or above ground." The land use mix for this place type is typically approximately 28 percent residential, 17 percent employment, 35 percent mixed use and 20 percent open space/civic. The residential mix is 97 percent multifamily and 3 percent townhome. The average total net FAR is 3.4, floors range from 3-40, and gross density ranges from 10-75 households per acre. (SCAG 2016-2040 RTP/SCS, UrbanFootprint Place Types, p. 2.) *'City Residential' place types are "dominated by mid- and high- rise residential towers, with some ground-floor retail space. Parking is usually structured, below or above ground. Residents are well served by transit, and can walk or bicycle for many of their daily needs." The land use mix for this place type is typically approximately 65 percent residential, 4 percent employment, 11 percent mixed use, and 20 percent open space/civic. The residential mix is 97 percent multifamily and 3 percent townhome. The average total net FAR is 2.9, floors range from 5-40, and the gross density ranges from 35-75 households per acre. (SCAG 2016-2040 RTP/SCS, UrbanFootprint Place Types, p. 2.)* *The project consists of a mixed-use residential and retail building in a highly-urbanized part of Central Los Angeles, on a site that is currently occupied by a three-story retail building. Adjacent land uses are a mix of low-, mid-, and high-rise buildings containing commercial, retail, institutional, and residential uses. The project is approximately 89 percent residential and the housing consists of 100 percent multifamily units. The project area is supported by high levels of regional and local transit, and the project will provide structured parking. The project will construct approximately 126 household units per acre and the total net FAR is 6:1. (Los Angeles City Planning Commission, Letter of Determination, Case VTT-74131-1A, November 18, 2016 ("VTT LOD"), pp. 1, 73, 83; Los Angeles City Planning Commission, Letter of Determination, Case CPC-2015-896-GPA-VZC-HD-MCUP-ZV-DB-SPR ("CPC LOD"), November 18, 2016, pp. 1-2.) As described below, the project will be at least 15 percent more energy efficient than Title 24 standards and the building and landscaping are designed to achieve 25 percent less water usage than the average household in the region. Thus, the project is consistent with the 'urban' land use designation, as well as the associated density and building intensity assumptions in the RTP/SCS.* *The project is consistent with the goals in the RTP/SCS, as outlined in Attachment B. (Consistency with the 2016-2040 RTP/SCS and SCAG Forecasted Development Types, Attachment B; DEIR, pp. 4.2-18 through 4.2-19, 4.2-26; SCAG 2016-2040 RTP/SCS, available at: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf; SCAG 2016-2040 RTP/SCS Background Documentation, available at: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_SCSBackgroundDocumentation.pdf.)*		
II. TRANSIT PRIORITY PROJECT **To be considered a Transit Priority Project (TPP) as defined by PRC section 21155(b), the project must meet all of the following criteria.**		
	Yes	No
Based on total building square footage, the project contains at least 50 percent residential use. *The project will construct a mixed-use residential and retail building with a total floor area of 294,294 square feet that will consist of 31,055 square feet of commercial uses and 145 residential units totaling approximately 263,239 square feet. Therefore the project contains greater than 89 percent residential use. (VTT LOD, p. 1; CPC LOD, p. 1.)*	X	
AND, if the project contains between 26 percent and 50 percent non-residential uses, the Floor Area Ratio (FAR) is greater than 0.75. *The project will construct a mixed-use residential and retail building with a total floor area of 294,294*	N/A	

square feet that will consist of 31,055 square feet of commercial uses and 145 residential units totaling approximately 263,239 square feet (approximately 11 percent non-residential). Therefore, the project contains less than 26 percent non-residential use. (VTT LOD, p. 1; CPC LOD, p. 1.)		
The project includes a minimum net density of at least 20 dwelling units per acre. *The project will develop a 1.15-acre site with a mixed-use building that includes 145 residential units. (VTT LOD, p. 1; CPC LOD, p. 1.) The net housing density for the project is approximately 126 dwelling units per acre (145 units/1.15 acres), which is more than the required minimum of 20 units per acre.*	X	
The project site is located within one-half mile of either of the following which have been included in the SCAG Regional Transportation Plan: (a) a major transit stop that contains an existing rail station, a ferry terminal served by transit, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during peak commute periods; or (b) a high quality transit corridor that has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. *The project site is located within one-half mile of a major transit stop and a high quality transit corridor with service intervals of 15 minutes or less during peak commute hours. There are more than ten bus lines that operate in the near vicinity of the project site. The corner of La Cienega Boulevard and San Vicente Boulevard, which is approximately 0.1 mile from the project, is considered a major transit stop. In addition, there are three high-quality transit corridors within one-half mile of the project: Metro Rapid Line 705 runs on La Cienega Boulevard, Metro Local Lines 16 and 316 run on 3rd Street, and Metro Local Line 14 runs on Beverly Boulevard. All of these bus lines provide service intervals under 15 minutes during peak morning and afternoon hours. (Initial Study, Appendix C-1, Traffic Study Report, pp. 15-16.) The City of Los Angeles has also identified the project location as a Transit Priority Area, and SCAG has identified the project location as a high quality transit area and transit priority area (City of LA Dept. of City Planning, Transit Priority Areas, and SCAG, High Quality Transit Areas (HQTA) and Transit Priority Areas (TPA) One-Half Mile from Intersection of Beverly Blvd and La Cienega Blvd [2040 Plan], Attachment C.) The project is located within one-half mile of the Wilshire/La Cienega Purple Line Station that is under construction. The Metro Purple Line Westside Extension Section 1, which includes the Wilshire/La Cienega Purple Line Station, is included in SCAG's 2016 RTP/SCS. (SCAG 2016 RTP/SCS, Project List Appendix, p. 45.)*	X	
III. SUSTAINABLE COMMUNITIES PROJECT To be considered a Sustainable Communities Project, the Transit Priority Project (TPP) must comply with all of the following environmental criteria, as defined by PRC section 21155.1(a).		
	Yes	No
The TPP can be adequately served by existing utilities and the project applicant has paid, or will commit to pay, all applicable in-lieu or development fees. *The project will connect to existing utility infrastructure provided in La Cienega Boulevard, including water mains, sewer lines, storm drain inlets, and electrical and gas lines. (Initial Study, p. A-7.) There is also existing infrastructure in place including a water service system and wastewater conveyance system on the project site. (Initial Study, p. B-109.) Water service to the project site will continue to be supplied by the Los Angeles Department of Water and Power (LADWP) via an existing 6-inch water main in La Cienega Boulevard. Project consumption is estimated to be below the available capacity. (Initial Study, p. B-110.)* *The project site is currently served by the existing wastewater conveyance system. The project will connect to the existing wastewater system through the existing 21-inch sewer main on La Cienega Boulevard. Sewer service will be provided to the project site by utilizing existing or new on-site sewer connections to the*	X	

existing sewer mains adjacent to the project site. (Initial Study, p. B-111.) There is adequate wastewater treatment capacity within the system, and thus any increase in wastewater generation will not have a significant impact on treatment plant capacity. The project will not result in or require the construction of a new wastewater treatment facility. (Initial Study, p. B-112.) *The project will not increase runoff to the existing storm drain system, and thus the existing storm drain system will have sufficient capacity to carry runoff from the project. Therefore, the project will not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities. (Initial Study, p. B-114.)* *Electricity service to the project will be provided by LADWP, which already serves the area. LADWP's projections show that it will be capable of providing electricity in excess of projected demand. The project, when operational, is projected to consume electricity in an amount equal to less than 0.1 percent of the LADWP's projected excess production. (Initial Study, p. B-121.) LADWP will be able to adequately serve the project with its existing and projected capacity.* *The project will be provided natural gas service by the Southern California Gas Company (SoCalGas), which already serves the area. Based on consumption and capacity projections generated by the California Public Utilities Commission, the project will be adequately served by SoCalGas. (Initial Study, p. B-122.)* *The project will pay all applicable in-lieu or development fees pursuant to code requirements and conditions of the project. The applicable fees include the park and recreation fee, Los Angeles Unified School District fee, and Los Angeles Department of Transportation fee. In addition, an arts fee may apply depending on the construction valuation of the commercial areas of the mixed-use project.*		
The TPP site does not contain wetlands or riparian areas, does not have significant value as a wildlife habitat, and implementation of the project would not harm protected species. *The project site is currently fully developed. There are no wetlands present at the project site and the site does not include hydrophytes (such as cattails, bulrushes, and mulefat) or other features that define a wetland. (Initial Study, p. B-23.) Therefore, the project would not have a substantial adverse effect on wetlands.* *There are no blue-line streams contained within the project site, nor is the project site located near a body of water or a river. Thus, the project site does not contain any riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by CDFW or USFWS. (Initial Study, p. B-22.)* *The project site is located in an urbanized area of Los Angeles, primarily surrounded by commercial, retail, institutional and residential land uses, and is currently occupied by a three-story retail building. The project site contains non-native street trees and ornamental shrubs that were installed as part of the landscaping of a retail land use. There are no native trees or habitat types located on the project site. Twelve special status species occur within the project area, but none have the potential for occurrence at the project site. Therefore, the project will not have a substantial adverse effect, either directly or through habitat modifications, on any species protected by the federal or California Endangered Species Acts, the Native Plant Protection Act, or City code. (Initial Study, p. B-22.)*	X	
The TPP site is not located on a list of hazardous waste sites compiled pursuant to Government Code section 65962.25. *As part of the Phase 1 Environmental Site Assessment for the project, an Environmental Data Resources database search was conducted for the project site. The database search included a review of databases*	X	

and files from federal, state, and local environmental agencies to identify use, generation, storage, treatment or disposal of hazardous materials and chemicals, or release incidents of such materials which may impact the project site. The Phase I Environmental Site Assessment concluded that the project site is not included in any list of hazardous materials sites compiled pursuant to Government Code section 65962.5. (Initial Study, p. B-54.)		
The TPP is subject to a preliminary endangerment assessment to determine the existence of any hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from the area. *An environmental site assessment was conducted for the project. The Phase I Environmental Site Assessment found that the project site is not included in any federal, state, or local environmental agency lists that identifies the use, generation, storage, treatment or disposal of hazardous materials and chemicals, or release incidents of such materials which may impact the project site.* *Based on an Asbestos and Lead-Based Paint Survey Report, asbestos containing materials were not identified on the site. Lead based paint was detected in the existing structures that will be removed as part of the project site demolition. The levels of lead based paint detected were below regulatory action levels. Further, the project will comply with applicable regulatory requirements for the testing and removal of lead based paint in connection with project demolition. Therefore, potential impacts related to lead based paint in the existing structure are less than significant. (Initial Study, pp. B-49 through B-50.)* *A previous subsurface soil investigation at the project site indicated low levels of total recoverable petroleum hydrocarbons at the site (likely naturally occurring). With compliance with applicable regulatory requirements, impacts related to the petroleum hydrocarbons would be less than significant. (Initial Study, pp. B-50 through B-53.)* *Since the project site is located in a Methane Zone, the Los Angeles Building Code requires compliance with Methane Mitigation Standards, which include installation procedures, design parameters, and test protocols. According to the Phase 1 Assessment for the project, a methane gas survey was performed at the project site in 1990 by AeroVironment, Inc. Naturally occurring methane was detected in 10 of 18 samples collected from across the site ranging from one part per million by volume (ppmv) to more than 1,000 ppmv. The highest concentration of methane was detected in samples from the central and south central portions of the site. None of the detected concentrations were equal to or above one percent of volume. Thus, the concentrations of methane at the project site do not exceed the City's standards for additional remedial measures beyond the City Methane Mitigation Standards for new development in a Methane Zone. Compliance with these code required measures will reduce the risk from methane intrusion to residents and visitors to less than significant. Therefore, the project will result in less-than-significant impacts associated with the potential for exposure to methane or explosive hazards. (Initial Study, pp. B-50 through B-51.)*	X	
The TPP will not have a significant impact on historical resources. *There are no historical resources on the project site. One historical resource, Our Lady of Mount Lebanon-St. Peter Cathedral, was identified within the project vicinity. The building is not within the project site, will not be physically affected or altered by construction of the project, and no direct impacts will occur to the resource. The resource is located approximately 100 feet west of San Vicente Boulevard, which is a major thoroughfare, and the building will be buffered from any potential indirect impacts. The project will result in less than significant impacts to historical resources. (Initial Study, pp. B-26 through B-27.)*	X	
The TPP is not subject to any of the following:	X	

(a) a wildland fire hazard;
(b) an unusually high risk of fire or explosion from materials stored or used on nearby properties;
(c) risk of a public health exposure at a level that would exceed federal and state standards;
(d) seismic risk as a result of being within a designated earthquake fault zone or seismic hazard zone; and
(e) landslide hazard, flood plain, flood way, or restricted zone.

The project site is not subject to a wildland fire hazard. The project site is located in an urbanized area and is currently developed with a three-story structure. The project site is not located within a City-designated Very High Fire Hazard Severity Zone and no wildlands are present in the surrounding area. Therefore, the project will not expose people or structures to a wildland fire hazard. (Initial Study, p. B-55.)

The project site is not subject to an unusually high risk of fire or explosion from materials stored or used on nearby properties or a risk of public health hazard in excess of federal or state standards. The Phase I Environmental Site Assessment found that the project site is not included in any federal, state, or local environmental lists that identifies the use, generation, storage, treatment or disposal of hazardous materials and chemicals, or release incidents of such materials which may impact the project site.

Since the project site is located in a Methane Zone, the Los Angeles Building Code requires Methane Mitigation Standards, which include installation procedures, design parameters, and test protocols. According to the Phase I Assessment for the project, a methane gas survey was performed at the project site in 1990 by AeroVironment, Inc. Naturally occurring methane was detected in 10 of 18 samples collected from across the site ranging from one part per million by volume (ppmv) to more than 1,000 ppmv. The highest concentration of methane was detected in samples from the central and south central portions of the site. None of the detected concentrations were equal to or above one percent of volume. Thus, the concentrations of methane at the project site do not exceed the City's standards for additional remedial measures beyond the City Methane Mitigation Standards for new development in a Methane Zone. Compliance with these code required measures will reduce the risk from methane intrusion to residents and visitors to less than significant. Therefore, the project will result in less-than-significant impacts associated with the potential for exposure to methane or explosive hazards. (Initial Study, pp. B-50 through B-51.)

The project site is not within a designated earthquake fault zone or seismic hazard zone. The project site is not located within a currently established Alquist-Priolo Earthquake Fault Zone. Nor is the project site located within a City-designated Fault Rupture Study Area, as identified in the City of Los Angeles Safety Element of the General Plan. No active faults are known to pass through the immediate project vicinity. (Initial Study, p. B-34.) The project is located approximately one mile south of the Hollywood Fault. The project is located in a potential liquefaction zone and the site specific geotechnical analysis for building design will include liquefaction analysis and foundation and shoring design consistent with code requirements. The project will be built to the requirements of the California Building Code (CBC). The CBC establishes minimum standards to safeguard the public health, safety and general welfare through structural strength, means of egress from facilities, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location and maintenance of all buildings and structures within its jurisdiction. (Initial Study, p. B-35.)

In addition to compliance with the CBC, the project is subject to the provisions of the Seismic Hazards Mapping Act, which requires the implementation of feasible design measures that would be used to address seismic hazards, depending on the results of the site-specific geotechnical studies. Required compliance with the CBC and compliance with the provisions of the Seismic Hazard Mapping Act would ensure that potential impacts from strong seismic ground shaking would be less than significant. Therefore, the project's seismic risks would be less than significant. (Initial Study, p. B-35.)

The project site is not subject to landslide hazard. The project site is located in areas of relatively flat topography, with little likelihood of being subject to landslides or earthquake-induced landslides. Additionally, the project site is not located within a state-designated hazard zone for earthquake induced landsliding. Therefore, the project will not expose people or structures to potential substantial adverse landslide effects. (Initial Study, pp. B-37 through B-38.) *The project site is not subject to flood plain, flood way or restricted zone hazards. According to the Flood Insurance Rate Map prepared by the Federal Emergency Management Agency, the project site is located in Zone X, a 500-year floodplain. The project does not place housing within a 100-year floodplain that would impede or redirect flood flows. Thus, the project site is not subject to a floodplain, flood way or restricted zone hazard. (Initial Study, p. B-64.)* *The project site is listed as within the inundation hazards zone for the Lower Franklin and Greystone Reservoirs by the County and City of Los Angeles; however, this is not a restricted zone. There is extensive development in this zone, including residential, institutional (e.g. hospital) and school uses. The dams are located approximately 3 miles and 2 miles northwest of the project site, respectively. Should a dam breach occur at one of the reservoirs, the site is within an area susceptible to flooding. The Lower Franklin Canyon Dam is managed by the Los Angeles Department of Water and Power and is overseen by the California Department of Water Resources, Division of Safety of Dams (DSOD). The DSOD supervises dam maintenance and inspections and dams are required to adhere to rigorous DSOD standards. The Greystone Reservoir is owned by the City of Beverly Hills and receives regular inspections. Given the maintenance and inspection procedures in place at the dams and the distance of the dams from the project site, the potential for impacts on the project site from dam failure is considered low and speculative. Therefore, the project is not subject to a flood plain, flood way or restricted zone hazard. (Initial Study, p. B-64 through B-65.)*		
The TPP site is not located on developed open space. *The project site is located in a highly urbanized area that includes a mixture of low-, mid-, and high-rise buildings containing a variety of uses including commercial, retail, institutional, and residential. The project site, which is comprised of two contiguous parcels, is currently occupied by a three-story building. A single-tenant discount department store occupies the ground level, and a parking garage occupies levels 2, 3, and the roof above the retail space. There is limited landscaping within and surrounding the project site, including some scattered trees and shrubs along La Cienega Boulevard and San Vicente Boulevard. Existing electrical poles, street lights, and 20 street trees are situated along the sidewalks surrounding the project site. The property is not publicly owned or financed in whole or in part by public funds, nor is it predominantly lacking in structural development. (Initial Study, p. A-2.) Therefore, the project is not located on developed open space.*	X	
The TPP building will be 15 percent more energy efficient than Title 24 standards, and the TPP building and landscaping are designed to achieve 25 percent less water usage than the average household use in the region. *Based on energy modeling following the Title 24 Alternative Calculation Method Manual Model, the project will be at least 15 percent more energy efficient than Title 24 2016 baseline requirements. The project will incorporate design features in order to ensure that the building exceeds the Title 24 baseline by a minimum of 15 percent. (Syska Hennessy Group, Building Performance Report, December 13, 2016, p. 11, Attachment E.)* *The project will be required to comply with Ordinance No. 170.978 (Water Management Ordinance), which imposes numerous water conservation measures, and with the California Green Building Standards Code, which contains standards designed for efficient water use. (Initial Study, p. B-114.) These water-saving*	X	

features pre-date most existing developments in the region, so the project will be required, at a minimum, to include more water efficient fixtures and appliances than other local residences. *According to SCAG's 2016 RTP/SCS, average residential water use in the project area is 365 gallons per household per day. (SCAG, Sustaining Our Water Resources, available at: http://scagrtpscs.net/Documents/13_Station4-SustainingOurWaterResources.pdf.) The project, including the required water conservation features, would use approximately 16,723 gallons per day. The project will include 145 residential units. Therefore, the average household use of the project is approximately 115 gallons per day, or approximately 68 percent less than the average household use in the region. (Syska Hennessy Group, Estimated Water Consumption, December 14, 2016, p. 3, Attachment F.)*		
To be considered a Sustainable Communities Project, the TPP must comply with all of the following land use criteria as defined by PRC section 21155.1(b).		
	Yes	No
The TPP site is not more than 8 acres. *The project will develop a 1.15 acre site. (VTT LOD, p. 1; CPC LOD, p. 1.) Therefore, the project site is less than 8 acres.*	X	
The TPP will not contain more than 200 residential units. *The project will include 145 residential units. (VTT LOD, p. 1; CPC LOD, p. 1.) Therefore, the project will not include more than 200 residential units.*	X	
The TPP will not result in any net loss in the number of affordable housing units within the project area. *The existing building on the site does not include any residential uses, and the project will provide 14 affordable housing units. (VTT LOD, pp. 1, 83; CPC LOD, p. 1.) Thus, the project will increase the number of affordable housing units within the project area.*	X	
The TPP does not include any single level building exceeding 75,000 square feet. *The project will develop a 20-story building and does not include any single-level buildings. (VTT LOD, p. 71; CPC LOD, p. F-57.) Therefore, the project does not include any single level building exceeding 75,000 square feet.*	X	
Applicable mitigation measures or performance standards in prior EIRs will be incorporated into the TPP. *The 2016 SCAG RTP/SCS Mitigation Monitoring and Reporting Program ("SCAG MMRP") does not include project level mitigation measures that are required of the project. The SCAG MMRP does provide a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects. (See SCAG Final 2016 Program Environmental Impact Report, Exhibit B, Mitigation Monitoring and Reporting Program, available at: http://scagrtpscs.net/Documents/2016/peir/final/2016fPEIR_ExhibitB_MMRP.pdf.) The SCAG measures are not prescriptive on the project, but nonetheless, the mitigation measures required by the Conditions of Approval for the project are consistent with those applicable measures suggested in SCAG's MMRP, detailed below.* *The Initial Study for the project concluded that the project's impacts on the following will either be less than significant or there will be no impact: aesthetics; agriculture and forestry resources; air quality; biological resources; energy; geology and soils; greenhouse gas emissions; land use and land use planning; mineral resources; population; housing and employment; public services; recreation; transportation and traffic; and utilities and service systems. Therefore, the measures suggested in the SCAG MMRP for those potential impacts are not applicable to the project.*	X	

Cultural Resources: The Initial Study concluded that the project may cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5, directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and/or cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074. (Initial Study, pp. B-26 through B-33.) *The SCAG MMRP recommends MM-CUL-1(b) and MM-CUL-2(b) as project-level mitigation measures for the potential impacts to cultural resources identified in the Initial Study. The mitigation measures recommend that "the Lead Agency can and should consider" specified measures, "or other comparable measures identified by the Lead Agency." (SCAG MMRP, pp. 25-27.) The Conditions of Approval for the project require implementation of the following mitigation measures, which are consistent with SCAG MMRP MM-CUL-1(b) and MM-CUL-2(b): PDF CUL-1, MM-CUL-2, MM-CUL-3, MM-CUL-4, and PDF-CUL-5. (CPC LOD, pp. Q-8 through Q-10.) With mitigation the project will have a less than significant impact on cultural resources. (CPC LOD, p. F-45.)* *Hazards and hazardous materials: The Initial Study concluded that the project may create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Initial Study, pp. B-47 through B-57.)* *The SCAG MMRP recommends MM-HAZ-1(b) as a project-level mitigation measure for the potential impact to hazards and hazardous materials identified in the Initial Study. The mitigation measure recommends that "the Lead Agency can and should consider" specified measures, "or other comparable measures identified by the Lead Agency." (SCAG MMRP, p. 34.) The Conditions of Approval for the project require implementation of the following mitigation measures, which are consistent with SCAG MMRP MM-HAZ-1(b): MM HAZ-1, MM HAZ-2, MM HAZ-3, MM HAZ-4, MM HAZ-5, and MM HAZ-6. (CPC LOD, pp. Q-12 through Q-16.) With mitigation the project will have a less than significant impact on hazards and hazardous materials. (CPC LOD, pp. F-46 through F-47.)* *Hydrology and Water Quality: The Initial Study concluded that the project may substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted), and may otherwise substantially degrade water quality. (Initial Study, pp. B-58 through B-66.)* *The SCAG MMRP recommends MM-HYD-1(b) and MM-HYD-2(b), as project-level mitigation measures for the potential impacts to hydrology and water quality identified in the Initial Study. The mitigation measures recommend that "the Lead Agency can and should consider" specified measures, "or other comparable measures identified by the Lead Agency." (SCAG MMRP, pp. 38-39.) The Conditions of Approval for the project require implementation of the following mitigation measures, which are consistent with SCAG MMRP MM-HYD-1(b) and MM-HYD-2(b): MM HYD-1, MM HYD-2, MM HYD-3, and PDF HYD-4. (CPC LOD, pp. Q-16 through Q-17.) With mitigation the project will have a less than significant impact on hydrology and water quality. (CPC LOD, pp. F-47 through F-48.)* *Noise: The Initial Study concluded that the project may result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels, and result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. (Initial Study, pp. B-70 through B-77.)*		

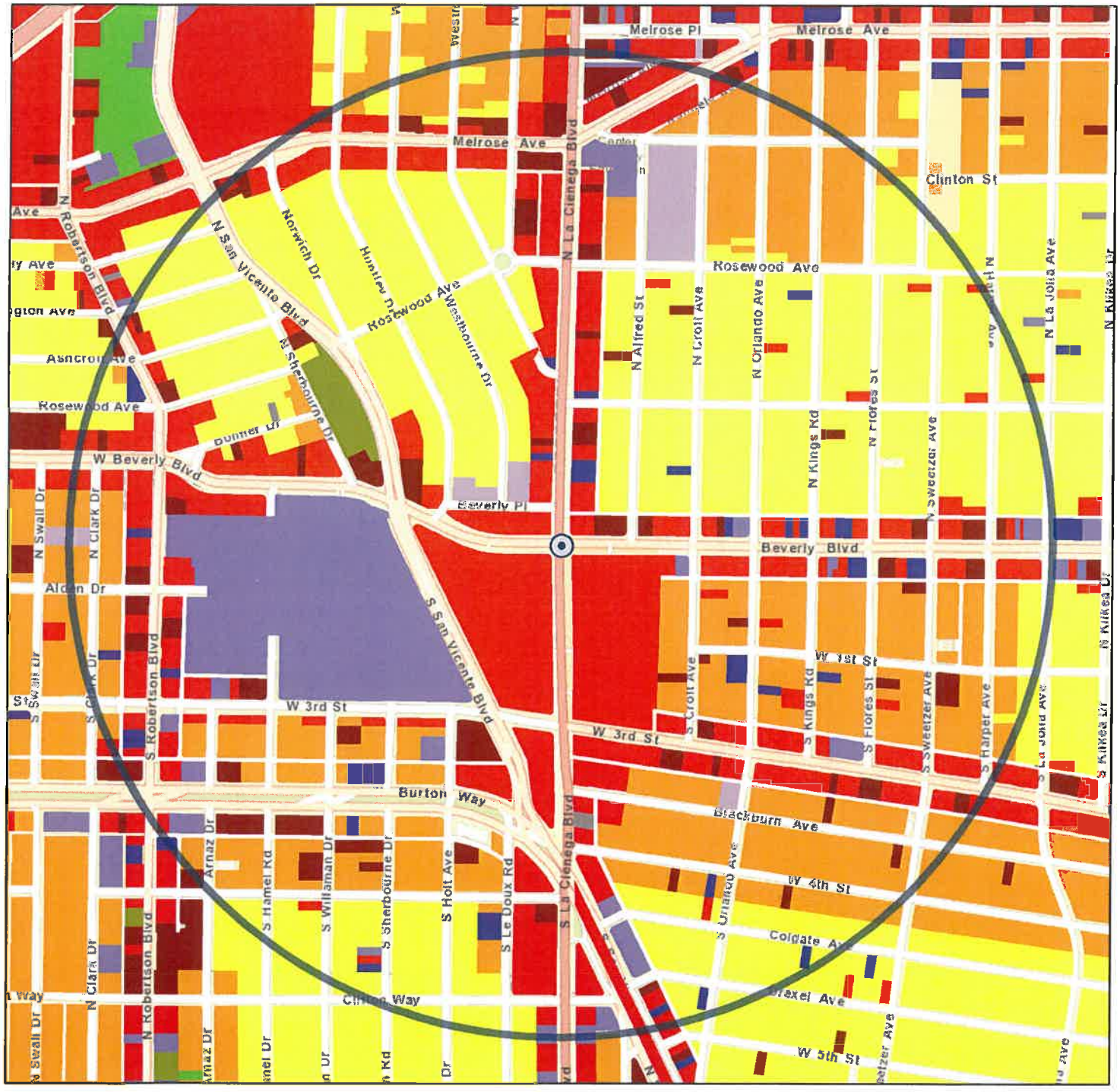
The SCAG MMRP recommends MM-NOISE-1(b) and MM-NOISE-2(b), as project-level mitigation measures for the potential impacts to noise identified in the Initial Study. The mitigation measures recommend that "the Lead Agency can and should consider" specified measures, "or other comparable measures identified by the Lead Agency." (SCAG MMRP, pp. 44-46.) The Conditions of Approval for the project require implementation of the following mitigation measures, which are consistent with SCAG MMRP MM-NOISE-1(b) and MM-NOISE-2(b): MM NOI-1, MM NOI-2, MM NOI-3, MM NOI-4, MM NOI-5, MM NOI-6, MM NOI-7, MM NOI-8, and MM NOI-9. (CPC LOD, pp. Q-17 through Q-20.) With mitigation the project's impacts on noise, with the exception of impacts on ambient noise levels during project construction, will be reduced to a less-than-significant level. Even with mitigation, temporary impacts on ambient noise related to construction of the project remain significant and unavoidable. (CPC LOD, pp. F-48 through F-51.)		
The TPP will not conflict with nearby operating industrial uses. *There are no properties within a 1,500 foot radius of the project site that are zoned for or have a land use designation that allows industrial uses. (ZIMAS.) Therefore, the project will not conflict with nearby operating industrial uses.*	X	
The TPP is located within one-half mile of a rail transit station or a ferry terminal included in the SCAG 2016 RTP, or within one-quarter mile of a high-quality transit corridor included in the SCAG 2016 RTP. *The project is located within one-quarter mile of three existing high-quality transit corridors, included in the SCAG 2016 RTP: Metro Rapid Line 705 runs on La Cienega Boulevard, Metro Local Lines 16 and 316 run on 3rd Street, and Metro Local Line 14 runs on Beverly Boulevard. All of these bus lines provide service intervals under 15 minutes during peak morning and afternoon hours. (DEIR, p. 4.4-8 through 4.4-8.) Two of the high-quality transit corridors identified above, La Cienega Boulevard and 3rd Street, abut the project site. The project is also located within one-half mile of the Wilshire Boulevard/La Cienega Purple Line Station that is under construction. The Metro Purple Line Westside Extension Project Section 1, which includes the Wilshire/La Cienega Purple Line Station, is included in the SCAG 2016 RTP/SCS. (See, e.g., 2016 RTP/SCS Transit Appendix, pp. 52, 57, 67, and Project List Appendix, p. 45; City of LA Dept. of City Planning, Transit Priority Areas, Attachment C.)*	X	
To be considered a Sustainable Communities Project, the TPP must meet at least one of the following three criteria, as defined by PRC section 21155.1(c)		
	Yes	No
(a) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income, and the TPP developer provides sufficient legal commitments as outlined in PRC section 21155.1(c)(1)(B) to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households; or (b) The TPP developer has paid or will pay in-lieu fees sufficient to result in the development of an equivalent number of affordable units that would otherwise be required as outlined in the previous question; or (c) The TPP provides public open space equal to or greater than 5 acres per 1,000 residents of the project. *The project will provide 5 percent of the total units to families of very low income for at least 55 years, consistent with subdivision (a).*	X	

Attachment A

Existing Land Use (Year 2012)

One-Half Mile from Intersection of Beverly Blvd and La Cienega Blvd

(2012 SCAG Existing Land Use Codes)



Intersection of Beverly Boulevard and La Cienega Boulevard

One-Half Mile Radius Around the Intersection

2012 SCAG Existing Land Use Codes

- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- General Office
- Commercial and Services
- Facilities
- Education
- Industrial
- Transportation, Communications, and Utilities
- Mixed Residential and Commercial
- Open Space and Recreation
- Vacant

SCAG

Source: SCAG, 2016
Date: 12/22/2016
P:\Jung\Data_Request\David_Thompson\mxds\ExistingLU_2012.mxd

0 0.05 0.1 0.2 Miles

General Pland Land Use (Year 2012)

One-Half Mile from Intersection of Beverly Blvd and La Cienega Blvd

(2012 SCAG General Plan Land Use Codes)

Intersection of Beverly Boulevard and La Cienega Boulevard

One-Half Mile Radius Around the Intersection

2012 SCAG General Plan Land Use Codes

- Single Family Residential
- Multi-Family Residential
- Mixed Residential
- General Office
- Commercial and Services
- Facilities
- Mixed Residential and Commercial
- Open Space and Recreation

Source: SCAG, 2016
Date: 12/22/2016
P:\Jung\Data_Request\David_Thompson\mxds\GeneralPlan_2012.mxd

0 0.05 0.1 0.2 Miles

Attachment B

333 S. La Cienega Consistency with the 2016-2040 RTP/SCS

2016 RTP/SCS Goal 2: Maximize mobility and accessibility for all people and goods in the region.
The project is located in a transit-rich and pedestrian accessible location with connectivity to many areas within the City. The project will encourage the utilization of transit due to its close proximity to several bus lines and the Purple Line Metro station under construction, and bike lanes. The project also includes design elements that will create bicycle and pedestrian-oriented amenities such as bike parking, a bike lounge, enhanced bus shelter, and open space seating to activate the streetscape. The project is consistent with this goal.
2016 RTP/SCS Goal 3: Ensure travel safety and reliability for all people and goods in the region.
The project includes pedestrian and bike lane improvements which will improve travel safety and reliability in the project area. This includes enhanced streetscapes with improvements such as new trees and sidewalk parkways. The project will install enhanced crosswalks from the project site across La Cienega Boulevard, San Vicente Boulevard and on Burton Way; a widened crosswalk in front of 8500 Burton Way; a new controlled right-turn light along the southbound lane of La Cienega Boulevard north of San Vicente Boulevard; a new landscaped median with a pedestrian refuge island along La Cienega Boulevard north of San Vicente Boulevard; and a new pedestrian signalized crossing with enhanced crosswalks at La Cienega Boulevard and Blackburn Avenue. The project will also provide 299 bicycle parking spaces, including in a fully-covered and secured “bike lounge” with direct access to the bicycle lane on San Vicente Boulevard. The project will improve bicycle safety by adding green painted bicycle lanes with conflict markings along San Vicente Boulevard and Burton Way, and adding a bicycle signal request light on the west side of the project site along San Vicente Boulevard. In addition the project will provide a new, enhanced transit stop shelter for the Metro Local Route 105 bus line along La Cienega Boulevard, north of San Vicente Boulevard. Thus, the proposed project will promote travel safety and reliability for the people in the region that travel through the project area. The project is consistent with this goal.
2016 RTP/SCS Goal 5: Maximize the productivity of our transportation system.
The project includes 145 residential units and 31,055 square feet of commercial uses (including a market and a restaurant). Given the project’s location close to transit and the Purple Line Metro station within one-half mile that is under construction, the project will encourage the utilization of transit as a mode of transportation to and from the project area. Thus, the project will contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit. The project is consistent with this goal.

2016 RTP/SCS Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
The project will encourage the use of multi-modal transportation options. The project will facilitate the use of alternative modes of transportation which will aid in reducing car trips and positively impact air quality. The project includes 299 bicycle parking spaces for the commercial and residential uses of the project, and various bicycle and pedestrian-friendly design amenities such as a bike lounge, enhanced bus shelter, and open space seating to activate the streetscape, and encourage the use of transit. The project also includes walkability improvements, including landscaping to facilitate pedestrian movement, improving sidewalks around the perimeter of the project site to accommodate pedestrian flow and provide pedestrian safety, and installing pedestrian-scale tenant signage and lighting to facilitate safety and security. The project is consistent with this goal.
2016 RTP/SCS Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.
The project will encourage the use of transit, walking and bicycling, as the project is locating a mixed-use residential and commercial development on a site that is within an area with numerous bus lines, the Purple Line Metro station under construction, sidewalks and bicycle infrastructure. The project is consistent with this goal.
2016 RTP/SCS Benefit 1: The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.
The project will provide multifamily housing and job-creating commercial uses to an existing, transit-accessible area. The project will provide a variety of dwelling unit sizes, with different bedroom units that accommodate a range of households. Further the project will provide 8 units for very low-income households and 6 units for moderate income households. In addition, the project will provide bicycle parking; enhanced bike lanes including bicycle signals; bicycle amenities, including a “bike lounge” for short-term bicycle parking on the ground floor that is secured, fully covered, and directly accessible from the bike lane; and enhanced streetscapes. The project will provide various pedestrian-oriented improvements, including installing landscaping and building orientation to facilitate pedestrian movement, pedestrian-scale tenant signage and lighting to facilitate access and safety, and improvements to sidewalks. The project is consistent with achieving this benefit.

2016 RTP/SCS Benefit 3: The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households.
The project includes numerous energy-efficient design features, such as energy star rated appliances. The project will be at least 15 percent more energy efficient than Title 24 standards. Additionally, the project includes numerous water-efficient design features, such as water efficient fixtures and drought tolerant landscaping and water efficient irrigation. The building and landscaping will achieve at least 25 percent greater water usage than the average household in the region. The project's incorporation of bicycle-and pedestrian-friendly elements and location near various bus lines and the Purple Line Metro station under construction will provide future residents with various affordable transportation options. The project is consistent with achieving this benefit.
2016 RTP/SCS Benefit 4: Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.
The project will encourage improved access and mobility by providing both residential and commercial uses on a single site. The project's location in an urban, retail-rich area and provision of an on-site retail and restaurant uses will provide residents and visitors with shopping and dining options that are easily accessible on foot or by bicycle. In addition, the project's access to various transit options will encourage the use of existing and proposed mass transit. The project also includes 28,748 square feet of open space in the form of a landscaped plaza and other open space features for residential uses. The plaza, which will be publicly accessible, is 6,910 square-feet and includes a water feature, turf mounds, a turf lawn, benches, seating areas for restaurant patrons, and has 2,428 square feet of planting. The residential open space amenities include a pool deck with fire pit, cabanas and deck chairs, a gym, a spa, a lounge, lobbies, a community room, and outdoor dining areas. These areas provide the opportunity for project residents, neighbors, and patrons of the restaurant and grocery market to gather. The project is consistent with achieving this benefit.

Attachment C

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
ZONING INFORMATION FILE

ZI NO. 2452

TRANSIT PRIORITY AREAS (TPAs) / EXEMPTIONS TO AESTHETICS AND PARKING WITHIN TPAs PURSUANT TO CEQA

CITYWIDE

Note: This Zoning Information File is for information only and does not require any compliance check from LADBS or DCP.

COMMENTS:

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and

2. The project is located on an infill site within a transit priority area.

Section 21099 (a) of the PRC defines the following terms:

(1) "Employment center project" (TPAs) means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.

(4) "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

(7) "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the PRC defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. For purposes of Section 21099 of the PRC, a transit priority area also includes major transit stops in the City of Los Angeles (city) that are scheduled to be completed within the planning horizon of the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Community Strategy (RTP/SCS).

While the Governor's Office of Planning and Research (OPR) is still in the process of drafting guidance to substantially revise transportation impact methodology for infill projects, the

elimination of aesthetics and parking for infill projects went into effect January 2014. No further action is needed for the elimination of aesthetics and parking for infill projects, defined herein to take effect as part of the City's impact evaluations pursuant to CEQA.

INSTRUCTIONS:

Visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs (shown in the attached map) pursuant to CEQA. However, this law did not limit the ability of the City to regulate, or study aesthetic related impacts pursuant to other land use regulations found in the Los Angeles Municipal Code (LAMC), or the City's General Plan, including specific plans. For example, DCP staff would still need to address a project's shade and shadow impacts if it is expressly required in a specific plan, Community Design Overlays (CDOs), or Historic Preservation Overlay Zones (HPOZs). Also note that the limitation of aesthetic impacts pursuant to Section 21099 of the PRC does not include impacts to historic or cultural resources. Impacts to historic or cultural resources will need to be evaluated pursuant to CEQA regardless of project location.

Find attached a citywide map of TPAs in the City of Los Angeles. Department of City Planning (DCP) staff should use this citywide map in determining if a project is clearly within a TPA, and if aesthetics and parking are not to be included in a project's impact evaluation in a negative declaration (ND), mitigated negative declaration (MND) or environmental impact report (EIR) prepared in accordance with CEQA. Eventually, TPAs will be identified in ZIMAS, however this map is to be referenced on an interim basis. Planners should also consult ZIMAS or Navigate LA if it cannot be determined from the map if a project site is within ½ mile of a major transit stop.

A project shall be considered to be within a TPA if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor. Projects intersecting non-overlapping TPA boundaries would also need to demonstrate they are within one-half mile of a major transit stop based on boarding location information. The burden shall be on the project applicant to demonstrate their project is within a TPA for parcels along a TPA boundary.

For further information regarding TPAs or SB 743, contact David Somers at (213) 978-3307

Further reference:

http://opr.ca.gov/s_transitorienteddevelopmentsb743.php

Citywide
Transit Priority Areas

- Major Stop
- Freeway
- Transit Priority Area
- City Limits

N

0 2 4 8 Miles

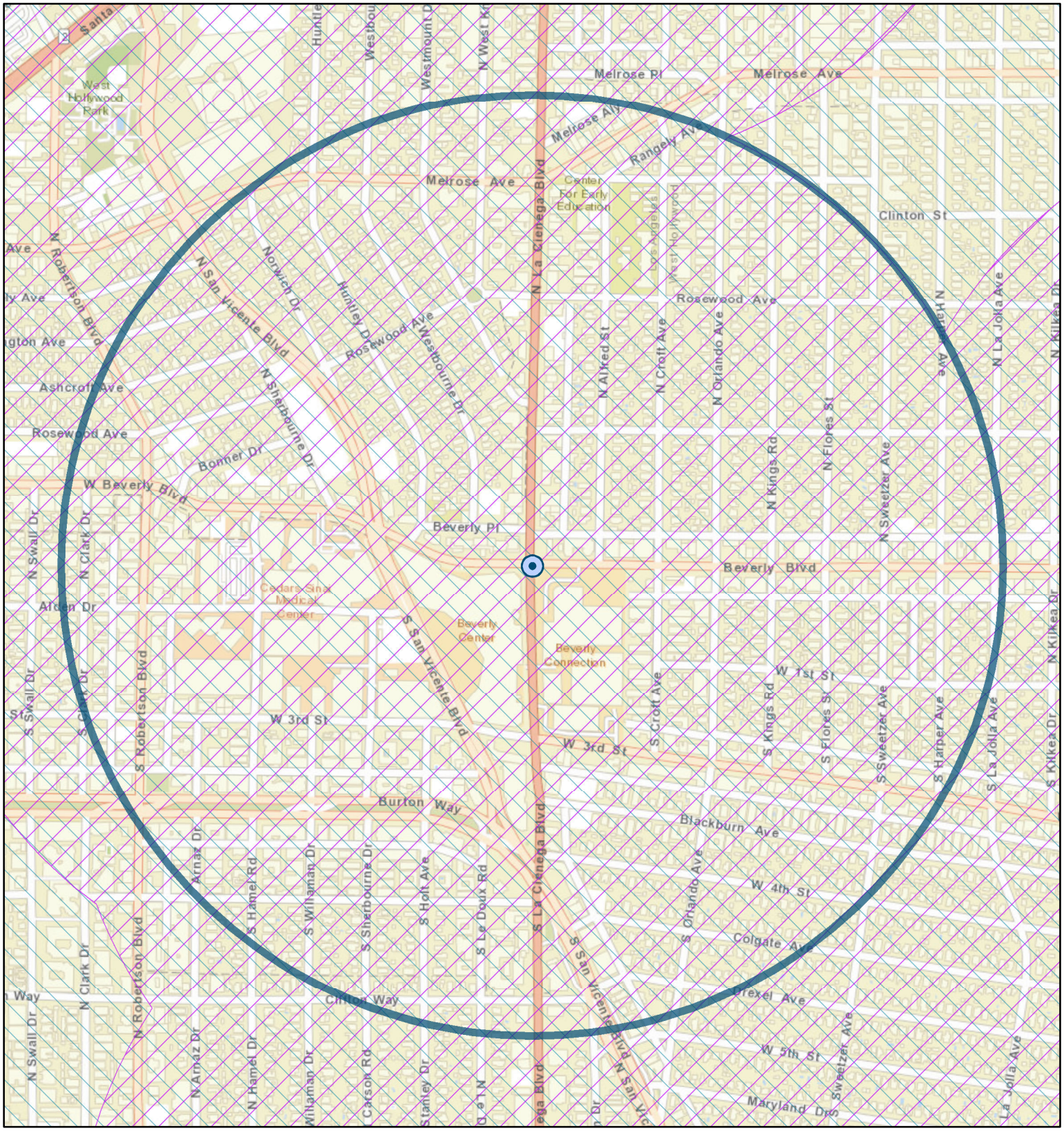
3/24/2016

H:\sjackson\GIS1Work\Requests\PlannedTransitPriorityAreas\TPAcitywide.mxd

High Quality Transit Areas (HQTA) and Transit Priority Areas (TPA)

One-Half Mile from Intersection of Beverly Blvd and La Cienega Blvd

[2040 Plan]



Intersection of Beverly Boulevard and La Cienega Boulevard

One-Half Mile Radius Around the Intersection

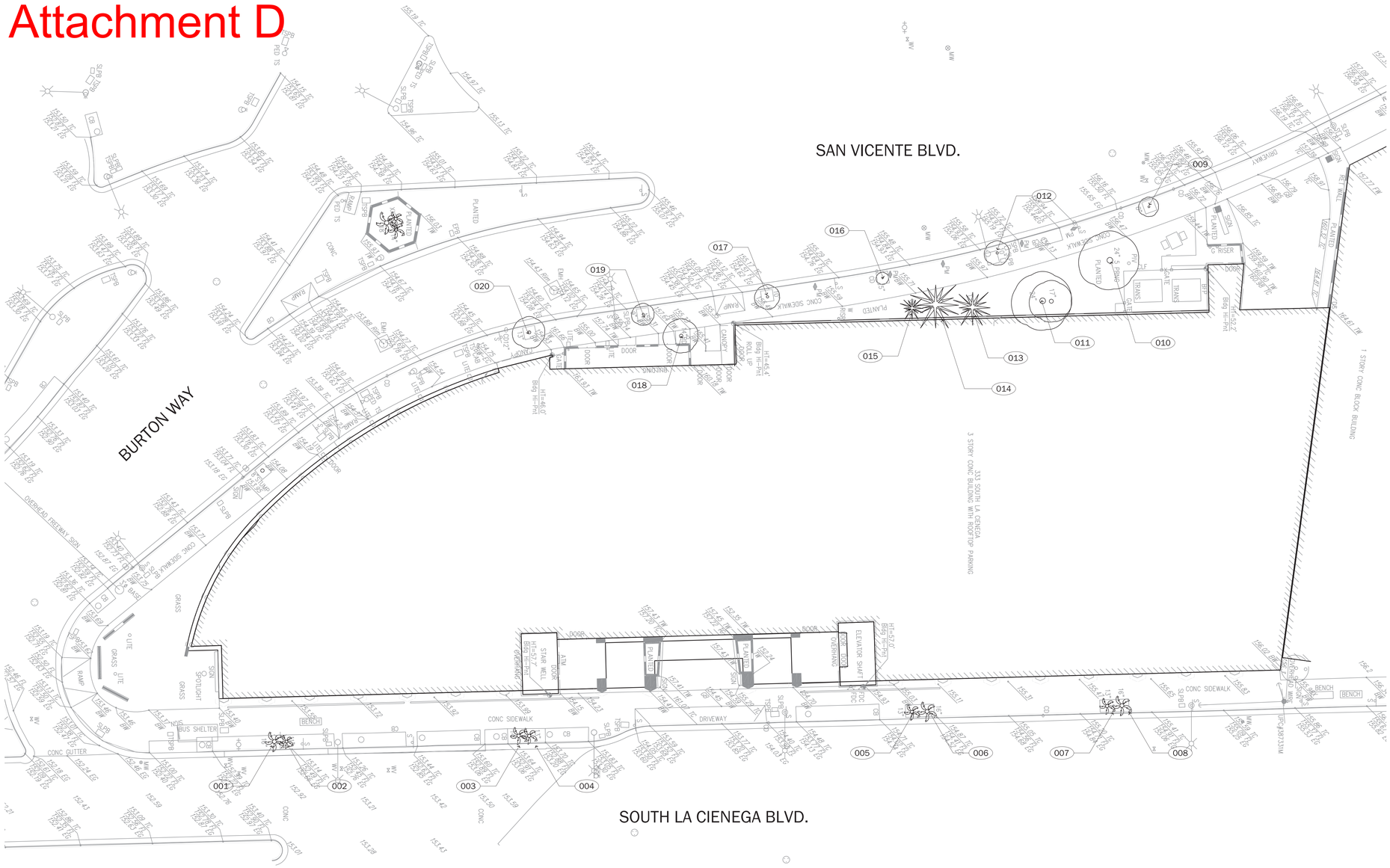
High Quality Transit Area (2040 Plan)

Transit Priority Areas (2040 Plan)

Source: SCAG, 2016
Date: 12/13/2016
P:\Jung\Data_Request\David_Thompson\mxds\HQTA_TPA_2040.mxd

0 0.05 0.1 0.2 Miles

Attachment D



EXISTING TREE SCHEDULE

KEY	BOTANICAL NAME	COMMON NAME
001	*Washingtonia robusta*	Mexican Fan Palm
002	*Washingtonia robusta*	Mexican Fan Palm
003	*Washingtonia robusta*	Mexican Fan Palm
004	*Washingtonia robusta*	Mexican Fan Palm
005	*Washingtonia robusta*	Mexican Fan Palm
006	*Washingtonia robusta*	Mexican Fan Palm
007	*Washingtonia robusta*	Mexican Fan Palm
008	*Washingtonia robusta*	Mexican Fan Palm
009	*Tristania conferta*	Brisbane Box
010	*Erythrina caffra*	Coral Tree
011	*Erythrina caffra*	Coral Tree
012	*Tristania conferta*	Brisbane Box
013	*Sequioa sempervirens*	Sequioa
014	*Sequioa sempervirens*	Sequioa
015	*Sequioa sempervirens*	Sequioa
016	*Tristania conferta*	Brisbane Box
017	*Tristania conferta*	Brisbane Box
018	*Ficus nitida*	Fig Laurel
019	*Tristania conferta*	Brisbane Box
020	*Ficus nitida*	Fig Laurel

PER LAMC SECTION 12.21 SUBSECTION A, SUBDIVISION 12, THERE ARE NO PROTECTED TREE SPECIES CURRENTLY ON SITE.

PROJECT NORTH

TRUE NORTH

0' 4' 12' 28' 60'

1/16" = 1'-0"

Existing Tree Plan

L.0

333 La Cienega Boulevard

Los Angeles, CA 90048

October 6, 2015

CARUSO AFFILIATED

RIOS CLEMENTI HALE STUDIOS

639 N. LARCHMONT BLVD SUITE 100 LOS ANGELES, CA 90004

PH: 323.785.1800 FAX: 323.785.1801 www.rchstudios.com

Attachment E

SYSKA HENNESSY GROUP

800 Corporate Pointe, Suite 200 ▪ Los Angeles, CA 90230 ▪ 310.312.0200 ▪ www.syska.com

333 S. La Cienega

Los Angeles, California

Building Performance Report

Analysis of Energy Efficiency of Project Compared to Title 24

PREPARED FOR:
CRM Properties/Gensler

BY:
Syska Hennessy Group, Inc.

PROJECT NO:
333LC000

Dec 16, 2016

SYSKA HENNESSY GROUP

TABLE OF CONTENTS

I. EXECUTIVE SUMMARY

This report summarizes the evaluation of the energy efficiency performance of the proposed 333 S. La Cienega project in comparison to Title 24 – 2016 energy standards. The proposed project is a mixed-use development in the City of Los Angeles consisting of 145 residential units and 31,055 square feet of commercial uses (a 27,685 square-foot grocery market and a 3,370 square-foot restaurant) and vehicular and bicycle parking in one integrated building on an approximately 1.15 acre site. This analysis focuses on the building envelope, geometry, shading design and energy efficiency. Using an energy model following the Title 24 Alternative Calculation Method (ACM) Manual Model, the analysis compares the energy efficiency of the proposed project against Title 24-2016 standards. As explained further in this report, the proposed project with energy efficiency measures and other aspects of the building design will be 15% more energy efficient than Title 24 standards.

II. ENERGY MODELING

This analysis evaluates the proposed project's energy efficiency level as compared to the Title 24-2016 standards as a baseline.

To fully understand the actual building performance and effect of various energy efficiency measures, an energy modeling methodology was used to perform the analysis. A model of the Title 24 standards was created and strictly followed the Title 24 Alternative Calculation Method (ACM) Manual. Energy model inputs assumptions such as envelope construction, schedules and internal loads follow Title 24 Reference Method Appendix 5.4 A and B. HVAC system efficiencies were derived from Title 24-2016 standards. Building energy simulations were performed using simulation software that permits modeling of complex building geometry, lighting systems, mechanical systems, central plant equipment, and detailed thermal energy definitions of key characteristics for the building envelope, mechanical equipment, lighting fixtures, and electrical equipment. Systems were simulated with detailed control sequences and utilization schedules. The interactions between all building loads, systems and HVAC plants were then simulated in hourly time intervals using typical or long-term average weather and solar data for the location to provide a detailed account of energy consumption and demand. For each of the 8,760 hours during the course of a typical year, the program considered site climate data, building construction, occupancy load, connected loads, and the response of the mechanical systems to maintain occupancy comfort to calculate the overall annual building energy utilization profile.

Simulation inputs for this energy analysis are discussed below and were derived from the designed system information, project documents, mechanical schedules and assumptions provided by the design team, and Title 24 standards.

1. SITE AND CLIMATE

The site of a project is generally the first and most important factor that impacts the energy use of a project. Any location will have characteristics of the climate that will be beneficial, and some that will pose great challenges. One key to sustainable design is to understand the climate and use it with the function of the building, instead of against it.

This project is located in Los Angeles, California. The meteorological data used for the simulations is a full year, 8,760 hour weather data file for Los Angeles, CA obtained from the Department of Energy. The building is oriented with a building azimuth facing True North. General information about the location and weather data have been provided in the table below.

Table 1. Project and Site

Parameter	Description
Project Address	333 S. La Cienega Boulevard, Los Angeles
Latitude / Longitude	34.07° N /118.07° W
Altitude	-
Climate Zone	ASHRAE 3B / CA 9
Weather File	USA_CA_Burbank-Glendale-Passadena.Bob.Hope.AP.722880_TMY3.epw
Summer Design DB/WB	99/ 69°F (0.1%)
Winter Design DB	38°F (99%)

2. OCCUPANCY

2.1. Building Schedule

Hourly schedules of operation of the building systems, occupancy, lighting, and other loads were incorporated for the simulation model based on Title 24 factors. They are intended to represent a "typical" week of operation for the type of project uses. The HVAC runs in an occupied/unoccupied (or on/off) fashion to maintain heating and cooling setpoint schedules for each hour. Occupancy, lighting and equipment schedules are fractional type schedules that adjust the peak (or design) densities at each hour of the day.

The general anticipated operating hours for each main area of the project is 24 hours per day, 7 days per week. The figures presented in the section below show the occupancy ("people") profile as a ratio of the peak design value for a typical week.

2.2. Hourly Schedules

Hourly schedules of operation of the building systems, occupancy, lighting, and other loads were incorporated into the simulation model based on Title 24 factors. They are intended to represent a "typical" week of operation. The HVAC runs in an occupied/unoccupied (or on/off) fashion to maintain heating and cooling setpoint schedules for each hour. Occupancy, lighting and equipment schedules are fractional type schedules that adjust the peak (or design) densities at each hour of the day.

2.2.1 Residential (Title 24)

Typical residential space occupant schedule.

Figure 1. Residential Space Hourly Schedules

	Hour	Occupancy Fraction			Lights Fraction			Receptacle Fraction		
		Mon-Fri	Sat	Sun	Mon-Fri	Sat	Sun	Mon-Fri	Sat	Sun
Residential	0 - 1	0.90	0.90	0.90	0.10	0.10	0.10	0.10	0.10	0.10
	1 - 2	0.90	0.90	0.90	0.10	0.10	0.10	0.10	0.10	0.10
	2 - 3	0.90	0.90	0.90	0.10	0.10	0.10	0.10	0.10	0.10
	3 - 4	0.90	0.90	0.90	0.10	0.10	0.10	0.10	0.10	0.10
	4 - 5	0.90	0.90	0.90	0.10	0.10	0.10	0.10	0.10	0.10
	5 - 6	0.90	0.90	0.90	0.30	0.30	0.30	0.30	0.30	0.30
	6 - 7	0.70	0.70	0.70	0.45	0.45	0.45	0.45	0.45	0.45
	7 - 8	0.40	0.40	0.40	0.45	0.45	0.45	0.45	0.45	0.45
	8 - 9	0.40	0.40	0.40	0.45	0.45	0.45	0.45	0.45	0.45
	9 - 10	0.20	0.20	0.20	0.45	0.45	0.45	0.45	0.45	0.45
	10 - 11	0.20	0.20	0.20	0.30	0.30	0.30	0.30	0.30	0.30
	11 - 12	0.20	0.20	0.20	0.30	0.30	0.30	0.30	0.30	0.30
	12 - 13	0.20	0.20	0.20	0.30	0.30	0.30	0.30	0.30	0.30
	13 - 14	0.20	0.20	0.20	0.30	0.30	0.30	0.30	0.30	0.30
	14 - 15	0.20	0.20	0.20	0.30	0.30	0.30	0.30	0.30	0.30
	15 - 16	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30
	16 - 17	0.50	0.50	0.50	0.30	0.30	0.30	0.30	0.30	0.30
	17 - 18	0.50	0.50	0.50	0.30	0.30	0.30	0.30	0.30	0.30
	18 - 19	0.50	0.50	0.50	0.60	0.60	0.60	0.60	0.60	0.60
	19 - 20	0.70	0.70	0.70	0.80	0.80	0.80	0.80	0.80	0.80
	20 - 21	0.70	0.70	0.70	0.90	0.90	0.90	0.90	0.90	0.90
	21 - 22	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
	22 - 23	0.90	0.90	0.90	0.70	0.70	0.70	0.70	0.70	0.70
	23 - 24	0.90	0.90	0.90	0.30	0.30	0.30	0.30	0.30	0.30

2.2.2 Retail (Title 24)

Typical retail space occupant schedule.

Figure 2. Retail Space Hourly Schedules

	Hour	Occupancy Fraction			Lights Fraction			Receptacle Fraction		
		Mon-Fri	Sat	Sun	Mon-Fri	Sat	Sun	Mon-Fri	Sat	Sun
Retail	0 - 1	0.00	0.00	0.00	0.05	0.05	0.05	0.05	0.05	0.05
	1 - 2	0.00	0.00	0.00	0.05	0.05	0.05	0.05	0.05	0.05
	2 - 3	0.00	0.00	0.00	0.05	0.05	0.05	0.05	0.05	0.05
	3 - 4	0.00	0.00	0.00	0.05	0.05	0.05	0.05	0.05	0.05
	4 - 5	0.00	0.00	0.00	0.05	0.05	0.05	0.05	0.05	0.05
	5 - 6	0.00	0.00	0.00	0.05	0.05	0.05	0.05	0.05	0.05
	6 - 7	0.00	0.00	0.00	0.05	0.05	0.05	0.05	0.05	0.05
	7 - 8	0.10	0.10	0.00	0.20	0.10	0.05	0.20	0.10	0.05
	8 - 9	0.20	0.20	0.00	0.50	0.30	0.10	0.50	0.30	0.10
	9 - 10	0.50	0.50	0.10	0.85	0.55	0.10	0.90	0.55	0.10
	10 - 11	0.50	0.60	0.20	0.85	0.85	0.40	0.90	0.85	0.40
	11 - 12	0.70	0.80	0.20	0.85	0.85	0.40	0.90	0.85	0.40
	12 - 13	0.70	0.80	0.40	0.85	0.85	0.55	0.90	0.85	0.55
	13 - 14	0.70	0.80	0.40	0.85	0.85	0.55	0.90	0.85	0.55
	14 - 15	0.70	0.80	0.40	0.85	0.85	0.55	0.90	0.85	0.55
	15 - 16	0.80	0.80	0.40	0.85	0.85	0.55	0.90	0.85	0.55
	16 - 17	0.70	0.80	0.40	0.85	0.85	0.55	0.90	0.85	0.55
	17 - 18	0.50	0.60	0.20	0.85	0.85	0.40	0.90	0.85	0.40
	18 - 19	0.50	0.20	0.10	0.55	0.50	0.20	0.60	0.50	0.20
	19 - 20	0.30	0.20	0.00	0.55	0.30	0.05	0.60	0.30	0.05
	20 - 21	0.30	0.20	0.00	0.50	0.30	0.05	0.50	0.30	0.05
	21 - 22	0.00	0.10	0.00	0.20	0.10	0.05	0.20	0.10	0.05
	22 - 23	0.00	0.00	0.00	0.05	0.05	0.05	0.05	0.05	0.05
	23 - 24	0.00	0.00	0.00	0.05	0.05	0.05	0.05	0.05	0.05

2.3. Program and Occupant Density

The program of the project was developed in consultation with the Owner and Architect and is reflected in the energy simulation model. Spaces were classified by their use and grouped together into industry standard use types to share schedules, occupancy densities and other internal load characteristics. The occupant density for the spaces in the project were defined by a combination of seating plans, building code occupancy rates, or other industry standards. Both the proposed project model and Title 24 standards model used the same occupant density. The occupant density prescribed by Title 24 was incorporated into the models.

Table 2. Characteristics of Program and Occupancy

Space Description	Floor Area (sf)	Occupant Density (sf/per)	Occupants (# per)
Convention, Conference, Multipurpose and Meeting Center Areas	2,218	15	148
Corridor/Restroom/Stairs/Support Area	56,697	100	567
Electrical, Mechanical, Telephone Rooms	7,326	333	22
Exercise Center, Gymnasium Areas	2,547	15	170
High-Rise Residential Living Spaces	227,548	200	1,138
Lobby, Main Entry	4,144	15	276
Lounge, Recreation	3,922	15	261
Office	3,770	100	38
Parking Garage Building, Parking Area	159,831	-	-
Retail Merchandise Sales, Wholesale Showroom	26,805	30	894
Total	**494,808**[1]	-	**3,514**
Total (Weighted Avg)	**-**	**141**	**-**

Note 1: The floor area is based on the project entitlement drawings and includes square footage not included in the City's defined floor area (such as parking, shafts, storage, unconditioned spaces, etc)

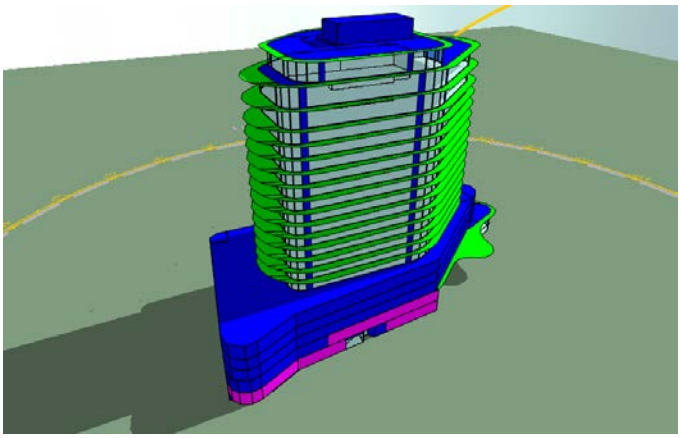
3. ARCHITECTURE AND FORM

The architecture & building form provide the foundation for the energy use within a building. Though these elements do not consume energy on their own per se; the building orientation, geometric relationships, and material selections define the loads on the building systems and dictate the opportunities to capitalize on the local environment through passive systems and onsite power generation.

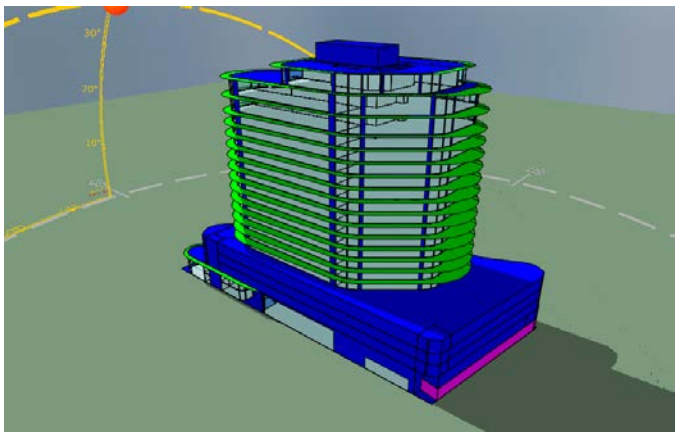
3.1. Massing and Orientation

The building consists of 20 floors above ground and two levels of underground parking. The podium part of the building is shaped as a triangle and the residential tower has a quadrilateral footprint.

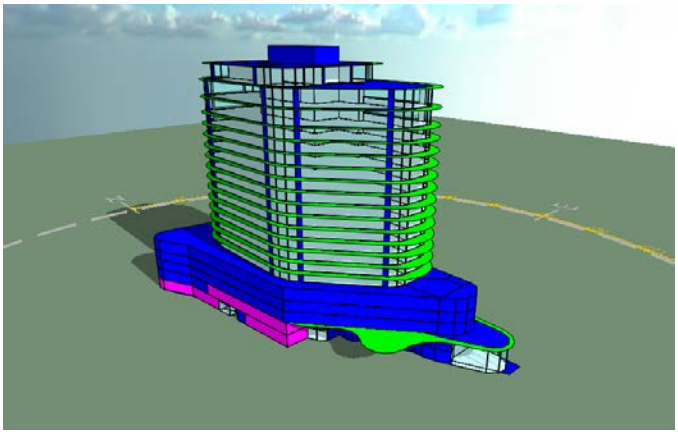
From a thermal perspective, one big advantage this project has is its balcony design. The balcony will act as an overhang that shades the residential tower typical floors. This design will balance the Window Wall Ratio (WWR) design of the building, cut down solar heat gain into the space and reduce the cooling load.



NW View



NE View



SW View

SE View

3.2. Opaque Assemblies

Opaque assemblies include roof, wall and floor assemblies that enclose spaces in the project and protect them from the outdoor environment. They are often generalized to the major types that serve 5% or more of the project. The assemblies used in the simulation model are described in the table below. Where detailed design is not yet available, standard assumptions were applied. For Title 24 standards model, the envelope performance follows the prescriptive envelope thermal performance requirements.

Table 3. Performance Characteristics of Opaque Assemblies

Building Component	As-Designed	Title 24-Baseline (2016)
Roof		
Description	R-35 insulation entirely above roof deck	-
Additional Insulation	-	-
U-Factor	0.028	0.041
Aged Solar Reflectance	0.63	0.63
Thermal Emittance	0.75	0.75
Solar Reflectance Index (SRI)	75	75
Spandrel		
Description	2 X 6 Metal framed wall, 16" o.c., w/R-19 batt insulation in cavity	2 X 6 Metal framed wall, 16" o.c., w/R-19 batt insulation in cavity
Additional Insulation	R-10 additional insulation	R-10 additional insulation
U-Factor	0.069	0.069
Metal Framed Wall		
Description	2 X 6 Metal framed wall, 16" o.c., w/R-19 batt insulation in cavity	2 X 6 Metal framed wall, 16" o.c., w/R-19 batt insulation in cavity
Additional Insulation	R-10 additional insulation	R-10 additional insulation
U-Factor	0.069	0.069
Heavy Mass Wall		
Description	10" concrete	2 X 6 Metal framed wall, 16" o.c., w/R-19 batt insulation in cavity
Additional Insulation	-	R-10 additional insulation
U-Factor	0.69	0.069

3.3. Fenestration

The fenestration includes vertical glazing. All the vertical window were considered as vertical glazing. No skylights are designed for the proposed project.

Table 4. Performance Characteristics of Fenestration

Building Component	As-Designed	Title 24-Baseline (2016)
Vertical Glazing (Lobby)		
Description	VNE1-53 (Air filled)	Thermally broken double glazing w/center of glass U-factor of 0.25, 0.5" argon space
U-Factor (Assy / CoG)	0.29/0.45	0.41/-
Solar Gain (SHGC)	0.23	0.26
Visible Light Transmittance (VLT)	0.49	0.46
Light to Solar Gain (LSG)	2.13	1.77

Table 5. Window-to-Wall Ratios by Building and Orientation

	South	West	North	East	Overall
As Designed	70%	74%	64%	78%	73%
Title 24 Baseline	38%	40%	33%	43%	40%

4. BUILDING SYSTEMS

4.1. Interior Lighting

In order to provide adequate light levels for tasks that will take place in the project spaces, an electric lighting system is designed. The system includes light sources, fixtures, power distribution, and associated controls that adjust levels based on varying needs.

These systems are simulated in the model by entering a design lighting power density in terms of watts per square foot, a schedule that adjusts the design level for each hour of the year, and adjustments to density or schedule based on advanced control systems for each space type.

As the project lighting system has not been fully designed, the proposed project model and Title 24 standards model assumed the same lighting power density (LPD) based on Title 24 standards.

Table 6. Performance Characteristics of Lighting System

Space Description	Floor Area[1] (sf)	LPD-Assumed for Project (w/sf)	LPD, Title 24 2016 Baseline (w/sf)
Convention, Conference, Multipurpose and Meeting Center Areas	2,218	1.40	1.40
Corridor/Restroom/Stairs/Support Area	56,697	0.60	0.60
Electrical, Mechanical, Telephone Rooms	7,326	0.70	0.70
Exercise Center, Gymnasium Areas	2,547	1.00	1.00
High-Rise Residential Living Spaces	227,548	0.50	0.50
Lobby, Main Entry	4,144	1.50	1.50
Lounge, Recreation	3,922	1.10	1.10
Office	3,770	0.75	0.75
Parking Garage Building, Parking Area	159,831	0.14	0.14
Retail Merchandise Sales, Wholesale Showroom	26,805	1.20	1.20
Total	**494,808**	**226473**	**226473**
Total (Weighted Avg)	**-**	**0.46**	**0.46**

4.2. Daylighting Control

Daylighting control is utilized in the space where the daylight is available. Based on the sensed illuminance for each space, the lighting control is able to adjust the Lighting Power Density (LPD) to reduce the lighting energy use while still keeping a visually comfortable indoor environment. For this energy model, daylighting control was not included. Daylighting control is anticipated to result in an energy savings for the project, however, it is conservatively assumed that the difference would not be appreciable and was not included in the comparison to Title 24 standards.

4.3. Exterior Lighting

The exterior lighting energy use is calculated based on the project site area. The site area is determined from the architectural drawing. Exterior lighting energy use is not determined at this stage of design and should not be included in the model. Exterior lighting for this type of project is not anticipated to result in an appreciable difference in the comparison to Title 24 standards.

4.4. HVAC System

4.4.1 Basis of Design Air-Side System – VRF system

The proposed project would be served by an air-cooled VRF system, which would serve all the typical floors on the residential tower and the podium levels. The zoning of the VRF system allows the building to optimize its energy use by delivering variable refrigerant to each individual space while maximizing heat recovery during simultaneous cooling and heating. The building also has dedicated outdoor air unit providing ventilation to the spaces. The following lists the comparison between proposed VRF system and the system for Title 24 standards baseline.

Table 7. Proposed and baseline system comparison

Models	System No.	System Type	Fan Control	Cooling Type	Heating Type
As Designed	N/A	Variable Refrigerant Flow (VRF)	VSD	Direct Expansion	Heat Pump
Title 24 Baseline	Sys 2	Four Pipe Fan Coil (FPFC)	VSD	Chilled Water	Boiler

4.5. Receptacles and Miscellaneous Equipment

Equipment included in this section is comprised mainly of plugged into receptacles or other hard-wired equipment that supports the function of the spaces and is not significant enough to break out and calculate separately.

There are several program area types in the building, and equipment power densities (EPD) typically vary by program area type (Refer to table 8 below). The proposed project model and Title 24 standards model assume the same EPD as prescribed by Title 24.

Table 8. Small Power Equipment Densities

Space Description	Floor Area (sf)	EPD-Assumed(w/sf)
Convention, Conference, Multipurpose and Meeting Center Areas	2,218	1.0
Corridor/Restroom/Stairs/Support Area	56,697	0.2
Electrical, Mechanical, Telephone Rooms	7,326	3.0
Exercise Center, Gymnasium Areas	2,547	0.5
High-Rise Residential Living Spaces	227,548	0.5
Lobby, Main Entry	4,144	0.5
Lounge, Recreation	3,922	1.0
Office	3,770	1.5
Parking Garage Building, Parking Area	159,831	0.0
Retail Merchandise Sales, Wholesale Showroom	26,805	1.0
Total	**494,808**	**189,037**
Total (Weighted Avg)	**-**	**0.38**

III. BUILDING ENERGY PERFORMANCE

There are key performance measures and design features of the proposed project that increase the building energy efficiency as compared to Title 24-2016. These include:

- The balcony design of the proposed project will provide significant shading benefits on the residential tower to reduce cooling load;
- High performance glazing system using VNE1-53;
- High efficiency VRF system, with cooling/heating IEER to achieve at least 18.6;
- Condensing boiler which achieve efficiency of 98%;
- Efficiency lighting design to achieve 30% Lighting Power Density for the first two levels and the parking area;

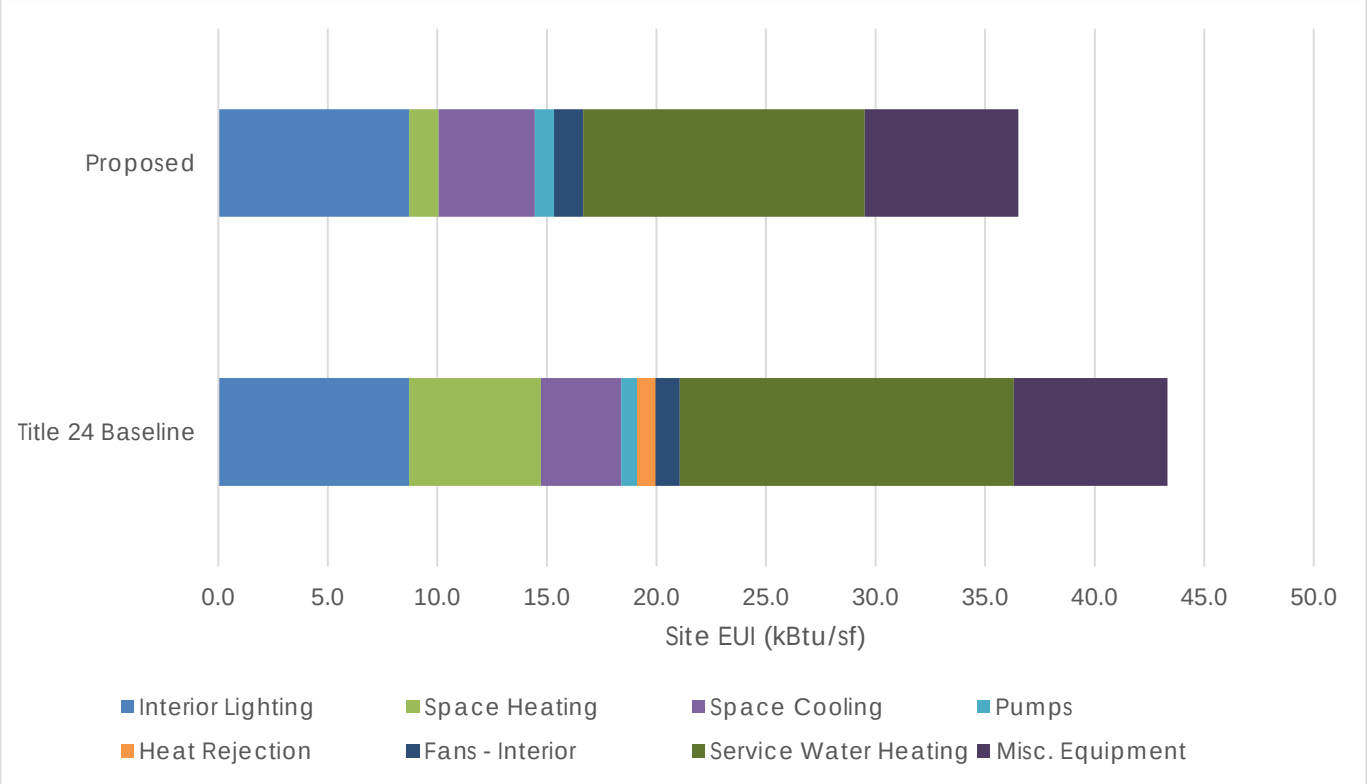
With the incorporation of these performance measures and design features, the proposed project building would have an Energy Use Intensity (EUI) of 36.4 kBtu/sf, which exceeds Title 24 standards EUI 43.3 by 15.7%. This is demonstrated in Table 10 and figure 3 below.

These performance estimates are intended to be used for relative comparisons between the proposed project and the Title 24 baseline model. There are a range of energy efficiency measures that can achieve 15% greater energy efficiency compared to Title 24. The final combination of design and energy efficiency measures is best selected during the final design of the project. At the time of final design, other design options also can be evaluated and chosen to achieve the 15% energy savings.

Table 9. Building Energy End Use

	Title 24 Baseline			Proposed Design		
Energy End Use	Electricity (kWh)	Natural Gas (Therms)	EUI (kBtu/sf/yr)	Electricity (kWh)	Natural Gas (Therms)	EUI (kBtu/sf/yr)
Interior Lighting	736,385	0	8.7	736,385	0	8.7
Exterior Lighting	0	0	N/A	0	0	N/A
Space Heating	0	17,372	6.0	113,152	0	1.3
Space Cooling	309,228	0	3.7	372,353	0	4.4
Pumps	61,846	0	0.7	74,471	0	0.9
Heat Rejection	71,122	0	0.8	0	0	N/A
Fans - Interior	92,768	0	1.1	111,706	0	1.3
Service Water Heating	0	44,004	15.3	0	37,065	12.8
Misc. Equipment	593,237	0	7.0	593,237	0	7.0
Elevators Escalators	0	0	N/A	0	0	N/A
Cooking	0	0	N/A	0	0	N/A
Total	**1,864,586**	**61,376**	**43.3**	**2,001,304**	**37,065**	**36.4**

Figure 3. Building Energy End Use Comparison



IV. CONCLUSION

As discussed above, the proposed project with energy efficiency measures and other aspects of the building design will be 15% more energy efficient than Title 24 standards.

SYSKA HENNESSY GROUP

800 Corporate Pointe, Suite 200 ▪ Culver City, CA 90230 ▪ 310.312.0200 ▪ www.syska.com

Project: 333 S. La Cienega
Subject: Estimated Water Consumption Comparison
Date: January 05, 2017

This memo summarizes the estimated water usage of the proposed 333 S. La Cienega project, taking into consideration detailed project information, including, for example, the quantity and type of water fixtures.[1]

The proposed project is a mixed-use development in the City of Los Angeles consisting of 145 residential units and 31,055 square feet of commercial uses (a 27,685 square-foot grocery market and a 3,370 square foot restaurant) on an approximately 1.15-acre site. The estimated water usage is based on the estimated pluming fixture water use, irrigation demand, and amenities (e.g. pool) water use.

The following are some of the water efficient features of the proposed project based on applicable California Green Building Code and City of Los Angeles requirements and proposed project design:

- High Efficiency Toilets with flush volume of 1.28 gallons of water per flush or less
- High Efficiency Urinals with 0.125 GPF
- Showerheads with flow rate of 1.8 gallons per minute or less
- High Efficiency Clothes Washers - residential with Energy Star certification
- Lavatory Faucet with flow rate of 0.5 gallons per minute or less for Commercial and 1.5 gallons per minutes for Residential
- Kitchen Faucets with flow rate of 1.8 gallons per minute or less for Retail/Commercial
- Domestic Water Heating System located close proximity to point(s) of use
- Water-Saving Pool Filter
- Pool/Spa recirculating filtration equipment
- Pool splash troughs around the perimeter that drain back into the pool
- Meter on the pool make-up line Leak Detection System for swimming pools and spas
- Drip/Subsurface Irrigation (Micro-Irrigation)
- Proper Hydro-zoning/ (groups plants with similar water requirements together)
- Zoned Irrigation
- Landscaping Contouring to minimize precipitation runoff
- Drought Tolerant Plants

[1] This analysis provides a more realistic estimate of water use than application of City sewer generation factors to calculate water usage in that the analysis factors in project specific unit information and code required water conservation features.

The estimated plumbing fixture water use is calculated based on the anticipated residential occupancy, estimated project employees, and the proposed fixture /appliance types based on California Green Building and City of Los Angeles requirements. The estimated plumbing fixtures water use calculation for the proposed project is detailed in the table below.

Plumbing Fixtures and Appliances Water Use Calculation

Fixture Type	Flow Rate [1]	Duration [1]	Daily Uses [1]	Occupants [2]	Gallons per Day
Showerheads Residential	2.0 gpm	8 min.	1	331	5296.0
Lavatory Faucets Residential	1.5 gpm	0.25 min.	3	331	372.4
Lavatory Faucets Non-Residential [4]	0.5 gpm	0.25 min.	3	705	264.4
Kitchen Faucets [3]	1.8 gpm	4 min.	1	446	3211.2
Gravity Tank Type Water Closets (Female - Residential)	1.28 gpf	1 flush	3	166	637.4
Gravity Tank Type Water Closets (Male - Residential)	1.28 gpf	1 flush	1	165	211.2
Flushometer Valve Water Closets (Female) [4]	1.28 gpf	1 flush	3	353	1355.5
Flushometer Valve Water Closets (Male) [4]	1.28 gpf	1 flush	1	352	450.6
Urinals [4]	0.13 gpf	1 flush	2	352	88.0
Dish Washers - Residential [5]	4.25 gpc	1 cycle	1	145	616.3
Clothes Washers - Residential [5]	6 gpc	1 cycle	1	145	870.0
Dishwasher - Commercial Kitchen	100 gph	1 hr	4		400.0
Clothes Washers - Commercial	2 gal/lb	525 lbs	1		1050.0
				Total:	**14823**

Table Footnotes:

1. Information based on LA City Ordinance 184248, Table 99.04.303.4.1.
2. Residential occupancy based on 145 dwelling units x 2.28 persons per household based on 2014 population density within Wilshire Community Plan (Initial Study p B-81); employee occupancy based on LAUSD employee generation rate for "Neighborhood Shopping Center" (Initial Study p B-78) and owner information regarding projected residential building employees.
3. Includes residential and commercial kitchen, and employee pantry.
4. Commercial Fixtures for 115 employees and 590 restaurant patrons per day (estimated based on restaurant seating capacity).
5. Energy Star Certification as required per 2016 CALGREEN Code, Table A4.602-A4.303.3.

The irrigation demand was calculated by the landscape architect based on the maximum applied water allowance of annual irrigation water usage estimated at 589,982 gallons per year for the project pursuant to the California Water Model Efficiency Landscape Ordinance.

The water use of the pool was based on the size of the pool in the project plans and standard water conservation features for pools.

1. Makeup water due to evaporation: 45' x 25' x 4 gal/sq.ft. = approx. 4,500 gal/year.
2. Backwash using water saving pool filters: 1,000 gal/backwash x 60 backwash/year = approx. 60,000 gal/year.
3. Total pool water consumption: (4,500 + 60,000)gpy / 365 days = approx. 200 gal/day

Based on the above, the water use summary for the project is set forth in the table below.

Water Use Summary

Description	Gallons per Day **(Average Use)**
Estimated Plumbing Fixtures Water Use	14823
Irrigation Water Demand	1700
Pool	200
Total	**16723**

Table Footnote: This calculations does not include any water based air conditioning system because the project is designed to provide a refrigerant based air conditioning system with high efficiency variable refrigerant flow.

In conclusion, it is estimated that the proposed project will use an average of 16,723 gallons per day of water, resulting in an approximate per household estimate of 115 gallons per day and a per capita consumption of 51 gallons per resident (including both residential and commercial water use).

Reference: LA City Ordinance 184248:
http://clkrep.lacity.org/onlinedocs/2015/15-0458_ORD_184248_6-6-16.pdf

TABLE 99.04.303.4.1
WATER USE BASELINE[3]

FIXTURE TYPE	BASELINE FLOW RATE	DURATION	DAILY USES	OCCUPANTS[2]
Showerheads	2.0 gpm @ 80 psi	8 min.	1	X[2a]
Lavatory Faucets, Residential	1.5 gpm @ 60 psi	.25 min.	3	X
Lavatory Faucets, Common/Public Uses	0.5 gpm @ 60 psi	.25 min.	3	X
Kitchen Faucets	1.8 gpm @ 60psi	4 min.	1	X[2b]
Metering Faucets	0.25 gallons/cycle		3	X
Water Closets	1.28 gallons/flush	1 flush	1 male[1] 3 female	X
Urinals	0.125 gallons/flush	1 flush	2 male	X

Effective July 1, 2016, the maximum flow rate for residential lavatory faucets will be 1.2 gpm at 60 psi in accordance with Title 24 of the California Code of Regulations.

Fixture "Water Use" = Flow rate X Duration X Occupants X Daily uses

1. The daily use number shall be increased to three if urinals are not installed in the room.
2. Refer to Table A, Chapter 4 of the Los Angeles Plumbing Code, for occupant load factors.
    a. Shower use by occupants depends on the type of use of a building or portion of a building. For example, the total occupant load for a health club, but only a fraction of the occupants in an office building as determined by the anticipated number of users.
    b. Kitchen faucet use is determined by the occupant load of the area served by the fixture.
3. Use Worksheet WS-1 of the 2013 CALGreen Code to calculate baseline water.