FINDINGS

As amended by the City Planning Commission on January 24, 2019

1. **Transfer of Floor Area Rights Findings.** Pursuant to LAMC Section 14.5.6 B.2(a) and 4(a), in order to approve a Transfer, the Commission shall find that:

   a. **The increase in Floor Area generated by the proposed Transfer is appropriate with respect to location and access to public transit and other modes of transportation, compatible with other existing and proposed developments and the City's supporting infrastructure, or otherwise determined to be appropriate for the long-term development of the Central City.**

   The Receiver Site (Project Site) is located on the northeasterly corner of Figueroa Street and 8th Street, within the Financial Core District of the Central City Community Plan area. The Project Site contains approximately 50,335 square feet of lot area and would be permitted a maximum floor area of 302,010 square feet, or a 6:1 Floor Area Ratio (FAR) as restricted by a "D" Limitation per Ordinance 164,307-SA1920. The Applicant has requested a Transfer of 122,480 square feet of floor area from a Donor Site located at 1201 South Figueroa Street (Los Angeles Convention Center), to permit a maximum 8.43:1 FAR on the Receiver Site.

   Surrounding properties up to a 750-foot radius of the Project Site are similarly zoned C2-4D with underlying General Plan land use designations of Regional Center Commercial. The Project Site is located in an area which is developed with a mixture of low- to high-rise, mixed-use buildings. Surrounding uses include the FIGat7th shopping mall and a 55-story commercial office building across Figueroa Street to the northwest; a surface parking lot, a three-story commercial office building along Figueroa Street and a 12-story commercial office building along 7th Street, to the northeast; a surface parking lot and a seven-story parking structure to the southeast; and a 14-story office/commercial building along Figueroa Street and a five-story commercial building along Flower Street, to the southwest. Beyond these land uses are other high-rise commercial buildings, including the completed 73-story Wilshire Grand Center, which is located approximately one block to the northwest of the Project Site. High-rise residential development is located one block south of the Project Site on Figueroa Street between 9th Street and Olympic Street. Other high-density residential developments are located in the vicinity of the Project Site on Flower Street south of 8th Street and on 9th Street east of Figueroa Street.

   The Project Site is well-served by public transit, including both rail and bus service. The closest rail station is the Metro 7th Street/Metro Center Station, located approximately 350 feet north of the Project Site, with station portals at the northeastern corner of 7th Street and Figueroa Street, at the northeastern corner of 7th Street and Flower Street, and at the northwestern corner of 7th Street and Hope Street, and at the Bloc shopping mall on 7th Street between Flower and Hope Street. This station is served by Metro's Red, Purple, Blue, and Expo rail lines along with the Silver Line limited-stop bus route. Within 0.25 miles, Metro also provides three express bus lines (442, 460, 487/489), one rapid bus line (760) and five local bus lines (20, 51/52/352, 60, 66, 81). In addition, the Project Site is served by nine LADOT Commuter Express lines (CE 409, 419, 422, 423, 431, 437, 438, 448, 534) and four LADOT Downtown Area Shuttle lines (DASH A, D, E, F), seven Foothill Transit bus lines (FT 495-499, 699), and two Orange County Transportation Authority bus lines (OCTA 701, 721).

In addition to available public transit, regional access to the site is also provided by State Route 110 (SR-110 or Harbor Freeway), which runs north-south approximately 900 feet west of the Project Site. Major arterials providing regional access to the Project Site vicinity include Figueroa Street and Olympic Boulevard.

The increase in floor area generated by the proposed Transfer would allow the development of a mixed-use project consisting of 438 residential dwelling units varying unit types, and 7,493 square feet of ground floor commercial area on the Receiver Site. The Project is considered an infill development within a developed and improved area of the City, which was designated for high-density residential development and regional-serving commercial uses by the Community Plan. Thus, the proposed Transfer would be appropriate for the Receiver Site, which would be accessible by various modes of public transportation and transit, and would be compatible with existing and proposed developments in the area, and the City's infrastructure.

b. The Transfer serves the public interest by complying with the requirements of Section 14.5.9 of this Code.

As part of the Transfer Plan, a Public Benefit Payment is required and must serve a public purpose, such as: providing for affordable housing; public open space; historic preservation; recreational; cultural; community and public facilities; job training and outreach programs; affordable child care; streetscape improvements; public arts programs; homeless services programs; or public transportation improvements. The Transfer serves the public interest by facilitating a project that will contribute to the sustained economic vitality of the Central City area, and by contributing a total Public Benefit Payment of $4,282.602.40 (based on a formula that includes the Transfer of 122,480 square feet) and a TFAR Transfer Payment of $612,400 (based on the Transfer of 122,480 square feet from the Convention Center multiplied by $5.00), in accordance with LAMC Section 14.5.10. The Public Benefit Payment consists of a 50 percent cash payment of $2,141,301.20 to the Public Benefit Payment Trust Fund, and 50 percent of the payment for public benefits to be directly provided by the applicant, and indicated in the table below per the City Planning Commission's recommendation at its meeting on January 24, 2019.

Public Benefit Payment Transfer Plan		
Total Public Benefit Payment		$4,282.602.40
50% Public Benefit Cash Payment		$2,141,301.20
50% Public Benefit Direct Provision		$2,141,301.20
Allocation of Public Benefit Direct Provision		
Affordable Housing Trust Fund	50%	$2,141,301.20
Total	100%	

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

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

The Receiver Site (Project Site) of the Transfer is located within the Central City Community Plan, and has a land use designation of Regional Center Commercial and

is zoned C2-4D. The Community Plan describes the Transfer of Floor Area Rights (TFAR) as follows (Page III-19):

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

The site is subject to Development "D" Limitation, contained in Subarea 1920 of Ordinance No. 164,307, which limits the FAR of a building to 6:1, unless a transfer of floor area is approved. The Transfer would transfer 122,480 square feet of unused, allowable floor area from the Donor Site (Los Angeles Convention Center) and permit a maximum FAR of 8.43:1 on the Receiver Site, which would be consistent with Community Plan and other relevant policy documents which provides for a transfer of floor area up to a 13:1 FAR. As further discussed in Finding No. 2(a), the Transfer would permit the development of the Receiver Site with a Project that is consistent with the objectives and policies of the Community Plan, as well as the applicable design guides.

2. **Site Plan Review Findings.** In order for the Site Plan Review to be granted, all three of the legally mandated findings delineated in Section 16.05 F of the Los Angeles Municipal Code must be made in the affirmative:

   a. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

   The Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community-specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Transportation, Noise, Safety, Housing and Conservation. The City's Land Use Element is divided into 35 Community Plans that establish parameters for land use decisions within those sub-areas of the City. The Project is in consistent with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element and the Land Use Element – Central City Community Plan.

   Framework Element

   The Los Angeles General Plan Framework Element provides guidance regarding policy issues for the entire City, as well as sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. As identified in the Figure 3-1, Metro Long Range Land Use Diagram of the Framework Element, the project site is located within an area designated as the Downtown Center. The Framework Element generally characterizes the Downtown Center as having up to a 13:1 FAR and high-rise buildings. The Framework Element contains the following relevant goals, and objectives, as it relates to Downtown Centers:

   Goal 3G: A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.

   ***Objective 3.11**: Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting*

uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.

In addition, the Framework Element contains the following goals and objectives as they relate to housing:

Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

Objective 3.7: *Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.*

Objective 4.2*: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.*

The Proposed Project is consistent with and meets the goals of the Downtown Center designation by providing a 41-story, high-rise, mixed-use project with 438 multi-family residential units and 7,493 square feet of commercial retail and restaurant uses, with an FAR of 8.43:1. The Project Site is located within approximately 350 feet of the Metro 7th Street/Metro Center Station, which serves the Metro Red, Purple, Blue, and Expo fixed rail lines. The project will provide pedestrian amenities with ground floor retail fronting Figueroa Street and 8th Street, in addition to jobs and additional housing opportunities within proximity to transit. The Project is therefore consistent with the appropriate land uses for the Regional Center land use designation as envisioned in the Framework Element.

Housing Element

The Housing Element 2013-2021 was adopted on December 3, 2013 and identifies the City's housing conditions and needs, and establishes the goals, objectives and policies that are the foundation of the City's housing and growth strategy. The proposed project would be in conformance with the objectives and policies of the Housing Element as described below.

Goal 1: Housing Production and Preservation

Objective 1.1: *Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.*

> ***Policy 1.1.2:*** *Expand affordable rental housing for all income groups that need assistance.*

Goal 2: Safe, Livable, and Sustainable Neighborhoods

Objective 2.1: *Promote safety and health within neighborhoods.*

Objective 2.2: *Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.*

Policy 2.2.2: *Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the General Plan Framework Element, as reflected in Map ES.1.*

Policy 2.2.3: *Promote and facilitate a jobs/housing balance at a citywide level.*

Objective 2.3*: Promote sustainable buildings, which minimize adverse effects on the environment and minimize the use of non-renewable resources.*

Policy 2.3.3: *Promote and facilitate the reduction of energy consumption in new and existing housing.*

Objective 2.4: *Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.*

Policy 2.4.2: *Develop and implement design standards that promote quality development.*

As recommended by the City Planning Commission at its meeting on January 24, 2019, the Project would support the City's objective to plan the capacity for and develop incentives to encourage production of an adequate supply of mixed-income housing units of various types, through the development of 438 new multi-family residential units, comprised of 80 studios, 264 one-bedroom units, and 94 two-bedroom units, and of which five percent, or 22 units shall be set aside for Low Income units. In addition, the Project would encourage the location of new multi-family housing to occur in proximity to transit by locating the Project in an area well-served by public transit, including bus stops along adjacent streets and the Metro 7th Street/Metro Center Station located approximately 350 feet north of the Project Site. In addition, the Project, as proposed and conditioned, will install solar panels and chargers for Electric Vehicles, which will improve habitability for residents and neighboring properties by reducing the level of greenhouse gas emissions. The Project's neighborhood-serving commercial retail and restaurant uses would complement the employment base of the Community Plan area, meet the needs of local residents, and continue building on the strengths of the existing labor force and businesses in Downtown Los Angeles. Furthermore, the Project would provide a variety of open space areas within the Project Site, including recreational amenities for residents and ground floor landscaped seating areas for patrons of the commercial retail restaurant uses proposed by the Project. Additionally, as the Project Site is located along a designated Modified Avenue II, the Project has been conditioned to require the installation of soundproof windows to reduce noise from the street in order to ensure healthy living and quality development. Therefore, the Project would be consistent with the applicable objectives and policies that support the goals set forth in the Housing Element.

Mobility Element

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The proposed project would be in conformance with following objectives and policies of the Mobility Element as described below.

Chapter 3: Access for All Angelenos

Objective: *Ensure that 90 percent of households have access within one mile to the Transit Enhanced Network by 2035.*

> ***Policy 3.3:*** *Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*
>
> ***Policy 3.8:*** *Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.*

As mentioned, the Project will provide jobs and housing opportunities within close proximity to transit. The Project proposes to provide the 438 automobile parking spaces approved by the Deputy Advisory Agency, and an additional 67 automobile parking spaces. As proposed and conditioned, the Project would provide 20 percent of the required parking spaces for the immediate installation EV chargers. In addition, the Project would provide 211 bicycle parking spaces, including 185 long-term and 18 short-term spaces for the residential uses, and four (4) long-term and four (4) short-term spaces for the commercial retail and restaurant uses. All long-term bicycle parking is located within portions of Levels 1 and 4 of the Project; and short-term bicycle parking along Figueroa and 8th Streets. Furthermore, the project would comply with existing Green Building codes, which were adopted to help facilitate the reduction of energy consumption. Thus, the Project would be able to provide a service to local residents and employees in the area within close proximity to transit and through providing secure bicycle parking facilities on and around the Project Site.

Land Use Element – Central City Community Plan

The Project Site is located within the Central City Community Plan area, which is one of 35 Community Plans of which the Land Use Element of the General Plan is comprised. The Community Plan establishes goals, objectives, and policies for future developments at a neighborhood level and is further implemented through the Los Angeles Municipal Code (LAMC). The goals, objectives, and policies of the Community Plan and the applicable regulations contained within the LAMC would permit the development of the site in a manner that is consistent with the above referenced goals and objectives of the Framework Element. The Central City Community Plan contains the following relevant objectives, and policies:

Objective 1-2: *To increase the range of housing choices available to Downtown employees and residents.*

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

The Project Site is located within the boundaries of the Financial Core District of the Central City Community Plan area. The Project Site is zoned C2-4D with an underlying General Plan land use designation of Regional Center Commercial. While the C2 Zone would allow a corresponding R4 residential density, which permits one dwelling unit per 400 square feet of lot area, it is not subject to the density provisions of the R4 Zone because the site is located within the boundaries of the Greater Downtown Housing Incentive area. As the intent of the Incentive Area is to provide additional housing, properties located within its boundaries are not subject to the minimum density

limitations of the underlying zone. The Project proposes to develop the site with a 41-story, 530-foot tall, mixed-use building with 438 residential dwelling units and approximately 7,493 square feet of ground floor commercial uses and 505 parking spaces within four subterranean and three above-grade levels of parking. As proposed, the Project would provide new housing opportunities and ancillary commercial uses within the Financial Core District. The commercial space would serve to provide services and amenities to the new and existing residents, as well as employees in the area. The Project proposes to provide a variety of unit types which include 80 studios, 264 one-bedroom units, and 94 two-bedroom units. The variety of unit typologies would provide a range of housing choices for existing and future residents of the Downtown area.

Citywide Design Guidelines

The Citywide Design Guidelines, adopted by the City Planning Commission, establish a baseline for urban design expectations and present overarching design themes and best practices for residential, commercial, and industrial projects. Commission policy states that approved projects should either substantially comply with the Guidelines or achieve the same objectives through alternative methods, and that the Guidelines may be used as a basis to condition an approved project. These design guidelines focus on several areas of opportunity for attaining high quality design in mixed-use projects, including: enhancing the quality of the pedestrian experience along commercial corridors; nurturing an overall active street presence; establishing appropriate height and massing within the context of the neighborhood; maintaining visual and spatial relationships with adjacent buildings; and optimizing high quality infill development that strengthens the visual and functional quality of the commercial environment.

As previously described, the Proposed Project would provide pedestrian activities along Figueroa Street and 8th Street, without visible grade level entrances from the public right-of-way for pedestrians, thereby activating the street frontage and ensuring that the Project is developed at a human/pedestrian scale. The building is comprised of a 5-story podium built near the property edge to create a strong street wall, and a 36-story residential tower that is stepped back from the building edges in order to adjust the scale of the building experienced at the ground level. The project provides transparent ground floor, street-facing storefronts and entryways that provide shelter and promote an active street presence by pedestrians. Parking is provided within four levels of subterranean parking and three levels of above-grade parking primarily behind commercial and office uses facing Figueroa and 8th Streets, such that it does not dominate the streetscape, and what portion of it is visible along the public right-of-way is screened with a mature green screen. Last, the building façade is articulated with a variety of materials, textures and architectural elements, which include different types of glass, concrete, aluminum and stone. The varied surface materials would provide horizontal and vertical articulation that break up the building plans and reduce the visual mass of the building. Glass used in building facades would be non-reflective coating to minimize glare and glazing used would have the minimum reflectivity needed to achieve energy efficiency standards. In addition to incorporating various textures and materials, the building also provides an articulated massing and visual interest at the pedestrian level.

b. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.

Building Arrangement (height, bulk and setbacks)

The Project proposes to develop the site with a 41-story, mixed-use building consisting of four subterranean and three-above ground levels of parking, ground floor commercial/retail uses along Figueroa and 8th Streets, and residential lobby along Figueroa Street which comprise a podium, and residential uses on Levels 6-40. The 5th Floor podium provides both indoor and outdoor common open space which wraps around the residential tower.

The Project Site is located on the northeasterly corner of Figueroa Street and 8th Street within the Financial Core District of the Central City Community Plan area. Surrounding uses include the FIGat7th shopping mall and a 55-story commercial office building across Figueroa Street to the northwest; a surface parking lot, a three-story commercial office building along Figueroa Street, and a 12-story commercial office building along 7th Street, to the northeast; a surface parking lot and a seven-story parking structure to the southeast; and a 14-story office/commercial building along Figueroa Street and a five-story commercial building along Flower Street, to the southwest. Beyond these land uses are other high-rise commercial buildings, including the completed 73-story Wilshire Grand Center, which is located approximately one block to the northwest of the Project Site. Addition high-rise residential development is located one block south of the Project Site on Figueroa Street between 9th Street and Olympic Street. Other high-density residential developments are located in the vicinity of the Project Site on Flower Street south of 8th Street and on 9th Street east of Figueroa Street.

Per the Greater Downtown Housing Incentive Area Ordinance, LAMC Section 12.22 C.3(a), no yard requirements apply to the Project Site, except as required by the Design Guide and a 10-foot Building Line. However, the Los Angeles Sports Entertainment District (LASED) Streetscape Plan requires that the Project provide an eight-foot private setback along Figueroa Street in between Olympic Boulevard and 7th Street, and a 10-foot Building Line imposed along the Figueroa Street frontage per Case No. 1205, Ordinance No. 73261; and the Downtown Design Guide encourages variations in setbacks along street frontages. Consistent with Section 3.B of the Downtown Design Guide, the LASED Streetscape Plan and the Building Line Ordinance, the Project proposes a 12- to 15-foot variable setback from Figueroa Street, and a one-foot setback from 8th Street from the proposed property lines after dedications.

Consistent with Section 4.A of the Downtown Design Guide, the façade of the building would be articulated along the Figueroa Street and 8th Street frontages adding to the pedestrian experience. Ground-level retail spaces on both Figueroa Street and 8th Street would be designed with window treatments, architectural design features, and building articulations to enhance the pedestrian realm. In addition, the Project would provide an aesthetically appealing streetscape which promotes pedestrian activity by providing ground floor commercial, retail and restaurant uses featuring a human-scale frontage design. Consistent with Section 3.A of the Downtown Design Guide, the Project would provide an attractive sidewalk design that would improve pedestrian travel throughout the surrounding area. The Project would be designed to have slender massing and sound proportions. The residential tower would extend from the podium deck (Level 5) to the roof deck (Level 41) using vision, patterned, and spandrel glass to create a sleek and contemporary design that enhances the character of the Financial Core.

The Project would be designed in a contemporary architectural style with varying buildings materials which include different types of glass, concrete, aluminum and stone. The varied surface materials would provide horizontal and vertical articulation that break up the building plans and reduce the visual mass of the building. Glass used in building facades would be non-reflective coating to minimize glare and glazing used would have the minimum reflectivity needed to achieve energy efficiency standards. Consistent with Section 8.A and 8.B of the Downtown Design Guide, the Project would be designed with window treatments, architectural design features, and building articulations. Specifically, the western façade would exhibit a degree of articulation created by variations in façade setback and projections and the use of a variety of surface materials, including both glass and aluminum panels, to create a visual interest and enhance pedestrian experience along Figueroa Street. The majority of the residential tower would use vision, patterned, and spandrel glass, while the first five levels of the proposed building up to the podium deck would use prefinished and perforated aluminum panels, concrete, and stone. The ground floor uses would also be designed with window treatments to visually differentiate ground floor uses from the parking and residential floors.

Consistent with Section 7 of the Downtown Design Guide, the Project would enhance the pedestrian walkability by providing neighborhood-serving uses at the ground level on two street frontages and wider, landscaped sidewalks. The Project would also provide outdoor common open space on the ground floor, including landscaping and seating areas along Figueroa and 8th Streets. Specifically, as part of the Project's ground floor landscaped area, two rows of London plane trees and Mexican fan palms along Figueroa Street, and a row of pink trumpet trees would be planted along 8th Street.

As recommended by the City Planning Commission at its meeting on January 24, 2019, the Applicant shall submit a revised "Exhibit A" which incorporates additional articulation to the roofline of the building, specifically, a non-flat roofline; additional architectural development of the main trunk of the building; and reconsideration of the podium parking screening to include real and/or mock apartment or office uses, to the satisfaction of the Department of City Planning.

Off-Street Parking Facilities and Loading Areas

Consistent with Section 5.A of the Downtown Design Guide, the Project proposes to provide 505 vehicle parking spaces within four subterranean and three above-ground parking levels which comprise a podium shared with the ground floor commercial use. The podium deck would use prefinished and perforated aluminum panels, concrete, and stone. Vehicular access to the parking garage for both residential and commercial uses would be provided via a 29-foot driveway near the northwestern corner of the Project Site along Figueroa Street. Residential uses would also be able to enter the parking garage at the northeastern corner of the Project Site via a 29-foot, 4-inch driveway from the existing alley along the eastern boundary of the Project Site. Residential and commercial loading is located the ground floor of the Project and accessible from the rear alleyway. A total of 189 long-term bicycle parking spaces would be provided within portions of Levels 1 through 4, and 22 short-term bicycle parking spaces along both Figueroa and 8th Streets. Consistent with Section 5.A of the Downtown Design Guide

Signage

As proposed, consistent with Section 10 of the Downtown Design Guide, all signage would include mounted identification signage, building and commercial tenant

signage, general ground-level signage and wayfinding pedestrian signage, and security marking in compliance with Code requirements. Project identification signage would be located at the podium level to be visible from vehicular and pedestrian traffic. Commercial, retail and restaurant signage would be designed to complement the building architecture. Wayfinding signage would be located at parking garage entrances, elevator lobby, vestibules, and residential corridors. No off-premises billboard advertising is proposed as part of the Project. As conditioned, all signage shall be in conformance to applicable LAMC requirements and the Downtown Design Guide. As recommended by the City Planning Commission at its meeting on January 24, 2019, no signage other than building identification signage for the tower and ground floor commercial uses shall be permitted on the Project Site.

Lighting & Glare

Consistent with Sections 8.C-F of the Downtown Design Guide, all exterior lighting along the public areas would include pedestrian-scale fixtures and elements. Project lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would be incorporated throughout the site. Project lighting would be designed to provide for efficient, effective, and aesthetically pleasing lighting solutions that would minimize light trespass from the Project Site. All glass used in building façades would be non-reflective or treated with a non-reflective coating to minimize glare; glazing used would have the minimum reflectivity needed to achieve energy efficiency standards.

Landscaping

For a 438-unit mixed-use development comprised of 80 studios, 264 one-bedroom units, and 94 two-bedroom units, the Project is required to provide 46,150 square feet of usable open space. In addition, pursuant to LAMC Section 12.21 G, 25 percent of the common open space is required to be landscaped and a minimum of one tree per four dwelling units is required. Consistent with the LAMC requirements and Section 7 of the Downtown Design Guide, the Project proposes a total of 46,150 square feet of usable open space, of which 26,422 square feet is common open space that is open to the sky, thereby requiring a minimum of 6,605.5 square feet to be landscaped and a total of 110 trees on-site. The Project proposes provide 6,710 square feet of landscaped area and 13 trees on the ground floor, 105 trees on Level 5, and eight (8) trees on the rooftop, for a total of 126 trees, of which most would be a minimum of 48-inch box trees, which would provide shading and distinct landscaping on-site. In addition, the Project would provide landscaping and seating areas along Figueroa Street and 8th Street. Specifically, as part of the Project's ground floor landscaped area, two rows of London plane trees and Mexican fan palms would be planted along Figueroa Street, and a row of pink trumpet trees would be planted along 8th Street. These sidewalk improvements would enhance the pedestrian experience along Figueroa Street and 8th Street adjacent to the Project Site.

Trash Collection

Trash collection activities are located on the ground floor of the Project and not visible from the public right-of-way.

Utilities and Rooftop Equipment

All rooftop equipment has been conditioned to be set back from the roof parapet edge and will be appropriately screened from public view.

As described above, the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that will be compatible with existing and future development on adjacent and neighboring properties.

c. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The Project propose to develop 438 residential units comprised of 80 studios, 264 one-bedroom units, and 94 two-bedroom units. Pursuant to LAMC Section 12.21 G, the project would be required to provide 46,150 square feet of usable open space. Pursuant to LAMC Section 12.22 C.3, the Project is not required to prescribe a percentage of open space for either common or private open space. The Project proposes to provide 14,000 square feet of private open space through private balconies and 32,150 square feet of common open space, for a total of 46,150 square feet of open space. Specifically, the usable open space is comprised of 3,243 square feet of outdoor space on the ground floor; 20,611 square feet on Level 5; and 2,568 square feet on the roof deck of Level 41. In addition, there is a 5,728 square-foot indoor amenity space and 14,000 square feet of private balconies. Outdoor recreational uses on Level 5 would include a pool and spa, lounge seating and fire pits, a dog run, and dining area with a garden, and a variety of seating. Indoor amenities on Level 5 would provide fitness and yoga rooms, a library, meeting rooms, lounge seating, and a kitchen area. On the roof deck of Level 41, include a small park with stepped seating, a fireplace, a garden walk, and a spa. The Project will provide approximately 6,710 square feet of planted open space area, will include approximately 126 trees, with approximately 13 trees located on the grovel level, 105 trees on Level 5, and 8 trees on the Level 41.

Additionally, as conditioned, the project would provide the immediate installation of Electric Vehicle (EV) charging stations for five percent of the required parking spaces, in addition to any parking spaces which are provided in excess of the Code required parking requirement, which shall include at least 20 percent of total parking spaces as capable of supporting future Electric Vehicle Supply Equipment (EVSE), and would install operational photovoltaic system (solar) that will offset the electrical demand of the EV chargers and other on-site electrical uses. The immediate installation of the charging stations and solar panels would improve habitability for residents and neighboring properties by reducing the level of greenhouse gas emissions and fuel consumption from the Project Site through encouraging the use of low or zero emission vehicles. The EV ready parking spaces will also provide a direct service amenity to residents who use an EV. Therefore, as proposed, the project would provide recreational and service amenities which would improve habitability for its residents and minimize impacts on neighboring properties

CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA") FINDINGS

I. Introduction

This Environmental Impact Report (EIR), consisting of the Draft EIR and the Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the project at 732–756 South Figueroa Street and 829 West 8th Street, consisting of a mixed-use project containing 438 residential units, up to 7,493 square feet of commercial retail and restaurant uses, and 505 vehicle parking spaces (Project) on a 1.16-acre site (Site or Project Site).

II. Environmental Documentation Background

The Project was reviewed by the Los Angeles Department of City Planning (serving as Lead Agency) in accordance with the requirements of the California Environmental Quality Act (CEQA). The City prepared an Initial Study in accordance with Section 15063(a) of the State CEQA Guidelines. Pursuant to the provisions of Section 15082 of the State CEQA Guidelines, the City then circulated a Notice of Preparation (NOP) to State, regional and local agencies, and members of the public for a 30-day period commencing on October 28, 2016. The purpose of the NOP was to formally inform the public that the City was preparing a Draft EIR for the Project, and to solicit input regarding the scope and content of the environmental information to be included in the Draft EIR.

Written comment letters responding to the NOP were submitted to the City by public agencies and interested organizations. Comment letters were received from various public agencies. The NOP, Initial Study, and comment letters are included in Appendix A of the Draft EIR.

The Draft EIR evaluated in detail the potential environmental effects of the project. It also analyzed the potential environmental effects of a reasonable range of alternatives (four) to the Project, including a "No Project" alternative. The Draft EIR for the Project (State Clearinghouse No. 2016101076), incorporated herein by reference in full, was prepared pursuant to CEQA and State and City CEQA Guidelines (Pub. Resources Code § 21000, et seq.; 14 Cal. Code Regs. §15000, et seq.; City of Los Angeles Environmental Quality Act Guidelines). The Draft EIR was circulated for a 45-day public comment period beginning on April 26, 2018, and through June 11, 2018. Copies of the written comments received are provided in the Final EIR. Pursuant to Section 15088 of the CEQA Guidelines, the City, as Lead Agency, reviewed all comments received during the review period for the Draft EIR and responded to each comment in Section II of the Final EIR.

The City published a Final EIR for the Project on October 12, 2018, which is hereby incorporated by reference in full. The Project described and analyzed in these CEQA Findings incorporates Project refinements described and detailed in the Final EIR. No recirculation of the Draft EIR was required as a result of these Project refinements. As described in Volume I, Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR and these CEQA Findings, the Project changes do not result in any new significant environmental impacts or a substantial increase in any of the severity of significant impacts identified in the Draft EIR. The Final EIR, incorporated herein by reference in full, is intended to serve as an informational document for public agency decision-makers and the general public regarding objectives and

components of the Project. The Final EIR addresses the environmental effects associated with implementation of the Project, identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts, and includes written responses to all comments received on the Draft EIR during the public review period. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the Final EIR pursuant to CEQA Guidelines Section 15088(b). In addition, all individuals that commented on the Draft EIR also received a copy of the Final EIR. The Final EIR was also made available for review on the City's website. Hard copies of the Final EIR were also made available at six (6) libraries and the City Department of Planning. Notices regarding availability of the Final EIR were sent to those within a 500-foot radius of the Project Site, as well as individuals who commented on the Draft EIR, provided comments during the NOP comment period, or requested notice.

A duly noticed public hearing for the Project was held by the Deputy Advisory Agency and the Hearing Officer on behalf of the City Planning Commission on October 24, 2018. During the hearing, verbal comments were provided and a comment letter was submitted by Adams Broadwell Joseph & Cardozo submitted on behalf of the Coalition for Responsible Equitable Economic Development ("CREED LA"). The comment letter provided comments on a variety of environmental topics, including air quality, public health and energy use and included a technical letter from Matt Hagemann, P.G., C.Hg. and Hadley Nolan of Soil/Water/Air Protection Enterprise ("SWAPE). The City reviewed this comment letter and written responses to each of the comments were provided and are available as part of the City's administrative case file. The City determined that the comments do not result in any new significant environmental impacts or a substantial increase in any the severity of significant impacts identified in the Draft EIR. Minor adjustments to GHG and Air Quality (construction) are further accounted for in the findings and discussion below. These minor adjustments do not result in any new significant impacts or a substantial increase in the severity of impacts identified in the Draft EIR. As such, in accordance with CEQA Guidelines Section 15088.5, recirculation of the EIR is not required. The documents and other materials that constitute the record of proceedings on which the City's CEQA findings are based are located at the Department of City Planning, Major Projects Section, 221 North Figueroa Street, Room 1350, Los Angeles, California 90012. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2).

III. Findings Required to be Made by Lead Agency Under CEQA

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (CEQA Guidelines) require a public agency, prior to approving a project, to identify significant impacts and make one or more of three possible findings for each of the significant impacts.

A. The first possible finding is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." (CEQA Guidelines Section 15091(a)(1)); and

B. The second possible finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." (CEQA Guidelines Section 15091(a)(2)); and

C. The third possible finding is that "[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible, the mitigation measures or Project alternatives identified in the final EIR." (CEQA Guidelines, Section 15091(a)(3)).

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the Project as fully set forth therein. Section 15091 of the CEQA Guidelines requires findings to address environmental impacts that an EIR identifies as "significant." For each of the significant impacts associated with the Project, either before or after mitigation, the following information is provided:

1. Description of Significant Effects—A specific description of the environmental effects identified in the EIR, including a judgment regarding the significance of the impact;

2. Project Design Features—Reference to the identified Project Design Features that are a part of the Project (numbering of the features corresponds to the numbering in the EIR);

3. Mitigation Measures—Reference to the identified mitigation measures or actions that are required as part of the Project (numbering of the mitigation measures correspond to the Mitigation Monitoring Program, which is included as Section IV of the Final EIR);

4. Finding—One or more of the three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091;

5. Rationale for Finding—A summary of the reasons for the finding(s);

6. Reference—A notation on the specific section in the EIR which includes the evidence and discussion of the identified impact.

IV. Description of the Project

The Project has been refined since the circulation of the Draft EIR. The Project described herein incorporates these refinements, which are described and detailed in Volume I, Section III, Revisions, Clarifications, and Corrections to the Draft EIR of the Final EIR. The Project proposes to develop a mixed-use project on a 50,335-square-foot site (1.16 gross acres or 1.07 net acres) within the Central City Community Plan area in the City of Los Angeles.[1] The Project would provide up to 438 residential units and up to 7,493 square feet of commercial retail and restaurant uses. The overall square footage of the Project has been reduced from 481,753 square feet to 424,490 square feet. It is anticipated that the residential unit count would be comprised of 80 studios, 264 1-bedroom units, and 94 two-bedroom units. Additionally, the Project would provide 505 vehicle parking spaces within seven levels, including four subterranean levels with the three above grade parking levels and commercial uses forming a podium. In addition, 211 bicycle parking spaces (22 short-term and 189 long-term bicycle parking spaces) would be provided within portions of Levels 1 through 4. Overall, the new building would comprise up to 424,490

1 The Project Site area of 50,335 square feet is based on the gross lot area. Note that the Initial Study prepared for the Project, which is included as Appendix A of this Draft EIR, identified the Project Site based on its net lot area of 46,546 square feet.

square feet of floor area. To accommodate the Project, the existing surface parking lot, which consists of 221 parking spaces, would be removed.

The Project would involve the development of a high-rise, 41-story mixed-use building with four subterranean levels. The maximum depth of the subterranean levels would be 39 feet, and the maximum height of the building would be 530 feet above ground level to account for extended elevator access and concealment for a window-washing Building Maintenance Unit (BMU).

More specifically, the ground floor (Level 1) of the building would include up to 7,493 square feet of commercial retail and restaurant uses, as well as the lobby, utility rooms, bicycle storage, a mail room, a trash room, and landscaped areas along both Figueroa Street and 8th Street. Levels 2 through 4 and the four subterranean levels (Levels B1 through B4) would be allocated to vehicular parking, storage space for the Project, and additional bicycle parking. Level 5 would consist of residential amenities, including a pool and landscaped areas, spa, fitness and yoga rooms, lounge seating, a library, a kitchen area, and storage space. Levels 6 through 40 would include residential units and private cantilevered balconies. Level 41, the rooftop of the Project, would include landscaped roof decks, as well as mechanical equipment.

V. Environmental Impacts Found Not to Be Significant or Less Than Significant by the Initial Study

The City Planning Department prepared an Initial Study dated October 28, 2016. The Initial Study is located in Appendix A of the Draft EIR. The Initial Study found the following environmental impacts not to be significant or less than significant:

1. Aesthetics

a. Scenic Vistas

b. Scenic Resources

c. Visual Character

d. Light or Glare

2. Agricultural and Forest Resources

a. Farmland

b. Existing Zoning for Agricultural Use

c. Forest Land or Timberland Zoning

d. Loss or Conversion of Forest Land

e. Other Changes in the Existing Environment

3. Air Quality

a. Objectionable Odors

4. Biological Resources

a. Special Status Species

b. Riparian Habitat and Wetlands

c. Wetlands

d. Movement of any Resident or Migratory Species

e. Local Preservation Policies

f. Habitat Conservation Plans

5. Cultural Resources

a. Historical Resources

b. Archaeological Resources

c. Human Remains

6. Geological Resources

a. Seismic

b. Soil Erosion

c. Soil Stability

d. Expansive Soil

e. Septic Tanks

7. Hazards and Hazardous Materials

a. Transport, Use, Disposal of Hazardous Materials

b. Upset and Accident Conditions

c. Hazardous Emissions or Materials Near a School

d. Hazardous Materials Site

e. Airport Land Use Plans

f. Private Airstrips

g. Emergency Response/Evacuation Plans

h. Wildland Fires

8. Hydrology and Water Quality

a. Water Quality Standards or Discharge Requirements

b. Groundwater Supplies

c. Erosion or Siltation

d. Surface Runoff

e. Stormwater Drainage

f. Degrade Water Quality

g. Mapped 100-Year Flood Hazard Areas

h. 100-Year Flood Hazard

i. Flooding

j. Seiche, Tsunami or Mudflow

9. Land Use and Planning

a. Divide an Established Community

b. Habitat or Natural Community Conservation Plans

10. Mineral Resources

a. Loss of Known Mineral Resources

b. Loss of Mineral Resources Recovery Site

11. Noise

a. Airport Land Use Plans

b. Private Airstrips

12. Population and Housing

a. Induce Substantial Population Growth

b. Displacement of Existing Housing

c. Displacement of Existing Residents

13. Transportation/Circulation

a. Air Traffic Patterns

b. Hazards to a Design Feature or Incompatible Uses

14. Tribal Cultural Resources

a. Historic Resources

15. Utilities

a. Wastewater Treatment Requirements

b. Stormwater Drainage Facilities

c. Wastewater Treatment Capacity

d. Landfill Capacity

e. Compliance with Solid Waste Federal, State, and Local Statues

VI. Environmental Impacts Found Not to Be Significant Prior to Mitigation

The following impact areas were determined to be less than significant, and based on that analysis and other evidence in the administrative record relating to the project, the City finds and determines that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed:

1. Aesthetics

Enacted in 2013, SB 743 adds Public Resources Code Section 21099, which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." As set forth in the Draft EIR, the Project is a mixed-use residential project on an infill site within a transit priority area. Therefore, the Project's aesthetic impacts, pursuant to SB 743, shall not be considered to be significant impacts. CEQA Appendix G, which includes a comprehensive list of environmental topics under CEQA, does not expressly list shade and shadow impacts. The Los Angeles CEQA Thresholds Guide, however, considers shade and shadow impacts to be a type of aesthetic visual character impact. The City has issued Zoning Information File (ZI) No. 2452, confirming that SB 743 applies to a project's aesthetic impacts, including shade and shadow impacts. As such, the aesthetic impact analyses contained in the Draft EIR (visual resources and views, light and glare, and shade/shadow) and summarized below are included for informational purposes only.

a. Aesthetics and Visual Quality

(a) Construction

During construction activities at the Project Site, although the existing visual quality and character of the Project Site is considered low, the visual appearance of the Project Site would be altered due to the removal of the parking lot and associated fencing, lighting, and signage. Other construction activities, including site clearance and site preparation, grading, and excavation; the staging of construction equipment and materials; and the construction of the building foundation and proposed structure would also alter the visual character and quality of the Project Site and vicinity. These construction activities could be visible to pedestrians and motorists on Figueroa Street and 8th Street, as well as to viewers within nearby buildings. However, as provided above in Project Design Feature AES-PDF-1 and Project Design Feature AES-PDF-2, measures would be taken throughout the construction of the Project to address potential aesthetic-related impacts during construction. Project Design Feature AES-PDF-1 requires that temporary construction fencing be placed along the periphery of the Project Site to screen much of the construction activity from view at the street level; Project Design Feature AES-PDF-2 requires that pedestrian walkways and construction fencing accessible to the public be monitored for graffiti removal throughout the construction period. Outdoor lighting associated with Project construction will be shielded so that no direct beam illumination is cast outside of the Project Site. As there are several high-rise structures in the vicinity of the Project, construction activities would be visible from the upper levels of some of these structures. However, the appearance of the

Project Site during construction would be typical of construction sites throughout downtown Los Angeles, which is experiencing high levels of new development.

Overall, while construction activities would alter the visual character of the Project area on a short-term basis, the existing aesthetic condition of the Project Site does not represent a high level of visual quality or character. Project construction activities would not substantially alter or degrade the existing visual character of the Project Site, or generate substantial long-term contrast with the visual character of the surrounding area for the following reasons: (1) views of construction activities would be limited in duration and location; (2) the site appearance would be typical of construction sites in urban areas; (3) construction would occur within an urban setting with a high level of human activity and development; and (4) impacts would be reduced through standard best management practices implemented during the construction period. Pursuant to SB 743 and ZI 2452, the Project's aesthetic impacts associated with construction would not be considered significant.

(b) Operation

The Project would remove the existing surface parking lot on the Project Site and construct a 41-story mixed use building with a maximum building height of 530 feet to account for extended elevator access and concealment for a window-washing Building Maintenance Unit (BMU). The 530-foot height is an increase from the 501 feet three inches assessed in the Draft EIR. The increase is associated with elevator access as specified by LADBS and the addition of a window-washing Building Maintenance Unit. The proposed building would be similar in scale and height to the existing buildings in the immediate vicinity. While the height of the building would be consistent with surrounding development, it would be moderated by a high degree of horizontal and vertical articulation that would break up the building planes and reduce the visual massing. The Project would be designed in a contemporary architectural style that would incorporate a variety of buildings materials including different types of glass, concrete, aluminum, and stone. Ground floor uses would also be designed with window treatments to visually differentiate ground floor uses from the parking and residential floors. The pedestrian environment would be further enhanced by landscape and hardscape that would be installed on Figueroa Street and 8th Street, as well as through the provision of ground floor, neighborhood-serving commercial retail and restaurant uses included as part of the Project.

Proposed landscaping would also improve the visual environment on the Project Site and in the surrounding area. Project signage would be designed to be aesthetically compatible with other signage in the area and would complement the building architecture. Project lighting would incorporate low-level exterior lights on the building and along pathways for security and wayfinding purposes, as well as low-level lighting to accent signage, architectural features, and landscaping elements.

Overall, the Project would make a positive contribution to the aesthetic value of the Project Site and improve the visual character of the surrounding area by replacing an underutilized, visually unappealing surface parking lot with a new mixed-use development that would incorporate appropriate and creative design elements to complement the downtown urban area in which it is located. In addition, the Project would enhance the pedestrian experience adjacent to the Project Site on Figueroa Street and 8th Street. The Project would "fill in" the existing underutilized Project Site and would represent an extension and reflection of the surrounding

urban environment, thus creating a visual connection between the Project Site and the Project vicinity. The Project would improve the visual cohesiveness of the area by converting the underutilized site into an active component of the area.

Even though the building height has increased to 530 feet as compared to the 501 feet, three inches building height assessed in the Draft EIR, pursuant to SB 743 and ZI 2452, the Project's aesthetic impacts associated with operation would not be considered significant. For informational purposes only, revised shade and shadow diagrams for the Project are provided in Revised Figure IV.A-6 through Revised Figure IV.A-9 on pages III-31 though III-34 of the Final EIR. As demonstrated by the shading diagrams, and as discussed on page III-55 of the Final EIR, while the Project shadows would be slightly longer than the shorter building assessed in the Draft EIR, the overall shading profile would be similar to the shorter building. Therefore, the shade and shadow discussion in the Draft EIR remains accurate.

(c) Cumulative Impacts

Each of the related projects is generally consistent in use and scale with the Project, as well as existing uses in the Project area. Given the dense intervening development, the extent to which the related projects and the Project would be visible within the same field of view would be limited and would likely entail intermittent views of the upper floors of the high-rise buildings. Furthermore, similar to the Project, future developments would be subject to applicable LAMC requirements, such as height limits, density, and setback requirements, and would be reviewed by the City to ensure consistency with adopted plans, guidelines and standards that relate to aesthetics and visual character, as outlined throughout this section. Many of the related projects in the area represent infill development that is not expected to be out of scale or character with the existing visual environment. Similar to the Project, the related projects and other future development would likely incorporate an architectural style that would contribute to the overall aesthetics of the urban core. Therefore, it is not anticipated that future development would substantially alter, degrade, or eliminate the existing visual character of the Project area, including existing visual resources, or introduce elements that substantially detract from the visual character of the area. Per SB 743, the Project cannot be cumulatively considerable with regards to aesthetics/visual character, and cumulative aesthetics impacts would not be considered significant.

b. Views

(a) Project Impacts

Existing valued views within the greater Project area could include focal views and panoramic views or vistas of the identified visual resources. However, due to the dense mid- and high-rise urban development and relatively flat topography, such views are limited. Scenic resources within the Project area that are available from public and private view locations include the Hollywood Hills and the downtown Los Angeles skyline. However, views of these resources are either substantially blocked or non-existent, as discussed further below. Furthermore, none of the roadways within the immediate Project Site vicinity are designated as scenic highways.

Project development would be visually evident and would block some public views of other buildings in the Project vicinity, but would not obstruct public views of any valued visual resources

from any direction. The Project would not block existing views of the Barker Brothers Building, which is considered a valued visual resource due to its designation as a Historic-Cultural Monument. The Barker Brothers Building is utilitarian in design, does not include any of the architectural features found on the other elevations, and its primary elevation is the north elevation along 7th Street. Thus, the Project would not obstruct any views of the building's primary elevation and, instead, would serve as a backdrop to the historic structure.

The Project would not substantially degrade or eliminate the existing visual character or quality of the Project Site or its surroundings, including valued existing features or resources, or introduce elements that would substantially detract from the visual character of the Project area. Pursuant to SB 743 and ZI 2452, the Project's aesthetic impacts would not be considered significant.

(b) Cumulative Impacts

As with the Project, related projects would largely block public views of other buildings in the Project vicinity, not views of visual or scenic resources. This includes views from or of the Barker Brothers Building. Longer range views of the Project area would also not be affected, as the Project and related projects make up the downtown skyline. Thus, as the skyline might be somewhat altered due to new high-rise buildings, it would not be fundamentally changed. As discussed above, the Project would not obstruct views of valued visual resources. Per SB 743, the Project cannot be cumulatively considerable with regards to view impacts, and cumulative aesthetics impacts would not be considered significant.

c. Light and Glare

(a) Construction

Lighting needed during Project construction has the potential to generate light spillover off-site in the Project vicinity. However, construction activities would occur in accordance with the provisions of LAMC Section 41.40, which limits the hours of construction between 7:00 A.M. and 9:00 P.M. on weekdays and between 8:00 A.M. and 6:00 P.M. on Saturdays and national holidays, with no construction permitted on Sundays. Therefore, construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter season. In addition, construction-related illumination would be used for safety and security purposes only and would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. Furthermore, no sensitive uses (i.e., residential uses) are located immediately adjacent to the Project Site. Therefore, light resulting from construction activities would not significantly impact off-site sensitive uses, substantially alter the character of off-site areas surrounding the construction area, adversely impact day or nighttime views in the area, or substantially interfere with the performance of an off-site activity.

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible locations where the reflection of sunlight could occur. However, any glare would be transitory and short-term. In addition, large, flat surfaces that are generally required to generate substantial glare are typically not an element of construction activities. The glare from vehicles that currently park on the Project Site would be similar or more

impactful than temporary construction glare, if any. Therefore, there would be a negligible potential for daytime or nighttime glare associated with construction activities to occur.

Based on the above, with adherence to the LAMC and implementation of the Project design features outlined above, Project construction would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Furthermore, light and glare associated with Project construction would not substantially alter the character of off-site areas surrounding the Project Site or adversely impact day or nighttime views in the area. Pursuant to SB 743 and ZI 2452, the Project's aesthetic impacts related to light and glare during construction would not be considered significant.

(b) Operation

The Project would increase light and glare levels emanating from the Project Site. New sources of artificial lighting that would be introduced by the Project would include low-level interior lighting visible through the windows; low-level exterior lights adjacent to the proposed building for security and wayfinding purposes; and low-level accent lighting to highlight architectural features, landscape elements, and Project signage. The Project will not include electronic signage or signs with flashing, mechanical, or strobe lights, and no off-premises billboard advertising is proposed as part of the Project. New sources of glare would include building surfaces and Project-related vehicles entering and exiting the parking garage.

The proposed lighting sources would be similar to other lighting sources in the Project vicinity and would not generate artificial light levels that are out of character with the surrounding area, which is densely developed and characterized by a high degree of human activity and ambient light during the day and night. All exterior lighting will be shielded and/or directed toward the areas to be lit within the Project Site to avoid light spillover onto adjacent sensitive uses. Project lighting will also meet all applicable LAMC lighting standards. Low-level accent lighting to highlight the Project's signage would be incorporated. Exterior lighting to highlight the Project's signage will be shielded or directed toward the areas to be lit to avoid creating off-site glare. In accordance with Section 14.4.4E of the LAMC, lighting used to illuminate Project signage will be limited to a light intensity of 3 foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

The Project would be designed in a contemporary architectural style and would feature a variety of surface materials, including glass, concrete, aluminum, and stone. As part of Project Design Feature AES-PDF-6, glass used in building façades will be non-reflective or treated with a non-reflective coating in order to minimize glare from reflected sunlight. Therefore, these materials will not have the potential to produce a substantial degree of glare. In addition, the Project will eliminate the glare potential from parked cars on the existing surface parking lot currently on the Project Site and will also reduce lighting levels from vehicle headlights during the night on the Project Site. While headlights from the proposed ingress/egress points located on Figueroa Street and on the alley off of 8th Street would be visible during the evening hours, such lighting sources would be typical for the Project area and would not be anticipated to result in a substantial adverse impact.

Light and glare associated with Project operation would not substantially alter the character of off-site areas surrounding the Project Site and would not result in a substantial adverse change in ambient nighttime levels in close proximity to light-sensitive uses. Based on the above, with the implementation of Project design features, lighting associated with Project operation would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Pursuant to SB 743 and ZI 2452, the Project's aesthetic impacts related to light and glare during operation would not be significant.

(c) Cumulative Impacts

Development of the Project and related projects would introduce new or expanded sources of artificial light. Consequently, ambient light levels are likely to increase in the Project area. However, none of the related projects are located immediately adjacent to the Project Site, so as to potentially result in cumulative light and glare impacts.

As the Project and related projects would include typical land uses for the Project area, they would not significantly alter the existing lighting environment currently experienced in the area. Additionally, cumulative lighting would not be expected to interfere with the performance of off-site activities given the high ambient nighttime artificial light levels already present. Furthermore, the Project and all related projects, would adhere to applicable City requirements regarding lighting, as discussed above, which would control potential artificial light sources to a sufficient degree.

Similarly, with regard to glare, the Project and nearby related projects are consistent and compatible with the existing development in the area and common for a high-density urban environment. As described in Project Design Feature AES-PDF-6, glass used in building façades shall be non-reflective or treated with a non-reflective coating to minimize glare. In addition, it is anticipated that all projects within the City would be subject to discretionary review to ensure that significant sources of glare are not introduced. Furthermore, it is anticipated that all projects would include standard design features related to the use of low-level lighting and shielding, as well as use of non-reflective surfaces, to minimize the potential for glare. Therefore, the Project's contribution to light and glare impacts would not be cumulatively considerable. Per SB 743, the Project cannot be cumulatively considerable with regards to light and glare impacts, and cumulative aesthetics impacts would not be considered significant.

d. Shading

Given the number and density of mid- and high-rise buildings and the presence of mature trees throughout the urban Project area, shading is a common and expected occurrence. As described above, shade-sensitive uses in the vicinity of the Project include the outdoor dining and entertainment space associated with the FIGat7th shopping mall located to the west of the Project Site across Figueroa Street, the outdoor dining area located to the east of the Project Site at the intersection of 8th Street and Grand Avenue, and the various outdoor lounge and pool areas associated with surrounding residential and hotel developments. Rooftop decks with pool areas atop high-rise structures are particularly sensitive to shading, as there is an expectation of sunlight for their function and physical comfort, as opposed to outdoor areas on or near the ground-level, which are largely shaded by existing mid- and high-rise structures. Accordingly, the rooftop decks with pools that have been identified within the potential shading zone of the Project (i.e., those

located to the west, north, and east) include, but may not be limited to, a rooftop deck/pool associated with a mid-rise apartment building located approximately three blocks northeast of the Project Site near the corner of Flower Street and Wilshire Boulevard, and a rooftop garden and pool associated with a high-rise hotel located approximately four blocks northeast of the Project Site near the corner of Flower Street and 6th Street. These uses would not be shaded for more than four hours between 9:00 A.M. and 5:00 P.M. PDT during the spring, summer, or fall or more than three hours between 9:00 A.M. and 3:00 P.M. PST during the winter. In addition, many of these uses are already shaded by existing high-rise buildings within the Project vicinity.

e. Project Design Features

The City finds that the Project Design Features AES-PDF-1 through AES-PDF-6, incorporated into the Project, reduce the potential aesthetics impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

2. Air Quality

a. Construction

(a) Localized Emissions

Project-related localized construction impacts are evaluated based on SCAQMD LST methodology which takes into account ambient pollutant concentrations. Based on SCAQMD methodology, localized emissions which exceed LSTs would also cause an exceedance of ambient air quality standards. Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for SRA 1 based on a construction site acreage of 1.07 acres. Consistent with SCAQMD's LST methodology, pollutants with short-term averaging periods (CO and NO_X) were evaluated for locations where the public could be present for as short of a duration as one hour. Therefore, this analysis conservatively assumed a distance of 25 meters (the shortest distance available for LSTs). Predicted maximum construction impacts at this distance would include adjacent businesses (e.g., FIGat7th shopping mall). Consistent with SCAQMD's LST methodology, PM_{10} and $PM_{2.5}$ impacts were evaluated at the closest sensitive receptor. The closest sensitive receptor is comprised of residential uses approximately 85 meters (279 feet) southeast of the Project Site. Potential impacts at these residential uses were evaluated using interpolated values from the mass rate LST lookup tables.

Project-related construction emissions would not exceed localized thresholds. Maximum localized construction emissions for off-site sensitive receptors would not exceed SCAQMD-recommended localized screening thresholds for NO_X, CO, PM_{10} and $PM_{2.5}$. Therefore, localized construction emissions resulting from the Project would result in a less than significant short-term impact, and no mitigation measures would be required.

(b) Toxic Air Contaminants (TACs)

The greatest potential for TAC emissions during construction would be from diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are

usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk-assessment methodology. Because the construction schedule estimates that the phases which require the most heavy-duty diesel vehicle usage, such as site grading/excavation, would last for a much shorter duration, construction of the Project would not result in a substantial, long-term (i.e., 70-year) source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a HRA for short-term construction emissions. It is, therefore, not necessary to evaluate long-term cancer impacts from construction activities which occur over a relatively short duration. In addition, there would be no residual emissions or corresponding individual cancer risk after construction. For informational purposes in response to a Comment Letter, a HRA was prepared, which confirmed no significant health risk impacts from TAC emissions would occur from construction of the Project. See Appendix FEIR-4 and Responses to Comment Letter No. 7 in Section II, Responses to Comments, of the Final EIR. As such, Project-related TAC impacts during construction would be less than significant, and no mitigation measures would be required.

(c) Cumulative Impacts

With respect to the Project's construction-period air quality emissions and cumulative Air Basin-wide conditions, the SCAQMD has developed strategies (e.g., SCAQMD Rule 403) to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal CAA mandates. As such, the Project would comply with regulatory requirements, including SCAQMD Rule 403 requirements, as discussed above. In addition, the Project would comply with adopted AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, all construction projects Air Basin-wide would comply with these same requirements (i.e., SCAQMD Rule 403 compliance) and would also implement feasible mitigation measures when significant impacts are identified.

According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. In terms of localized air quality impacts, construction of the Project would have a less-than-significant cumulative impact due to NO_X, CO, PM_{10} and $PM_{2.5}$.

Similar to the Project, the greatest potential for TAC emissions with respect to each related project would generally involve DPM emissions associated with heavy equipment operations during demolition and grading/excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. For informational purposes in response to a Comment Letter, a HRA was prepared which confirmed the Project's potential health risk impacts from TAC emissions from construction of the Project would not be cumulatively considerable. See Appendix FEIR-4 and Responses to Comment Letter No. 7 in Section II, Responses to Comments, of the Final EIR. Construction activities with respect to each related project would not result in a long-term (i.e., 70-year) substantial source of TAC emissions. In addition, the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information do not require a health risk assessment for short-term construction emissions. It is, therefore, not required or meaningful to

evaluate long-term cancer impacts from construction activities which occur over relatively short durations. As such, the Project's contribution to toxic emission impacts during construction would not be cumulatively considerable.

b. Operation

(a) Regional Emissions

The Project would incorporate project design features to support and promote environmental sustainability, as discussed under Section IV.C, Greenhouse Gas Emissions, of this Draft EIR, including Project Design Feature GHG-PDF-1, which prohibits the use of natural gas-fueled fireplaces in the proposed residential units. While these features are designed primarily to reduce greenhouse gas emissions, they would also serve to reduce criteria air pollutants discussed herein. Project characteristics incorporated in this analysis include the Project Site's accessibility to job centers and transit, increase in diversity of uses and density, and implementation of a Transportation Demand Management (TDM) Program, as required by Mitigation Measure TR-MM-1. These project characteristics are explained further in Section IV.C, Greenhouse Gas Emissions, of this Draft EIR.

Regional emissions resulting from operation of the Project would not exceed any of the SCAQMD's daily regional operational thresholds. Therefore, regional air quality impacts from Project operational emissions would be less than significant, and no mitigation measures would be required.

(b) Localized Emissions

Project-related operational emissions were also evaluated based on SCAQMD LST methodology. While SCAQMD LST methodology evaluates emissions from on-site sources (e.g. water heaters, cooking appliances, HVAC), off-site sources such as Project-related vehicle trips were also evaluated for potential exceedances of ambient air quality standards. Project-related operational emissions from on-site and off-site sources would not exceed localized thresholds. Operation of the Project would not introduce any major new sources of air pollution within the Project Site. The SCAQMD LST mass rate look-up tables, which apply to projects that have active areas that are less than or equal to 5 acres in size, were used to evaluate potential localized impacts. On-site operational emissions would not exceed any of the LSTs. Therefore, localized operational emissions resulting from the Project would result in a less-than-significant air quality impact, and no mitigation measures would be required.

(c) Toxic Air Contaminants

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks associated with the Project's commercial component (e.g., truck traffic on local streets and idling on adjacent streets). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (2005), the SCAQMD recommends that HRAs be conducted for substantial sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport

refrigeration units) and has provided guidance for analyzing mobile source diesel emissions. Based on this guidance, the Project is not considered to be a substantial source of diesel particulate matter warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than 5 minutes at any given time, which would further limit diesel particulate emissions. Additionally, for informational purposes in response to a Comment Letter, a HRA was prepared which confirmed no significant health risk impacts would from TAC emission occur from construction of the project. See Appendix FEIR-4 and Responses to Comment Letter No. 7 in Section II, Responses to Comments, of the Final EIR.

As discussed above in Section 2.c(2)(c), ZI No. 2427 states that recent studies have established strong links to negative health outcomes affecting sensitive populations as far out as 1,000 feet from freeways. The City Planning Commission advises that applicants of projects requiring discretionary approval, located in proximity of a freeway, and contemplating residential units and other sensitive uses, perform a HRA. Non-carcinogenic hazards analyzed in the HRA include NO_X, CO, PM_{10}, and $PM_{2.5}$. As the Project would introduce residential units within 1,000 feet of a freeway, an HRA was performed for the Project. The results of the HRA are provided in the discussion with regard to land use compatibility included in Section IV.D, Land Use and included in Appendix C, of the Draft EIR. The HRA concluded that carcinogenic and non-carcinogenic hazards were predicted to be within acceptable limits.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant. In addition, as maximum predicted concentrations for criteria pollutants were predicted to be within acceptable limits, no impacts would be anticipated to residents and individuals on the Project Site.

(d) Cumulative Impacts

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. Operational emissions from the Project would not exceed any of the SCAQMD's regional or localized significance thresholds at Project buildout. Therefore, the emissions of non-attainment pollutants and precursors generated by Project operation would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any of the related projects (which primarily include residential, retail/commercial, office, and hotel uses), would represent a substantial source of TAC emissions, which are more typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, the Project and each of the related projects would likely generate minimal TAC emissions related to the use of consumer products

and landscape maintenance activities, among other things. Pursuant to California Assembly Bill 1807, which directs CARB to identify substances as TACs and adopt airborne toxic control measures (ATCMs) to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Air Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. In addition, the Project would not result in any substantial sources of TACs that have been identified in CARB's Land Use Guidelines and, thus, the Project's contribution to TAC emissions would not be cumulatively considerable. Additionally, for informational purposes in response to a Comment Letter, a HRA was prepared which confirmed the Project's potential health risk impacts from TAC emissions from construction of the Project would not be cumulatively considerable. See Appendix FEIR-4 and Responses to Comment Letter No. 7 in Section II, Responses to Comments, of the Final EIR.

c. Project Design Features

No specific project design features are proposed with regard to air quality. The Project would incorporate project design features to support and promote environmental sustainability as discussed under Section IV.C, Greenhouse Gas Emissions, of this Draft EIR. While these features are designed primarily to reduce greenhouse gas emissions, they would also serve to reduce criteria air pollutants discussed herein.

3. Greenhouse Gas Emissions

a. Significance Threshold

In the absence of any adopted, quantitative threshold, and consistent with the California Supreme Court's decision in the *Center for Biological Diversity v. California Department of Fish and Wildlife* case, the EIR appropriately utilized the following significance threshold: the Project would not have a significant effect on the environment if it is found to be consistent with the applicable regulatory plans and policies to reduce greenhouse gas (GHG) emissions including the emissions reduction measures discussed within the AB 32 Climate Change Scoping Plan, SCAG's Regional Transportation Plan/Sustainable Communities Strategy; the City of Los Angeles' LA Green Plan, and the Sustainable City pLAn.

The EIR did not use comparison of Project emissions to the "no implementation of emission reduction measures" (NIERM) scenario as a significance threshold. Instead, the reduction in GHG emissions in comparison to the NIERM scenario reflect the measures set forth in the applicable GHG reduction plans and policies and demonstrate the efficacy of these measures.

Neither the City of Los Angeles or SCAQMD has adopted a numeric threshold applicable to the Project. Under a draft screening approach proposed by SCAQMD, but never adopted, a residential, commercial, or mixed-use development project would be required to conduct a more detailed GHG analysis using a per capita efficiency target if the project exceeded a 3,000 metric tons of carbon dioxide equivalent ($MTCO_2e$)/yr screening threshold. In support of the consistency analysis which describes the Project's compliance with or exceedance of performance-based standards included in the regulations and policies outlined in the applicable portions of the Climate

Change Scoping Plan, the 2016–2040 RTP/SCS, the LA Green Plan, and the Sustainable City pLAn, quantitative calculations were prepared and set forth in Revised Table IV.C-5 on page III-39 of the Final EIR, which shows the Project would result in a net increase of 3,182 $MTCO_2e$/yr of GHG emissions (including construction emissions).

b. Construction

Project construction is anticipated to completed in the beginning of 2022 with subsequent occupancy later in the year. A summary of construction details (e.g., schedule, equipment mix, and vehicular trips) and CalEEMod modeling output files are provided in Revised Draft EIR Appendix C, Volume 2 of the Final EIR. The emissions of GHGs associated with construction of the Project were calculated for each year of construction activity. Construction of the Project is estimated to generate a total of 3,815 $MTCO_2e$ as set forth in Revised Table IV.C-4 on page III-38 of the Final EIR. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the Project's annual GHG emissions inventory. This results in annual Project construction emissions of 127 $MTCO_2e$. While there is no acknowledged threshold of significance for construction impacts, these amortized emissions are included in the Project's operational analysis pursuant to guidance from the CARB and SCAQMD.

The Final EIR (Revised Draft EIR Appendix C, AQ and GHG Emissions of Subsection III.B, Corrections and Additions to Draft EIR Sections and Appendices) shows that 11,572 haul truck trips during grading/excavation result in a total of 451.3 $MTCO_2e$. Increasing the number of haul trips by 1,400 to account for an underestimation of such trips in Revised DEIR Appendix N of the Final EIR, would result in a total of 505.9 $MTCO_2e$ or an increase of 54.6 $MTCO_2e$. This would increase total GHG construction emission reported in Revised Table IV.C-4, Combined Construction-Related Emissions, included in Section III, Revisions, Clarifications, and Corrections to the Draft EIR from 3,815 $MTCO_2e$ to 3,870 $MTCO_2e$. As recommended by the SCAQMD, the total GHG construction emissions are amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the Project's annual GHG emissions inventory. This results in annual Project construction emissions increasing from 127 $MTCO_2e$ to 129 $MTCO_2e$. The total combined emissions (construction and operational) from Table IV.C-5, Annual GHG Emissions Summary (Buildout), included in Section III. Revisions, Clarifications, and Corrections to the Draft EIR increase from 3,180 $MTCO_2e$ to 3,182 $MTCO_2e$. This slight increase in GHG emissions does not change any of the GHG significance conclusions in the Draft EIR.

c. Operational

GHGs are emitted as a result of activities in buildings when electricity and natural gas are used as energy sources. Combustion of any type of fuel emits CO_2 and other GHGs directly into the atmosphere; when this occurs in a building, it is a direct emission source associated with that building. GHGs are also emitted during the generation of electricity from fossil fuels. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant; electricity use in a building generally causes emissions in an indirect manner. Area source

emissions include hearths and landscape maintenance equipment. Project Design Feature GHG-PDF-1 prohibits the use of natural gas-fueled fireplaces in the proposed residential units resulting in reduction of GHG emissions, as calculated and shown in Revised Table IV.C-5 on page III-39 of the Final EIR. As shown in Revised Table IV.C-5, the Project is expected to result in a total of 8 $MTCO_2e$ per year from area sources.

The Project represents an infill development within an existing urbanized area that would *concentrate new* residential and commercial retail and restaurant uses within a HQTA. The Project Site is located approximately 350 feet from the Metro 7th Street/Metro Center Station, which serves four rail lines. In addition, the Project Site is currently served by a total of five (5) local and inter-city transit operators. Metro also operates one Rapid bus line, three (3) Express lines, and five (5) local lines within the vicinity of the Project Site along both Figueroa Street and 7th Street. Additional transit lines include nine (9) Los Angeles Department of Transportation (LADOT) Commuter Express lines, four (4) LADOT DASH bus lines, seven (7) Foothill Transit bus lines, and two (2) Orange County Transportation Authority (OCTA) bus lines. The Project would provide bicycle storage areas for Project residents and visitors. The Project would also incorporate characteristics that would reduce trips and VMT as compared to standard ITE trip generation rates. The Project characteristics listed below are consistent with the CAPCOA guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which provides emission reduction values for recommended mitigation measures. These measures would reduce VMT and vehicle trips to the Project Site relative to the standard ITE trip generation rates, which would result in a comparable reduction in VMT and associated GHG emissions.

d. Consistency with Applicable Plans and Policies

The Draft EIR illustrates that implementation of the Project Design Features and compliance with State mandates, such as AB 32 and the California Renewables Portfolio Standard, would contribute to GHG reductions. These reductions support State goals for GHG emissions reduction. The methods used to establish this relative reduction are consistent with the approach used in the CARB's Climate Change Scoping Plan and First Update for the implementation of AB 32.

The Project is consistent with the approach outlined in CARB's Climate Change Scoping Plan and First Update particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. Table IV.C-7 of the Draft EIR demonstrates the Project's consistency with the Actions and Strategies set forth in CARB's Climate Change Scoping Plan and First Update. The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 GHG reduction target. These measures build upon those identified in the Climate Change Scoping Plan and First Update, as shown on Table IV.C-7 of the Draft EIR. Table IV.C-8 of the Draft EIR demonstrates the Project's consistency with the Actions and Strategies of the 2017 Scoping Plan Update.

At the regional level, the 2016–2040 RTP/SCS is an applicable plan adopted for the purpose of reducing GHGs. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's SCS, if they are compatible with the general intent of the plans and would not preclude the

attainment of their primary goals. Table IV.C-9 of the Draft EIR demonstrates the Project's consistency with the Actions and Strategies set forth in the 2016–2040 RTP/SCS.

The Project also would comply with the City of Los Angeles Green Building Code and the LA Green Plan, which emphasize improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. The Project would advance these objectives, as set forth in Table IV.C-10 of the Draft EIR. Further, the related projects would also be anticipated to comply with many of these same emissions reduction goals and objectives.

The Sustainable City pLAn includes both short-term and long-term aspirations through the year 2035 in various topic areas, including: water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others. The Project, as an infill mixed-use development in close proximity to transit infrastructure that includes Project Design Features requiring energy conservation measures, would be consistent with the Sustainable City pLAn.

In addition, a method of analyzing the efficacy of GHG emission reductions, and thereby providing further support for the Project's consistency with the applicable GHG reduction plans and policies, is to compare the Project's emissions to a GHG "efficiency target". The efficiency target for a project's buildout year can be calculated using the methodology described on pages IV.C-38 to IV.C-40 of the Draft EIR and extrapolating the emissions reductions needed to maintain consistency with AB 32 and SB 32. Utilizing that methodology, the statewide land use-related efficiency target for the Project's 2022 buildout year is calculated as 3.9 $MTCO_2e$ per service population per year. This target was estimated based on the CARB 2017 Scoping Plan Update GHG emissions data and targets for land use related sectors and dividing the resultant value by the projected population and employment for the Project buildout year. This GHG efficiency metric allows for evaluation of the Project's consistency with state climate policy through the lens of relative GHG efficiency. Details of this calculation are provided in Revised Draft EIR Appendix C, Volume 2 of the Final EIR. As shown in Revised Table IV.C-6 on page III-40 of the Final EIR, when comparing the Project GHG emissions with the calculated service population, the Project would emit 2.9 $MTCO_2e$ per year per service population. This is lower than the calculated efficiency target for 2022 (3.9 $MTCO_2e$ per year per service population), further demonstrating the Project's consistency with applicable GHG reduction-related actions and strategies in the Climate Change Scoping Plan, and demonstrating that the Project would result in quantitative reductions in GHG emissions.

In summary, the plan consistency analysis provided in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR demonstrates that the Project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the Climate Change Scoping Plan and First Update, the 2017 Scoping Plan Update, the 2016–2040 RTP/SCS, the LA Green Plan, and the Sustainable City pLAn. In addition, consistency with these plans, policies, regulations and GHG reduction actions/strategies would serve to reduce GHG emissions for the Project. Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not result in a significant

impact on the environment. Therefore, Project-specific impacts with regard to climate change would be less than significant.

e. Cumulative Impacts

As explained above, the analysis of a project's GHG emissions is inherently a cumulative impacts analysis because climate change is a global problem and the emissions from any single project alone would be negligible. Accordingly, the analysis took into account the potential for the Project to contribute to the cumulative impact of global climate change. The Project is consistent with CARB's *Climate Change Scoping Plan*, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. The Project is consistent with the 2016–2040 RTP/SCS' plans, policies, and regulatory requirements to reduce regional GHG emissions from the land use and transportation sectors by 2020 and 2035. In addition, the Project would comply with the LA Green Plan, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. Furthermore, the Project would generally comply with the aspirations of the Sustainable City pLAn, which includes specific targets related to housing and development, and mobility and transit. For these reasons, the Project's cumulative contribution to global climate change is less than significant.

f. Project Design Features

The City finds that the Project Design Features GHG-PDF-1 through GHG-PDF-3, incorporated into the Project, reduce the potential greenhouse gas impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

4. Land Use

a. Land Use Consistency

(a) Los Angeles General Plan

The Project Site is located in an area that is identified as "Regional Center" on the General Plan Framework's Long Range Land Use Diagram for the City's Metro area. The Project would support and would be consistent with the General Plan Framework Element Land Use Chapter as it would contribute to the needs of the City's existing and future residents, businesses, and visitors by providing 438 residential units and up to 7,493 square feet of neighborhood-serving commercial retail and restaurant uses. In addition, development of the Project in an area with convenient access to public transit and opportunities for walking and biking would promote an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled (VMT), and air pollution, while supporting the City's objective to encourage new multi-family residential, commercial retail, and restaurant uses along primary transit corridors/boulevards and in designated Regional Centers.

The Project would also support the City's policy to provide for the siting and design of new development that enhances the character of commercial districts by introducing a mixed-use development within the Project Site that would feature a similar mix of land uses to the existing

uses surrounding the Project Site. Additionally, the Project would be designed in a contemporary style that would be integrated into the frontages of Figueroa Street and 8th Street. Specifically, the Project would replace the existing surface parking lot on-site with a new high-rise building similar in scale to nearby properties along Figueroa Street and include attractive streetscape design to enhance the pedestrian experience on Figueroa Street and 8th Street. Therefore, the Project would be consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Land Use Chapter.

The Project would support the City's objective to plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types, through the development of 438 new multi-family residential units, consisting of 80 studios, 264 one-bedroom units, and 94 two-bedroom units located on Levels 6 through 40. In addition, the Project would encourage the location of new multi-family housing to occur in proximity to transit by locating the Project in an area well-served by public transit, including bus stops along adjacent streets and the Metro 7th Street/Metro Center Station located approximately 350 feet north of the Project Site. Therefore, the Project would be consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Housing Chapter.

The Project would be generally consistent with the relevant objectives and policies that support the goals of the General Plan Framework's Urban Form and Neighborhood Design Chapter. The Project would specifically support the City's goal to provide a livable City for existing and future residents by introducing a new mixed-use development that would activate the existing site with new residential and neighborhood-serving commercial retail and restaurant uses. These uses would be consistent and compatible with the mix of residential, retail, restaurant, office, and entertainment uses surrounding the Project Site and would serve the surrounding community and businesses. In addition, the Project would be designed in a contemporary style and would be integrated along Figueroa Street that is characterized with a high degree of pedestrian activity. Therefore, the Project would be generally consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Urban Form and Neighborhood Design Chapter.

The Project would include a variety of open space and recreational amenities for residents and visitors. The Project's open space data and descriptions are set forth in Revised Table II-2 on page III-27 of the Final EIR. On the ground floor, the Project would provide 3,243 square feet of outdoor common open space. The residential recreational amenities would be provided on Levels 5 and 41. Level 5 includes 20,611 square feet of outdoor landscaped amenities and 5,728 square feet of indoor amenities. Level 41 includes 2,568 square feet of outdoor landscaped roof deck. In addition, Levels 6 through 40 would provide 14,000 square feet of outdoor private open space. As such, in total, as shown in Revised Table II-2 on page III-27 of the Final EIR, the Project would provide approximately 46,150 square feet of open space and recreational amenities, which would meet the required area of 46,150 square feet as set forth by the LAMC. In addition, the Project will incorporate elements that promote individual and community safety throughout the Project Site, including open space areas that are well-lit and equipped with a closed circuit camera system to allow for constant monitoring of such areas to ensure public safety and security at all times. Therefore, the Project would be consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Open Space and Conservation Chapter.

The Project would support the City's objective to establish a balance of land uses through the development of a mixed-use project with residential and commercial retail and restaurant uses in an area well-served by public transit. The proposed neighborhood-serving commercial retail and restaurant uses would foster continued economic investment and complement the employment base (e.g., existing residential, office, hotels, and entertainment venues) of the Central City Community Plan area and the Financial District in the Downtown Center, and provide amenities to meet the needs of local residents. Thus, the Project would be consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Economic Development Chapter.

With respect to Mobility Plan 2035, the Project would support the City's policy to provide for safe passage of all modes of travel during construction by preparing and implementing a Construction Traffic Management Plan that would incorporate safety measures around the construction site to reduce the risk to pedestrian activity near the work area; minimize the potential conflicts between construction activities, street traffic, transit stops, and pedestrians; and reduce congestion to public streets and highways. The Project would ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment. The Project would recognize all modes of travel by providing adequate vehicular and pedestrian access and by providing bicycle facilities. Additionally, given the location of the Project Site along and in proximity to major transit corridors, the Project would provide Project residents, guests, employees, and patrons of the ground floor uses with convenient access to transit services. Thus, the Project would be generally consistent with Mobility Plan 2035.

The Project would support the City's policy and objective to reduce the total amount of flow entering the stormwater system, as well as pursue effective and efficient approaches to protecting water quality by implementing a SWPPP during construction that would include BMPs and other erosion control measures to minimize the discharge of pollutants in stormwater runoff. During operation, the Project would include BMPs to collect, detain, treat, and discharge runoff on-site before discharging into the municipal storm drain system as part of the SUSMP. As shown in Table IV.D-1 of the Draft EIR, the Project is consistent with applicable objectives and policies of the General Plan Framework regarding infrastructure, including energy, wastewater, and water supply. Therefore, the Project would be consistent with the applicable objectives and policies that support the goals set forth in the General Plan Framework's Infrastructure and Public Services Chapter.

The Project would provide a variety of housing types (i.e., studio, one-, and two-bedroom units) in an area that is pedestrian-friendly and served by public transit; facilitate new construction of a range of different housing types; and expand opportunities for residential development, particularly in a designated Downtown Center and Regional Center Commercial area. Specifically, the Project would develop a total of 438 residential units. The Project would also promote the construction of green buildings by incorporating sustainable design features, including energy conservation, water conservation, alternative transportation programs, a pedestrian- and bicycle-friendly site design, and waste reduction measures. A portion of the required TFAR benefits may potentially be allocated towards affordable housing or other public benefits. Therefore, the Project would be consistent with the applicable policies set forth in the Housing Element.

The Project would support the applicable goals and objectives of the Health and Wellness Element by implementing a mixed-use development and incorporating a variety of open space

areas within the Project Site that promote walkability and biking to contribute to the creation of a healthy community. The Project would include active and passive recreational spaces, including a podium deck with a pool, community rooms and recreational facilities, landscaped gardens, common open space with gathering and seating areas, and a roof deck with additional outdoor and indoor amenities. The Project would promote pedestrian activity and promote walkability in the vicinity of the Project Site by locating commercial retail and restaurant uses on the ground floor of the proposed building along Figueroa Street and 8th Street, which have a high degree of pedestrian activities. In addition, the Project would enhance the pedestrian experience between the Project Site and the Metro 7th Street/Metro Center Station and the adjacent commercial uses and create multi-modal transit options for Project users by providing ample bicycle parking and by improving the streetscape, particularly along Figueroa Street.

(b) Central City Community Plan

The Project would be generally consistent with the objectives and policies that support the goals of the Community Plan. The Project would support the City's objectives and policies to coordinate the development of the Central City area with that of other parts of the City of Los Angeles and the metropolitan area. The Project would make provisions for the housing required to satisfy the varying needs and desires of all economic segments of the Community Plan area by developing new residential and neighborhood-serving commercial retail and restaurant uses in the Community Plan area. The Project would introduce 438 residential units, consisting of studio, one-, and two-bedroom units that would provide needed housing in the Community Plan area.

To maintain and promote a safe environment, the Project would incorporate elements that would promote individual and community safety. Specifically, the Project would include private on-site security; a closed circuit security camera system; keycard entry for the residential tower and the residential parking areas; proper lighting of building entries and walkways to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into building; and sufficient lighting of parking areas to maximize visibility and reduce areas of concealment. To promote a clean environment, the Project would include numerous trash receptacles and recycling bins for residents, guests, employees, and commercial patrons. To provide and maintain an attractive and lively environment, the Project would redevelop an existing surface parking lot with a modern-style, mixed-use building that would complement the surrounding area. In addition, the Project would focus the proposed mixed-use development along Figueroa Street, a commercial corridor that is characterized by a high degree of pedestrian activity.

In addition, the Project's neighborhood-serving commercial retail and restaurant uses would complement the employment base of the Community Plan area, meet the needs of local residents, and continue building on the strengths of the existing labor force and businesses in Downtown Los Angeles. Furthermore, the Project would provide a variety of open space areas within the Project Site, including recreational amenities for residents and ground floor landscaped seating areas for patrons of the commercial retail restaurant uses proposed by the Project. Thus, the Project would be consistent with the general intent of the Central City Community Plan.

(i) Central City Community Plan Update (DTLA 2040 Plan)

It should also be noted that the City of Los Angeles Department of City Planning is currently updating the Central City Community Plan in conjunction with the Central City North

Community Plan, whose areas together make up Downtown Los Angeles (sometimes known as DTLA), in a combined planning process referred to as the DTLA 2040 Plan. The Project Site is currently designated as Regional Commercial Center by the existing adopted Community Plan. Under the DTLA 2040 Plan, the Project Site would be designated as part of the Transit Core, which would allow a maximum FAR of 13:1 and general uses that include regional mixed-use, multi-family residential, entertainment, and office uses. The Los Angeles Department of City Planning is partnering with the Downtown community to update Downtown's Central City and Central City North Community Plans, as part of DTLA 2040. The DTLA 2040 Plan process began in 2014, and a public scoping meeting was held in February 2017 to collect comments from agencies and the public. Following a period of environmental analysis and review, the Central City Community Plan is expected to begin the adoption process in 2018.

(c) City of Los Angeles Municipal Code (LAMC)

The Project is a mixed-use development that consists of 438 residential units and up to 7,493 square feet of neighborhood-serving commercial retail and restaurant uses. The proposed uses would be located within a high-rise, 41-story building with above and below ground parking and a maximum building height of 530 feet to account for extended elevator access and concealment for a window-washing Building Maintenance Unit (BMU). Upon completion of the Project, as indicated in Revised Table II-1 on Page III-7 of the Final EIR, the Project Site would have a total floor area of up to 424,490 square feet. Upon completion of the Project, the total FAR on the Project Site would be 8.43:1. The proposed FAR is less than the allowable FAR of 13:1 for Height District 4.

Under the existing land use designation and zoning, the Project would be consistent with the allowable uses under C2-4D zoning. The Commercial zones permit a wide array of land uses, such as retail stores, offices, hotels, schools, parks, and theaters. The C2 zone also allows any land use permitted in the C1.5 and C1 zones, which, in turn, allow R4 and R3 Multiple Dwelling zones, which include multiple dwelling units. Height District 4 within the C2 zone does not impose any height limit with a maximum Floor Area Ratio (FAR) of 13:1. However, the maximum permitted floor area of the Project site is restricted by the "D" development limitation, which limits the FAR to 6 times the buildable area of the lot (6:1) without a transfer of floor area (per Ordinance 164,307). With a lot area of 50,335 square feet, an FAR of 6:1 permits a total floor area of approximately 302,010 square feet. However, pursuant to the Central City Community Plan, a FAR of up to 13:1 is allowed with the transfer of surplus floor area obtained from a Donor Site. An increased FAR would allow the under-utilized infill Project Site to accommodate the residential density and retail space called for in the Community Plan. The Project would involve a TFAR of 122,480 square feet to the Project Site from the Los Angeles Convention Center to increase the total floor area of the Project to 424,490 square feet (8.43:1 FAR), which exceeds the 6:1 base floor area ratio otherwise permitted but less than the maximum 13:1 FAR allowed in Height District No. 4. In addition, in accordance with LAMC Section 14.5.9, the Project would provide a Public Benefit Payment as a result of the TFAR to serve a public purpose. The Project would also involve a Vesting Tentative Tract Map (VTTM) pursuant to LAMC Section 17.15 to create one ground lot comprising the entire site for condominium purposes. Per the Greater Downtown Housing Incentive Area Ordinance, LAMC Section 12.22, Project density is not subject to a lot area limitation. The Transfer of Floor Area Rights (TFAR) request is allowable under the Project Site's "D" development limitation, and, with its approval, the Project's FAR would comply with LAMC zoning requirements. The proposed density complies with LAMC zoning requirements under the

Greater Downtown Housing Incentive Area Ordinance and is consistent with the definition of the Downtown Center by the Framework Element.

Per the Greater Downtown Housing Incentive Area Ordinance, LAMC Section 12.22 C.3(a), no yard requirements apply to the Project Site, except as required by the Downtown Design Guide. However, the LASED Streetscape Plan requires that the Project provide a 8-foot private setback. By incorporating a 9-foot private setback into the Project design, the Project would exceed the requirement. The Downtown Design Guide encourages variations in setbacks along street frontages and dictates that at least 80 percent of the Project frontage be lined with building street wall at the back of the setback and that 90 percent of that building street wall on Figueroa and 8th Streets reaches a height of 75 feet. The Project would comply with all applicable requirements set forth in the LAMC, Downtown Design Guide, and Downtown Street Standards. Refer to Appendix B for further discussion of the Downtown Design Guide.

Parking for the proposed uses would be provided in accordance with LAMC Section 12.21-A,4(p), which requires 1 parking space for each dwelling unit of 3 or fewer habitable rooms and 1.25 spaces for each dwelling unit of more than 3 habitable rooms. The Project is required to provide 462 residential parking spaces. The Project would include a total of 505 parking spaces reserved for residential uses. The Project would also provide 211 bicycle parking spaces, consisting of 203 long- and short-term residential spaces and 8 long- and short-term commercial spaces and in accordance with City Ordinance No. 185,480. Therefore, the Project would comply with the applicable LAMC parking requirements.

The TFAR request is allowable under the Project Site's "D" development limitation, and, with its approval, the Project's FAR would comply with LAMC zoning requirements. The TFAR request and other discretionary actions to implement the Project would be consistent with applicable provisions of the LAMC.

Therefore, the Project would be substantially consistent with applicable goals, policies, and objectives in local and regional plans that govern development on the Project Site. The Project would not be in substantial conflict with the adopted Community Plan or with relevant environmental policies in other applicable plans. Impacts related to land use consistency would be less than significant, and no mitigation measures would be required.

b. Cumulative Impacts

The related projects generally consist of infill development and redevelopment of existing uses, including mixed-use, residential, commercial, office, and hotel developments. In addition, as described in Subsection 2.a.(1)(a)(vi) above and in Section III, Environmental Setting, of this Draft EIR, the Central City Community Plan Update, once adopted, will be a long-range plan designed to accommodate growth in the Community Plan area until 2040. As with the Project, the related projects and other future development, including development resulting from the Community Plan Update, would be required to comply with relevant land use policies and regulations. Therefore, as the Project would generally be consistent with applicable land use plans, the Project would not incrementally contribute to cumulative inconsistencies with respect to land use plans. Cumulative impacts with regard to land use consistency would not be cumulatively considerable and cumulative impacts would be less than significant.

The proposed developments comprise a variety of uses, including residential uses, restaurants, retail uses, school expansions, as well as mixed-use developments incorporating some or all of these elements. The Project would be generally compatible with the various developments planned throughout the surrounding vicinity, including the nearest related projects to the Project Site (Related Project Nos. 4, 23, 32, 46, 52, 93, 151, and 158, which are located within two to three blocks of the Project Site and propose residential, hotel, retail, office, and restaurant uses), as well as with existing uses in the immediate area. While the Project, in combination with the related projects, represents a continuing trend of infill development at increased densities, future development inclusive of the Project would also serve to modernize the Project area and provide sufficient infrastructure and amenities to serve the growing population. Such related projects are not expected to fundamentally alter the existing land use relationships in the community but, rather, would concentrate development on particular sites and promote a synergy between existing and new uses. Furthermore, as analyzed above, the Project's proposed mix of residential and neighborhood-serving commercial retail and restaurant uses would be consistent with surrounding land uses. Thus, the Project would not have a cumulatively considerable impact on land use consistency. As such, the combined land use consistency impacts associated with the Project's incremental effect and the effects of other related projects would not be cumulatively considerable.

5. Noise

a. Construction

(a) On-Site Noise

Noise impacts from Project-related construction activities occurring within or adjacent to the Project Site would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Construction activities for the Project would generally include demolition, site grading and excavation for the subterranean parking garage, and building construction. Each stage of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Demolition generally involves the use of backhoes, front-end loaders, and heavy-duty trucks. Grading and excavation typically requires the use of earth-moving equipment, such as excavators, front-end loaders, and heavy-duty trucks. Building construction typically involves the use of cranes, forklifts, concrete trucks, pumps, and delivery trucks. Noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the Project Site.

Individual pieces of construction equipment anticipated to be used during construction of the Project could produce maximum noise levels (L_{max}) of 74 dBA to 90 dBA at a reference distance of 50 feet from the noise source. These maximum noise levels would occur when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites often operates under less than full power conditions, or part power. To more accurately characterize construction-period noise levels, the average (Hourly L_{eq}) noise level associated with each construction phase is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction phase. These noise levels are typically associated with multiple pieces of equipment operating on part power, simultaneously.

The potential noise impacts (i.e., noise increase over the ambient level) would be highest during the foundation stage. Mitigation Measure AIR-MM-5 would extend the overall construction duration by approximately two (2) months with completion of construction activities occurring at the beginning of 2022. This mitigation measure would limit the number of daily hauls for import/export to 135 per day. As explained on page III-54 of the Final EIR, noise impacts during construction are based on the peak day in which the maximum amount of equipment and trucks would be operating. Construction equipment on a peak day would not change with the Project as modified. Therefore, the extended construction schedule would not affect the on-site construction noise impacts discussed in Section IV.E, Noise, of the Draft EIR._The estimated noise levels during all stages of Project construction would be below the significance criteria at all off-site receptor locations. Therefore, temporary noise impacts associated with the Project's on-site construction would be less than significant, and no mitigation measures would be required.

(b) Off-Site Noise

Typically, construction trucks generate higher noise levels than construction worker vehicles. The major noise sources associated with off-site construction trucks would be associated with delivery/haul trucks. It is anticipated that construction delivery/haul trucks would travel between the Project Site and I-10 via Figueroa Street, Wilshire Boulevard, Grand Avenue, and 18th Street.

The peak period of construction with the highest number of construction trucks would occur during the grading and excavation phase. During this phase, there would be up to 135 construction trucks coming to and leaving the Project Site (equal to 270 total trips) per day. As set forth on page III-43 of the Final EIR, based on regionally accepted standards, a passenger car equivalency (PCE) of 2.0 was applied to equate these trucks to passenger vehicles. Accordingly, the Project's estimated 270 daily truck trips during the peak excavation and grading phase would be equivalent to 540 passenger vehicle trips. Assuming these trips are dispersed equally over an eight-hour workday, there would be an average of 68 PCE trips in an hour (34 PCE trips each way) during the peak grading and excavation phase. In addition, there would be a total of 50 worker trips to and from the Project Site on a daily basis during the grading and excavation phase. There would also be construction delivery truck trips (up to 100 truck trips per day) during other construction phases of the Project, but such trips would be significantly less than the 270 truck trips under the grading and excavation phase.

The noise levels generated by construction trucks during all stages of Project construction would be consistent with the existing daytime ambient noise levels along the anticipated haul route(s) and therefore would be below applicable 5-dBA significance criteria. Therefore, temporary noise impacts from off-site construction traffic would be less than significant, and no mitigation measures would be required.

(c) On-Site Vibration

With regard to potential building damage, the Project would generate ground-borne construction vibration during building demolition and site excavation/grading activities when heavy construction equipment, such as large bulldozers, drill rigs, and loaded trucks, would be used. The FTA has published standard vibration velocities for various construction equipment operations. Table IV.E-21 on page IV.E-47 provides the estimated vibration levels (in terms of

inch per second PPV) at the nearest off-site structures to the Project Site. It is noted that since impact pile driving methods shall not be used during construction of the Project, in accordance with Project Design Feature NOI-PDF-2 provided above, impact pile driving vibration is not included in the on-site construction vibration analysis. Installation of piles for shoring and foundation would utilize drilling methods to minimize vibration generation.

There are no buildings that are extremely susceptible to building damage located immediately adjacent to the property line of the Project Site. The construction vibration analysis for potential building damage due to off-site construction activities conservatively compares the estimated vibration levels generated from off-site construction activities to the 0.12-PPV significance criteria for buildings extremely susceptible to vibration damage. The estimated vibration velocity levels from all construction equipment would be below the 0.3 PPV building damage significance criteria at the Barker Brothers Building and below 0.5 PPV at the other off-site structures nearest to the Project Site. Therefore, the on-site vibration impacts, pursuant to the significance criteria for building damage, during construction of the Project would be less than significant, and no mitigation measures would be required.

Per FTA guidance, the significance criteria for human annoyance is 72 VdB for sensitive uses, including residential and hotel uses, assuming there are a minimum of 70 vibration events occurring during a typical construction day. The estimated ground-borne vibration levels from construction equipment would be below the significance criteria for human annoyance at all off-site sensitive receptor locations. Therefore, on-site vibration impacts during construction of the Project, pursuant to the significance criteria for human annoyance, would be less than significant, and no mitigation measures would be required.

(d) Off-Site Vibration (Building Damage)

Regarding building damage, based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.00566 PPV) at a distance of 50 feet from the truck. According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Nonetheless, there are existing buildings along the Project's anticipated haul route(s) that are situated approximately 20 feet from the right-of-way and would be exposed to ground-borne vibration levels of approximately 0.022 PPV. This estimated vibration generated by construction trucks traveling along the anticipated haul route(s) would be well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, vibration impacts (pursuant to the significance criteria for building damage) from off-site construction activities (i.e., construction trucks traveling on public roadways) would be less than significant, and no mitigation measures would be required.

b. Operation

As part of the Project, new mechanical equipment (e.g., air ventilation equipment) would be located at the roof level and within the building structure (e.g., garage exhaust fans). Although operation of this equipment would generate noise, Project-related outdoor mechanical equipment would be designed so as not to increase the existing ambient noise levels by 5 dBA in accordance with the City's Noise Regulations. Specifically, the Project would comply with Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and

filtering equipment from exceeding the ambient noise levels on the premises of other occupied properties by more than 5 dBA. In addition, as provided in Project Design Feature NOI-PDF-3, all outdoor mounted mechanical equipment shall be enclosed or screened from off-site noise-sensitive receptors. Therefore, noise impacts from mechanical equipment would be less than significant, and no mitigation measures would be required.

Noise sources associated with outdoor uses typically include noise from people gathering and conversing. In order to analyze a typical noise scenario, it was assumed that up to 50 percent of the people (half of which would be male and the other half female) would be talking at the same time. In addition, the hours of operation for use of the outdoor areas were assumed to be from 7:00 A.M. to 2:00 A.M. to provide a conservative noise estimate. An additional potential noise source associated with outdoor uses would be the use of an outdoor sound system (e.g., music or other sounds broadcast through an outdoor mounted speaker system). The sound from the outdoor sound system, if used, would be heard by people in the immediate vicinity of the outdoor areas. Project Design Feature NOI-PDF-4 ensures that the amplified sound system used in outdoor areas would be designed so as not to exceed noise significance criteria. The estimated noise levels were calculated with the assumption that all of the outdoor spaces would be fully occupied and operating concurrently to represent a worst-case noise analysis. As presented in Table IV.E-15 of the draft EIR, estimated noise levels from outdoor spaces would be below the significance criteria of 5 dBA (L_{eq}) above ambient noise levels. As such, noise impacts from the use of the outdoor areas would be less than significant, and no mitigation measures would be required.

Sources of noise within the parking garage would primarily include vehicular movements and engine noise, doors opening and closing, and intermittent car alarms. Noise levels within the parking garage would fluctuate with the amount of automobile and human activity. Since the subterranean parking levels would be fully enclosed on all sides, noise generated within the subterranean parking garage would be effectively shielded from off-site sensitive receptor locations in the immediate vicinity of the Project Site. However, the above grade parking levels would have openings for ventilation at the south, east and west façades. The estimated noise levels from the Project parking garage would be well below the significance criteria of 5 dBA (L_{eq}) above ambient noise levels (based on the lowest measured ambient). Therefore, noise impacts from the parking garage would be less than significant, and no mitigation measures would be required.

The Project loading dock and trash compactor would be located inside the southeastern portion of the building at the ground level. Delivery trucks would access the loading docks through the alley from 8th Street. Noise sources associated with the loading dock and trash collection area would include delivery/trash collection trucks and trash compactor operation. Based on measured noise levels from typical loading dock facilities and trash compactors, delivery/trash collection trucks and trash compactors could generate noise levels of approximately 71 dBA (L_{eq}) and 66 dBA (L_{eq}), respectively, at a distance of 50 feet. The loading dock and trash collection area would be effectively buffered from the off-site sensitive receptors by the Project building and the existing seven-level parking structure at the northwest corner of Flower and 8th Streets. Therefore, noise impacts from loading dock and trash compactor operations would be less than significant, and no mitigation measures would be required.

Future roadway noise levels were calculated along 38 roadway segments in the vicinity of the Project Site. The roadway noise levels were calculated using the traffic data provided in the Traffic Study prepared for the Project. The Project is expected to generate a net increase of 2,644 daily weekday trips. As such, Project-related traffic would increase the existing traffic volumes along the roadway segments in the study area when compared with Future without Project conditions. This increase in roadway traffic was analyzed to determine if any traffic-related noise impacts would result from operation of the Project. The increase in traffic noise levels would be well below the relevant significance criteria. Therefore, traffic noise impacts under Future Plus Project conditions would be less than significant, and no mitigation measures would be required.

The analysis of traffic noise impacts provided above was based on the incremental increase in traffic noise levels attributable to the Project as compared to Future Without Project conditions. An additional analysis was performed to determine the potential noise impacts based on the increase in noise levels due to Project-related traffic compared with the existing baseline traffic noise conditions. The estimated increase in traffic noise levels as compared to existing conditions would be well below the relevant significance criteria. Therefore, traffic noise impacts under Existing Plus Project conditions would be less than significant, and no mitigation measures would be required.

In sum, Project operation would not result in the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, the Project's operational noise impacts from on- and off-site sources would be less than significant, and no mitigation measures would be required.

c. Cumulative Impacts

Due to the rapid attenuation characteristics of ground-borne vibration and given the distance of the nearest related project to the Project Site, there is no potential for a cumulative construction vibration impact with respect to building damage associated with ground-borne vibration from on-site sources. In addition, potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant. Therefore, on-site and off-site construction activities associated with the Project and related projects would not generate excessive ground-borne vibration levels with respect to building damage.

The Project and related projects would not result in the exposure of persons to or generation of noise levels in excess of standards established by the City or in a substantial permanent increase in ambient noise levels in the vicinity of the Project Site above levels existing without the Project and the related projects. Therefore, the Project's contribution to operational noise impacts from on-site and off-site sources would not be cumulatively considerable.

d. Project Design Features

The City finds that the Project Design Features NOI-PDF-1 through NOI-PDF-4, incorporated into the Project, reduce the potential noise impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

6. Public Services

a. Fire Protection—Construction

Construction activities have the potential to result in accidental on-site fires by exposing combustible materials (e.g., wood, plastics, sawdust, coverings and coatings) to fire risks from machinery and equipment sparks, and from exposed electrical lines, chemical reactions in combustible materials and coatings, and lighted cigarettes. Given the nature of construction activities and the work requirements of construction personnel, the Occupational Safety and Health Administration ("OSHA") has developed safety and health provisions for implementation during construction, which are set forth in 29 Code of Federal Regulations, Part No. 1926. In accordance with these regulations, construction managers and personnel would be trained in emergency response and fire safety operations, which include the monitoring and management of life safety systems and facilities, such as those set forth in the Safety and Health Regulations for Construction established by OSHA. Additionally, in accordance with the provisions established by OSHA for emergency response and fire safety operations, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained on-site. Project construction would also occur in compliance with all applicable federal, state, and local requirements concerning the handling, disposal, use, storage, and management of hazardous materials. Thus, compliance with regulatory requirements would effectively reduce the potential for project construction activities to expose people to the risk of fire or explosion related to hazardous materials and non-hazardous combustible materials.

Project construction could also potentially impact the provision of LAFD services in the Project vicinity as a result of construction impacts to the surrounding roadways. Specifically, while construction activities would primarily be contained within the boundaries of the Project Site, access to the Project Site and the surrounding vicinity could be impacted by temporary lane closures, roadway/access improvements, and the construction of utility line connections. Construction activities also would generate traffic associated with the movement of construction equipment, the hauling of soil and construction materials to and from the Project Site, and construction worker traffic. Construction delivery/haul trucks would generally travel north on Figueroa Street, east on Wilshire Boulevard, south on Grand Avenue, east on 18th Street, and use the on-ramp on Los Angeles Street onto the I-10 East freeway, and travel north on the I-605 freeway to a facility in Irwindale. Thus, although construction activities would be short-term and temporary for the area, Project construction activities could temporarily affect emergency response for emergency vehicles along Figueroa Street, 8th Street, 7th Street, Wilshire Boulevard, Grand Avenue, and other main connectors due to increased traffic and temporary lane closures on immediately adjacent streets during the Project's construction phase. However, given the permitted hours of construction and nature of construction projects, daily construction trips would typically be completed prior to P.M. peak hours. With implementation of the Project Design Feature TR-PDF-1, construction truck trips would not cause significant impacts during the A.M. peak and P.M. peak hours for peak construction truck activity and to emergency vehicles. In addition, Project Design Feature TR-PDF-1 would ensure that adequate and safe access remains available within and near the Project Site during construction activities. The Project would also employ temporary traffic controls, such as flag persons to control traffic movement during temporary traffic flow disruptions. Traffic management personnel would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. Appropriate construction traffic control measures (e.g., detour signage, delineators, etc.) would also be implemented, as necessary, to ensure emergency

access to the Project Site and traffic flow is maintained on adjacent right-of-ways. Furthermore, Section 21806 of the CVC allows drivers of emergency vehicles to have a variety of options for avoiding traffic, such as using sirens to clear a path of travel.

Based on the above, Project construction would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility, the construction of which would cause significant environmental effects, in order to maintain service. Therefore, impacts to fire protection services and EMS during Project construction would be less than significant, and no mitigation measures would be required.

b. Fire Protection—Operation

The Project's population would increase the demand for LAFD fire protection services. However, the Project would implement Los Angeles Building and Fire Code requirements, including, but not limited to, structural design, building materials, site access, clearances, hydrants, fire flow, storage and management of hazardous materials, alarm and communications systems, and building sprinkler systems. Compliance with applicable City Building Code and Fire Code requirements would be demonstrated as part of LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects, as set forth in Section 57.118 of the LAMC, prior to the issuance of a building permit. In addition, as described above, the Project, as a high-rise structure, is required by the Section 57.4705.4 of the LAMC to provide an Emergency Helicopter Landing Facility ("EHLF"), or to implement one of two options to forgo an EHLF as described on pages IV.F.2-7 and IV.F.2-8 of the Draft EIR. The Project would comply with Option 2 of LAFD Requirement No. 10 and acquire approval from the Fire Marshal for this option. In compliance with Option 2, the Project would provide all applicable life safety features, including automatic fire sprinklers, a video camera surveillance system, egress stairways, fire service access elevators, stairways with roof access, enclosed elevator lobbies, and escalator openings or stairways. As such, compliance with applicable regulatory requirements that are enforced through the City's building permitting process would ensure that adequate fire prevention features would be provided that would reduce the demand on LAFD facilities and equipment.

Pursuant to Section 57.507.3.3 of the LAMC, for land uses in the Industrial and Commercial category, which includes the Project Site, the required response distance from a fire station with an engine company is 1.0 mile and the required response distance from a fire station with a truck company is 1.5 miles. As discussed above, Fire Station No. 3 would serve as the first-in fire station to the Project from its location approximately 0.9 mile northeast of the Project Site. It is equipped with a task force truck and engine company and two ambulances. In addition, Fire Station Nos. 11, 9, and 10 are located within 1.5 miles of the Project Site and are equipped with at least one engine and one truck company. As a fire station with only an engine company that is located approximately 2.4 miles east of the Project Site, Fire Station No. 4 is located beyond the 1.0-mile response distance requirement for a fire station with only an engine company. Therefore, based on the LAMC criteria regarding response distances, the Project would be in compliance and would be adequately located from Fire Station Nos. 3, 11, 9, and 10. As such, fire protection for the Project would be considered adequate.

According to the LAFD, the Project falls within the Industrial and Commercial land use category and is required by the LAMC to provide a fire flow of 6,000 to 9,000 gpm from four to six hydrants flowing simultaneously. Additionally, hydrants must be spaced to provide adequate

coverage of the building exterior and must deliver a minimum pressure of 20 psi at full flow. Currently, there is one hydrant near the southwestern corner of the Project Site in the public sidewalk on the north side of 8th Street. The Project would be required to install additional hydrant(s) to meet City fire flow requirements. As such, the Project Applicant will coordinate with LADWP to install necessary improvements to the off-site fire water system in accordance with City standards. Therefore, with construction of the proposed fire water system improvements (connections to the existing water mains) and the installation of an additional fire hydrant(s) within the public right-of-way to meet City fire flow requirements set forth in Section 57.507.3.1 of the LAMC, the Project would meet the fire flow requirements.

Based on the analysis above, Project operation would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility, the construction of which would cause significant environmental effects, in order to maintain service and would not inhibit LAFD emergency response. Therefore, impacts to fire protection and emergency medical services (EMS) during Project operation would be less than significant, and no mitigation measures are required.

c. Fire Protection—Cumulative Impacts

The Project, in conjunction with growth forecasted in the City through 2021 and 2022 (i.e., the Project's buildout year and occupancy year, respectively), would cumulatively generate a demand for fire protection service, thus potentially resulting in cumulative impacts on fire protection facilities. Cumulative growth in the greater Project area through 2022 includes specific known development projects, growth that may be projected as result of the land use designation and policy changes contained in the Community Plan Update, as well as general ambient growth projected to occur.

The increase in development and residential service populations from the Project, related projects, and other future development in the Community Plan area would result in a cumulative increase in the demand for LAFD services and could have a cumulative impact on fire services if the Project, together with other development in the service area, did not comply with LAFD requirements for design and construction. However, similar to the Project, the related projects would be reviewed by the LAFD on a project-by-project basis to ensure that sufficient fire safety and hazards measures are implemented to reduce potential impacts to fire protection. Furthermore, each related project would be required to comply with regulatory requirements related to fire protection and EMS. As discussed above, each related project and other future development that exceeds the maximum applicable LAMC response distance standards would be required to install automatic fire sprinkler systems in order to compensate for the additional response distance.

In addition, the Project, each related project, and other future development projects in the Community Plan area would be subject to the City's standard construction permitting process, which includes a review by LAFD for compliance with building and site design standards related to fire/life safety, as well as coordinating with LADWP to ensure that local fire flow infrastructure meets current code standards for the type and intensity of land uses involved. Given that the Project Site is located within an urban area, each of the related projects identified in the area would likewise be developed within urbanized locations that fall within an acceptable distance from one or more existing fire stations. The Project would also generate revenues to the City's

General Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new fire station facilities and related staffing, as deemed appropriate. Cumulative increases in demand for fire protection services due to related projects would be identified and addressed through the City's annual programming and budgeting processes. Any requirement for a new fire station, or the expansion, consolidation, or relocation of an existing fire station would also be identified through this process, the impacts of which would be addressed accordingly. Furthermore, over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs, including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction, that may become necessary to achieve the required level of service. LAFD has no known or proposed plans to expand fire facilities or construct new facilities in the Community Plan area. However, if a new fire station, or the expansion, consolidation, or relocation of an existing station was determined to be warranted by LAFD, the Community Plan area is highly developed, and the site of a fire station would foreseeably be an infill lot less than an acre in size which would meet the requirements for the use of a Class 32 categorical infill exemptions (CEQA Guidelines 15332). Development of a station at this scale is unlikely to result in significant impacts, and projects involving the construction or expansion of a fire station would be addressed independently pursuant to CEQA.

Based on the above, the Project's contribution to cumulative impacts to fire protection and EMS would not be cumulatively considerable. As such, cumulative impacts to fire protection and EMS would be less than significant.

d. Police Protection—Construction

Project construction would not substantially increase the police service population of the Central Area. Although the daytime population at the Project Site during construction would be temporary in nature, construction sites can be sources of nuisances and hazards and invite theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. Pursuant to Project Design Feature POL-PDF-1, the Applicant shall implement temporary security measures, including security fencing, lighting, and locked entry, to secure the Project Site during construction. With implementation of these features, potential impacts associated with theft and vandalism during construction activities would be less than significant, and no mitigation measures would be required.

e. Police Protection—Operation

As provided above in Project Design Features POL-PDF-2 through POL-PDF-5, the Project shall include numerous operational design features to enhance safety within and immediately surrounding the Project Site. Specifically, as set forth in Project Design Feature POL-PDF-2, the Project shall include a closed circuit security camera system and keycard entry for the residential buildings and the residential parking areas. In addition, pursuant to Project Design Features POL-PDF-3 and POL-PDF-4, the Project shall include proper lighting of buildings and walkways to maximize visibility and provide for pedestrian orientation and clearly identify a secure route between parking areas and points of entry into buildings. The Project shall also design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites, as provided in Project Design Feature POL-PDF-5. Furthermore, as specified in Project Design Feature POL-PDF-6, the Applicant shall submit a

diagram of the Project Site showing access routes and other information that might facilitate police response. The Project's design features would help offset the Project-related increase in demand for police services. Therefore, the Project's impact on police services would be less than significant, and no mitigation measures would be required.

f. Police Protection—Cumulative Impacts

In general, impacts to LAPD services and facilities during the construction of each related project would be addressed as part of each related project's development review process conducted by the City. Due to the proximity to the Project Site, should Project construction occur concurrently with related projects, specific coordination among these multiple construction sites would be required and implemented through the Project's construction management plan, which would ensure that emergency access and traffic flow are maintained on adjacent rights-of-way. Similar to the Project, each related project would also be subject to the City's routine construction permitting process, which includes a review by the LAPD to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. Furthermore, construction-related traffic generated by the Project and the related projects would not significantly affect LAPD response within the Project Site vicinity as drivers of police vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, the Project's contribution to cumulative impacts on either police protection or emergency services during construction would not be cumulatively considerable, and cumulative impacts would be less than significant.

The additional population associated with related projects and general growth in the Project area would likewise have an effect on crime in the Central Area, which could increase based on per capita crime rates. Accordingly, cumulative population growth could increase the demand for LAPD services in the Central Area. Assuming the same crime per capita rate currently observed in the Central Area (0.132 crime per capita), the residential population of the Project and related projects could generate an additional 18,102 crimes per year. This degree of cumulative population growth could increase the demand for LAPD services in the Central Area. However, of the 18,102 crimes per year, the Project's incremental contribution is only 174 crimes per year, or approximately 0.96 percent of the cumulative increase in crimes. In addition, the Project would implement Project Design Features POL-PDF-1 through POL-PDF-6. Therefore, the Project's incremental impact would not be cumulatively considerable.

Based on the above, the Project would not substantially contribute to cumulative adverse impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain service. As such, cumulative impacts on police protection services would be less than significant and the Project's contribution would not be cumulatively considerable.

g. Police Protection—Project Design Features

The City finds that the Project Design Features POL-PDF-1 through POL-PDF-6, incorporated into the Project, reduce the potential police protection services impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

h. Schools—Construction

The Project would involve the development of 438 residential dwelling units and up to 7,500 square feet of neighborhood-serving commercial retail uses. The Project would generate part-time and full-time jobs associated with construction of the Project between the start of construction and Project buildout. However, due to the employment patterns of construction workers in Southern California and the operation of the market for construction labor, construction workers are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. Therefore, the construction employment generated by the Project would not result in a notable increase in the resident population or a corresponding demand for schools in the vicinity of the Project Site. Impacts to school facilities during Project construction would be less than significant, and no mitigation measures would be required.

i. Schools—Operation

The Project would directly generate students through the construction of 438 new residential dwelling units. In addition, the Project's commercial retail component would generate students since employees of the commercial uses may relocate to the Project Site vicinity. Using the applicable LAUSD student generation rates for the Project's land uses, the Project would generate approximately 191 new students, consisting of 18 kindergarten students, 86 elementary school students (Grades 1-5), 28 middle school students (Grades 6–8), and 59 high school students (Grades 9–12). As there are no students currently residing on the Project Site, the Project's student generation would result in a net increase in students attending Project area schools.

Pursuant to Senate Bill 50, the Project Applicant would be required to pay development fees for schools to the LAUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995, the payment of these fees is considered full and complete mitigation of Project-related school impacts. Therefore, payment of the applicable development school fees to the LAUSD would offset the potential impact of additional student enrollment at schools serving the Project Site. Accordingly, with adherence to existing regulations, impacts on schools would be less than significant, and no mitigation measures would be required.

j. Schools—Cumulative Impacts

When compared to both existing conditions and projected school capacities, the students generated by the Project, in combination with the 133 related projects within the school attendance boundaries, would cause seating shortages at Olympic Primary Center, 10th Street Elementary School, John H. Liechty Middle School, and Belmont Zone of Choice high schools.

This degree of cumulative growth would substantially increase the demand for LAUSD services in the Project Site vicinity. The Project alone would comprise approximately 1.5 percent of the total estimated cumulative growth in students. However, as with the Project, future development, including the related projects, would be required to pay development fees for schools to the LAUSD prior to the issuance of building permits pursuant to Senate Bill 50. Pursuant to Government Code Section 65995, the payment of these fees would be considered full and complete mitigation of school impacts generated by the Project and related projects.

Therefore, the Project's incremental contribution towards school impacts would not be cumulatively considerable, and cumulative impacts on schools would be less than significant.

k. Libraries—Construction

Construction of the Project would result in a temporary increase of construction workers on the Project Site. Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely to relocate their households as a consequence of Project construction. Therefore, Project-related construction workers would not result in a notable increase in the resident population within the service area of the Richard J. Riordan Central Library, Little Tokyo Branch Library, Pico Union Branch Library, Echo Park Branch Library, Chinatown Branch Library, and Felipe de Neve Branch Library. Furthermore, Project-related construction workers would not result in a notable increase in an overall corresponding demand for library services in the vicinity of the Project Site; it is unlikely that construction workers would visit Project area libraries on their way to/from work or during their lunch hours. Construction workers would likely use library facilities near their places of residence because lunch break times are typically not long enough (30 to 60 minutes) for construction workers to take advantage of library facilities, eat lunch, and return to work within the allotted time. It is also unlikely that construction workers would utilize library facilities on their way to work as the start of their work day generally occurs before the libraries open for service. Similarly, it is unlikely that construction workers would utilize library facilities at the end of the workday and would likely use library facilities near their places of residence. Therefore, any increase in usage of the libraries by construction workers is anticipated to be negligible.

As such, Project construction would not cause local libraries to exceed its capacities to adequately serve the existing residential population based on target service populations or as defined by the Los Angeles Public Library (LAPL). Project construction would not substantially increase the demand for library services for which current demand exceeds the ability of the facility to adequately serve the population. As such, Project construction would not result in the need for new or physically altered libraries, the construction of which would cause significant environmental impacts. Impacts on library facilities during Project construction would be less than significant, and no mitigation measures are required.

l. Libraries—Operation

As the Project Site currently does not include any housing, there are no residents on the Project Site that use the six identified libraries. Thus, with the addition of the Project's 1,069 estimated residents, the estimated service population of the 538,000-square-foot Central Library would be 3,950,748 persons in 2022. Even as the Central Library continues to be the LAPL headquarters and a resource and destination for visitors both near and far, the LAPL has not indicated any current service deficiencies for the Central Library. The 12,500-square-foot Pico Union Branch Library and 14,500-square-foot Chinatown Branch Library would have an estimated service population of 36,830 persons and 12,321 persons, respectively, and would both continue to meet the recommended building size standards of 12,500 square feet for a service population of less than 45,000 persons. The 17,543-square-foot Echo Park Branch Library would have an estimated service population of 55,911 persons and would continue to meet the recommended building size standards of 14,500 square feet for a service population over 45,000 persons.

Based on the above, and pursuant to the library sizing standards recommended in the 2007 Branch Facilities Plan, operation of the Project would not create any new exceedance of the capacity of local libraries to adequately serve the existing residential population based on target service populations or as defined by the LAPL, which would result in the need for new or altered facilities, or substantially increase the demand for library services for which current and future demand exceeds the ability of the facility to adequately serve the population. In addition, although the Little Tokyo Branch Library and Felipe de Neve Branch Library would continue operations without meeting recommended building standards under existing and future conditions, residents of the Project would likely frequent the Central Library, which is the closest library to the Project. To the extent that Project residents would travel farther within the 2-mile libraries service area, library usage would be expected to be dispersed between the Central Library and the other five local branch libraries identified by the LAPL. Furthermore, as the Little Tokyo Branch Library and Felipe de Neve Branch Library are already undersized in existing conditions, the Project would not be anticipated to result in a substantial increase in demand for library services for which current demand exceeds the ability of the facility to adequately serve the population. Therefore, the Project would not result in the need for new or altered facilities, the construction of which would cause significant environmental impacts. As such, impacts on library facilities during operation of the Project would be less than significant, and no mitigation measures would be required.

m. Parks and Recreation—Construction

Construction of the Project would result in a temporary increase in the number of construction workers at the Project Site. Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, the likelihood that construction workers would relocate their households as a consequence of working on the Project is negligible. Therefore, the construction workers associated with the Project would not result in a notable increase in the residential population of the Project vicinity, or a corresponding permanent demand for parks and recreational facilities in the vicinity of the Project Site.

Project construction would not generate a demand for park or recreational facilities that could not be adequately accommodated by existing or planned facilities and services. Project construction would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, impacts on parks and recreational facilities during Project construction would be less than significant, and no mitigation measures would be required.

n. Parks and Recreation—Operation

The population increase associated with the Project would generate additional demand for parks and recreational facilities in the Project vicinity. The Project would provide a total of approximately 46,150 square feet of open space and recreational amenities to serve the recreational needs of Project residents and guests. The Project's open space data and descriptions are set forth in Revised Table II-2 on page III-27 of the Final EIR. On the ground floor, the Project would provide 3,243 square feet of outdoor common open space. Residential recreational amenities would be provided on Levels 5 and 41. Level 5 includes 20,611 square feet of outdoor landscaped amenities and 5,728 square feet of indoor amenities. Level 41 includes 2,568 square feet of outdoor landscaped roof deck. In addition, Levels 6 through 40 would provide

14,000 square feet of outdoor private open space. As such, in total, as shown in Revised Table II-2 on page III-27 of the Final EIR, the Project would provide approximately 46,150 square feet of open space and recreational amenities, which would meet the required area of 46,150 square feet as set forth by the LAMC. In addition, the Project will incorporate elements that promote individual and community safety throughout the Project Site, including open space areas that are well-lit and equipped with a closed circuit camera system to allow for constant monitoring of such areas to ensure public safety and security at all times. As such, the open space and recreational amenities for the Project would meet the open space requirements of 46,150 square feet as set forth by LAMC Section 12.21-G.

As indicated on page III-2 of the Final EIR, the Project would provide 126 trees and 6,710 square feet of planted common area, in accordance with LAMC requirements.

Due to the amount, variety, and availability of the proposed open space and recreational amenities, it is anticipated that Project residents would generally utilize on-site open space to meet their recreational needs. Thus, while the Project's estimated 1,069 residents would be expected to utilize off-site public parks and recreational facilities to some degree, the Project would not be expected to cause or accelerate substantial physical deterioration of off-site public parks or recreational facilities given the provision of on-site open space and recreational amenities. Similarly, the Project's commercial component, which is estimated to generate approximately 21 employees, would result in a negligible indirect demand for parks and recreational facilities, which would also be offset by the reduction in employees attributed to the removal of the existing uses (i.e., parking lot attendees). Furthermore, as discussed above primarily with respect to Project-level impacts and further below for cumulative impacts , the Project would pay a Dwelling Unit Construction Tax in accordance with Section 21.10.3(a)(1) of the LAMC and comply with the requirements of Section 17.12 of the LAMC regarding payment of Quimby fees. As such, the Project would not significantly increase the demand for off-site public parks and recreational facilities. Project operation would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, impacts on parks and recreational facilities during Project operation would be less than significant, and no mitigation measures would be required.

o. Parks and Recreation—Cumulative Impacts

All 181 identified related projects and ambient growth projections fall within a 2-mile radius of the Project Site, which is the geographic area analyzed for purposes of assessing impacts to parks and recreational facilities. As noted above, the Community Plan area is currently underserved when considering the desired parkland standards provided in the Public Recreation Plan. As the population continues to grow in the Project Site vicinity, increased demand would lower the existing parkland to population ratio without the construction of new parkland, such as the anticipated 1st and Broadway Park.

While it is anticipated that the Project's provision of on-site open space would meet the recreational needs of Project residents, the Project would not meet all of the parkland provision goals set forth in the Public Recreation Plan. Development of the related projects would exacerbate the Community Plan area's deficiency in parkland per the Public Recreation Plan's standards. The 1st and Broadway Park in development, however, would make a substantial

positive contribution toward meeting these goals as it is expected to open in 2019. Even so, as previously indicated, the standards set forth in the Public Recreation Plan are Citywide goals and are not intended to be requirements for individual development projects. Furthermore, as with the Project, the related projects, and other future development projects in the Community Plan area would undergo discretionary review on a case-by-case basis and would be expected to coordinate with the DRP. Similar to the Project, future development projects would be required to comply with Sections 12.21, 17.12, and 21.10.3(a)(1) of the LAMC, including some that would also be required to comply with Sections 17.12 and 12.33 of the LAMC and the Park Fee Ordinance, as applicable. As such, cumulative impacts to parks and recreational facilities would be less than significant, and no mitigation measures would be required.

7. Traffic, Access, and Parking

a. Construction

The highest average hourly volume of truck trips would occur during the Project's excavation and grading phase. During this phase, there would be up to 200 daily truckloads expected. Haul trucks would travel on approved truck routes designated within the City. Subject to LADOT approval of the Project's proposed hauling activities, the Project trucks would use the most direct route to transport demolition and construction debris from the Project Site to the designated landfill. Other phases of construction would typically generate fewer truckloads, ranging from approximately 15 truckloads per day to a maximum of 50 truckloads per day, which would equate to a maximum of 100 truck trips or 200 PCE trips per day. This would represent an average of 25 PCE trips in a typical hour of an eight-hour work day, which would be less than the number of truck trips generated during the excavation and grading phase.

Construction worker traffic is based on the number of construction workers employed during various construction phases, as well as the mode and time of travel of the workers. Construction is expected to occur between the hours of 7:00 A.M. and 9:00 P.M., Mondays through Fridays, and during the hours of 8:00 A.M. and 6:00 P.M. on Saturdays, although work would typically be completed by 4:00 P.M. No construction would occur on Sundays or federal holidays. The number of construction workers and amount of construction equipment located on-site at one time would vary throughout the construction process in order to maintain an effective schedule of completion. During construction of the Project, the number of workers that would be on-site would range from approximately 15 to 250 workers, with a peak of approximately 250 workers during the building construction phase. With bus and rail transit service available in close proximity to the Project Site, it is likely that some construction workers would use transit to and from the Project Site. Construction workers would travel before the A.M. and P.M. peak commute hours and generally be on-site before 7:00 A.M. and leave the Project Site around 3:00 P.M. A limited number of workers may be on-site after 3:00 P.M. although such workers would likely not exceed approximately 10 percent of the daily peak workforce. Parking for construction workers would be provided off-site. Off-site locations have not yet been determined but would be within walking distance of the Project Site in existing commercial parking lots or garages (typically through arrangements with lot/garage operators). If necessary, although not anticipated, workers would be transported from off-site parking locations by shuttle bus.

Since construction of the Project would generate fewer trips than operation of the Project, it is reasonable to conclude that the Project would not cause substantial delays and disruption of

existing traffic flow, and construction traffic impacts associated with the Project would be less than significant. Furthermore, pursuant to Project Design Feature TR-PDF-1, a Construction Traffic Management Plan will be prepared and submitted to LADOT for review and approval and will include measures to schedule, organize, and control truck traffic to and from the Project Site. Therefore, construction-related activities would not contribute a substantial amount of traffic during the weekday A.M. and P.M. peak periods, and temporary traffic impacts would be less than significant, and no mitigation measures would be required.

b. Operation

(a) Regional Transportation System

The *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* (December 2015) sets forth criteria for when a freeway impact analysis should be conducted to determine a project's potential impact on Caltrans facilities in addition to the CMP TIA. This agreement outlines the specific criteria and thresholds designed to identify if a Project is required to conduct the additional freeway analysis. Per this agreement executed by LADOT and Caltrans.

An evaluation threshold check was conducted for the two freeway mainline locations and seven freeway off-ramp locations closest to the Project. The freeway mainline check was conducted at the following locations:

- I-110 North of 5th Street
- I-110 South of 9th Street

The number of Project vehicle trips expected to travel along these freeway mainline segments was estimated based on the Project trip generation and Project trip distribution. The freeway mainline volume increase that would be created by Project vehicle trips was compared against the thresholds provided in the agreement between LADOT and Caltrans. Based on the evaluation, the Project's trips during the A.M. and P.M. peak periods at the freeway segments would result in 0.1-percent to 0.4-percent increases to the freeway segments. As such, the Project's trips during the A.M. and P.M. peak periods would be less than the 1 percent included in the screening criterion.

The freeway ramp check was conducted for the following off-ramps, which would be used by Project traffic:

- SR-110 SB off-ramp at 6th Street
- SR-110 SB off-ramp at James M. Wood Boulevard
- SR-110 NB off-ramp at James M. Wood Boulevard
- I-10 WB off-ramp at Los Angeles Street

The number of Project vehicle trips expected to travel on these freeway off-ramps was estimated based on the Project trip generation and Project trip distribution. A review was conducted at these off-ramps using Highway Capacity Manual 2010 methodology to determine the LOS. Based on the evaluation, in the A.M. peak hour, as the LOS at three of the four ramps is LOS C or better, the threshold check does not apply. At one ramp, the level of service is LOS D, but the percentage of capacity threshold is not met. In the P.M. peak hour, as the LOS at all four ramps is LOS C or better, the threshold check does not apply.

Therefore, the Project would not meet the freeway mainline criterion or the freeway off-ramp criterion for requiring a freeway impact analysis. Further analyses of Caltrans facilities are not required. Thus, Project impacts to Caltrans facilities would be less than significant, and no mitigation measures would be required.

The LADOT Caltrans Memorandum of Understanding does not require a freeway threshold check for on-ramps. However, the Project did consider analysis locations with maximum traffic volumes in proximity to on-ramps near the Project Site. Specifically, Project traffic entering the freeway heading southbound would use the 8th Street on-ramp via either 8th Street or Bixel Street; other on-ramps would involve more circuitous routes. This ramp enters the southbound freeway south of 9th Street, so there would be no southbound Project traffic entering the freeway between 5th Street and 9th Street. As such, the analysis location south of 9th Street is the correct location with the maximum traffic volume. In addition, Project traffic entering the freeway heading northbound would use either the 8th Street on-ramp or the 5th Street on-ramp. Therefore, the maximum Project volume would be north of 5th Street, and the analysis location north of 5th Street is the correct location.

The Freeway Threshold Check is documented in Appendix B of the Traffic Study, which is included as Appendix J of the Draft EIR. As such, the Draft EIR evaluated the appropriate mainline locations.

(b) Residential Street Segment

The Traffic Study prepared for the Project evaluated operating conditions at 21 signalized intersections located in the vicinity of the Project Site. In light of the geographic scope of the study area, the analysis of the study intersections was sufficient to cover all potentially affected street segments. Additionally, analysis of street segment capacity is typically prepared for programmatic-level projects, such as a General Plan or Community Plan. Furthermore, evaluation of street segments would not provide any additional insight into the traffic impacts of the Project. Therefore, a street segment capacity analysis was not required for this Draft EIR.

LADOT's *Traffic Study Policies and Procedures* do not require a local residential street analysis for a residential project. In addition, the Project is located within a commercial corridor that is developed with office and commercial uses and is not proximate to a network of residential streets that facilitate access to and from the Project Site. Therefore, no further residential street segment analysis was conducted.

(c) Bicycle, Pedestrian, and Vehicular Safety

Vehicular access to the parking garage for both residential and commercial uses is provided via a driveway near the northwestern corner of the Project Site along Figueroa Street. A residential entrance to the parking garage would also be provided on the northeastern corner of the Project Site from the existing alley, which is accessible off of 8th Street. The alley would also provide access to the loading and service area. Pedestrian access to the ground floor commercial uses would be provided from both Figueroa Street and 8th Street. Project residents would access their units from a residential lobby located on Figueroa Street. The residential uses would also be accessed from all levels of the parking garage. The Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. In addition, the proposed driveways would be designed to limit potential impediments to visibility. The Project would also include street improvements to comply with the requirements of Mobility Plan 2035. More specifically, the Project would include a 5-foot dedication of Figueroa Street to establish the required widths and provide a 15-foot sidewalk on the east side of the street. This would enhance the pedestrian linkage between the Project Site and the Metro transit portal located approximately 350 feet north of the Project Site. The Project would also include a 3-foot dedication on the north side of 8th Street to establish the required 15-foot sidewalk width, as well as a 2-foot dedication to complete a 12-foot half-alley. Furthermore, the Project would install a mid-block pedestrian-activated signalized crosswalk across Figueroa Street south of the Project driveway, which will be subject to LADOT approval. The Project driveway signal and crosswalk signal would be coordinated with the signal at the intersection of Figueroa Street and 8th Street. This crosswalk would provide a direct connection to the commercial uses on the west side of Figueroa Street (i.e., FIGat7th shopping mall). Thus, the Project would provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site. The Applicant will coordinate with LADOT on the design and implementation of the crosswalk, which will be subject to LADOT approval.

As described in detail in Subsection 2.e.(2), in the vicinity of the Project Site, bicycle routes currently exist along Figueroa Street, south of Olympic Boulevard, and Olive Street, south of 7th Street. Bicycle lanes currently exist along Figueroa Street, north of 6th Street; Grand Avenue, south of Wilshire Boulevard; and 7th Street. Bicycle lanes are proposed along sections of Figueroa Street, Flower Street, and 7th Street in the City's Mobility Plan 2035. The MyFig Project extends along Figueroa Street from 41st Drive to 7th Street and includes streetscape improvements and installation of bicycle lanes. In the vicinity of the Project, the installation of bicycle lanes on Figueroa Street was completed in Summer 2018. The Project would not disrupt bicycle flow along Figueroa Street or 7th Street. Sections of Hope Street, 11th Street, and Lucas Avenue are additional designated bicycle-friendly streets within the study area. In addition, visitors, patrons, and employees arriving by bicycle would have the same access opportunities as pedestrian visitors. Furthermore, to facilitate bicycle use, bicycle parking spaces and amenities would be provided within the Project Site. As such, the Project would not substantially increase hazards to bicyclists, pedestrians, or vehicles.

Therefore, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, impacts would be less than significant, and no mitigation measures would be required.

(d) Parking

Based on the parking requirements for the proposed land uses set forth in LAMC Sections 12.21-A,4(p), the Project would be required to provide 463 residential parking spaces. As described in Section II, Project Description, of this Draft EIR, the Project proposes to provide 505 residential parking spaces. Therefore, the Project would comply with, and exceed, the applicable parking requirements of the LAMC. As such, impacts related to parking would be less than significant. In addition, pursuant to PRC Section 21099, parking impacts for a project that qualifies as an infill project in a transit priority area are not considered significant. Pursuant to PRC Section 21099, Project parking impacts are not considered significant.

Bicycle parking requirements per LAMC Section 12.21-A,16(a) include short-term and long-term parking. Short-term bicycle parking is characterized by bicycle racks that support the bicycle frame at two points. Long-term bicycle parking is characterized by an enclosure protecting all sides from inclement weather and secured from the general public. As described in Section III, Revisions, Clarifications, and Corrections to the Draft EIR, of the Final EIR, the Project proposes to provide a total of 211 bicycle parking spaces in accordance with City Ordinance No. 185,480. Of the Project's 211 bicycle spaces, approximately 185 long-term and 18 short-term spaces would be provided for the residential uses, and approximately 4 long-term and 4 short-term spaces would be provided for the commercial retail and restaurant uses. Therefore, the Project would be in accordance with City Ordinance No. 185,480. As such, impacts related to bicycle parking would be less than significant. The Project is located in a transit priority area, and parking impacts would not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. Therefore, pursuant to PRC Section 21099, parking impacts would not be considered significant.

c. Cumulative Impacts

(a) Construction

The Project will implement a Construction Traffic Management Plan that would include measures to ensure that adequate parking for construction workers would be provided either on-site or at off-site, off-street locations, which would avoid any on-street parking demand associated with Project construction. It is anticipated that the related projects would be required to prepare a Construction Traffic Management Plan to ensure that potential construction-related impacts are reduced. Therefore, the Project's contribution to impacts to on-street parking would not be cumulatively considerable and would be less than significant.

(b) Operation

As described above, the Project would add less than 150 trips along the freeway monitoring station closest to the Project Site. In addition, the Project would not add more than 50 vehicle trips during the A.M. and P.M. peak hours at the CMP arterial monitoring station nearest to the Project Site. Furthermore, the Project would not result in significant transit impacts. Thus, no CMP or transit impacts would occur under the Project and, as a result, the Project's contribution to cumulative impacts would not be cumulatively considerable. Thus, the Project's cumulative impacts with regard to the CMP and transit would be less than significant, and no mitigation measures would be required.

As described previously, the Project is located within a commercial corridor that is developed with office and commercial uses and is not proximate to a network of residential streets that facilitate access to and from the Project Site. Therefore, the Project would not result in any significant residential street segments impacts.

As analyzed above, Project impacts related to bicycle, pedestrian, and vehicular safety would be less than significant. In addition, as with the Project, it is anticipated that future related projects would be subject to City review to ensure that they are designed with adequate access/circulation, including standards for sight distance, sidewalks, crosswalks, and pedestrian movement controls. Furthermore, since modifications to access and circulation plans are largely confined to a project site and immediate surrounding area, a combination of impacts with other related projects that could lead to cumulative impacts is not expected. Thus, Project impacts with regard to bicycle, pedestrian, and vehicular safety would not be cumulatively considerable, and cumulative impacts would be less than significant.

With regard to parking, the parking demand associated with the Project would not contribute to the cumulative demand for parking in the vicinity of the Project Site as a result of development of the Project and related projects. In addition, the Project would comply with the parking requirements set forth in the LAMC for the proposed uses. Similarly, related projects would have been or would be subject to City review to ensure that adequate parking be provided for each of the related projects. In accordance with SB 743 and pursuant to PRC Section 21099, parking impacts for the Project, and for other related projects that qualify as infill projects in transit priority areas, would not be considered significant. Therefore, Project impacts with regard to parking would not be cumulatively considerable, and cumulative impacts would not be considered significant.

d. Project Design Features

The City finds that the Project Design Features TR-PDF-1 through TR-PDF-2, incorporated into the Project, reduce the potential traffic impacts of the Project. The Project Design Features were considered in the analysis of potential impacts.

8. Utilities—Water Supply and Infrastructure

a. Construction

As discussed in the *8th and Fig Preliminary Civil Engineering Investigation*, included in Appendix K of this Draft EIR, the existing LADWP water infrastructure would be adequate to provide for the water flow necessary to serve the Project. Thus, no upgrades to the mainlines that serve the Project Site would be required. However, the Project would require new service lines to connect to the existing water mainlines adjacent to the Project Site. The design and installation of new service connections would be required to meet applicable City standards. Minor off-site construction work associated with trenching would occur, resulting in partial street closures along Figueroa Street and/or 8th Street adjacent to the Project Site. However, such closures would be temporary in nature and would not result in a substantial inconvenience to motorists or pedestrians, who would have additional options for navigating around the Project construction activities. Furthermore, a Worksite Traffic Control Plan would be implemented during Project construction pursuant to Project Design Feature TR-PDF-1 to ensure that adequate and safe

access remains available within and near the Project Site during construction activities. In addition, prior to conducting any ground disturbing activities, Project contractors would coordinate with LADWP to identify the locations and depths of existing water lines in the Project Site vicinity to avoid disruption of water service.

Overall, construction activities associated with the Project would not require or result in the construction of new water facilities or expansion of existing facilities, except for the new service lines to connect to the mainlines. In addition, the water distribution capacity would be adequate to serve the Project. Furthermore, as discussed above, off-site construction impacts associated with installation of the new service lines would be temporary in nature and would not result in a substantial interruption in water service or inconvenience to motorists or pedestrians. As such, construction-related impacts to water infrastructure would be less than significant.

Construction activities for the Project would result in a temporary demand for water associated with soil compaction and earthwork, dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, testing of water connections and flushing, and other short-term related activities. These activities would occur incrementally throughout construction of the Project (from the start of construction to Project buildout). The amount of water used during construction would vary depending on soil conditions, weather, and the specific activities being performed. However, given the temporary nature of construction activities, the short-term and intermittent water use during construction of the Project would be less than the net new water consumption of the Project at buildout. Therefore, the Project's temporary and intermittent demand for water during construction could be met by the City's available supplies during each year of Project construction. As such, construction-related impacts to water supply would be less than significant, and no mitigation measures would be required.

b. Operation

In addition to installing automatic fire sprinklers as required, the Project would also be required to meet City of Los Angeles fire flow requirements. Under LAMC Section 57.507.3.1 and established fire flow standards for Industrial and Commercial land uses, the Project is required to maintain a fire flow of 6,000 to 9,000 gpm from four to six adjacent fire hydrants flowing simultaneously with a residual pressure of 20 psi. Additionally, as set forth by LAMC Section 57.507.3.2, the Project must be surrounded by 2.5-inch by 4-inch or 4-inch by 4-inch double fire hydrants spaced between 300 feet. A Service Advisory Request (SAR) completed by the LADWP approved the Project Site's existing water infrastructure via the 12-inch diameter water main. Currently, there is one hydrant near the southwestern corner of the Project Site in the public sidewalk on the north side of 8th Street. The Project will be required to install additional hydrant(s) to meet City fire flow requirements, specifically one at the northwest corner of the Project Site on Figueroa Street. Therefore, with construction of the proposed fire water system improvements (connections to the existing water mains) and the installation of additional fire hydrant(s) within the public right-of-way to meet City fire flow requirements set forth in Section 57.507.3.1 of the LAMC, the Project would meet the fire flow requirements. Impacts with regard to fire flow would be less than significant, and no mitigation measures would be required.

Accordingly, the Project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant

environmental effects. In addition, the water distribution capacity would be adequate to serve the Project. Therefore, the Project's impacts on water infrastructure would be less than significant, and no mitigation measures would be required.

The analysis of the Project's impacts relative to water supply is based on a calculation of the Project's water demand by applying the sewage generation rates established by LASAN. These rates also serve to estimate water demand of the proposed uses. It is estimated that the Project would result in a net increase in the Project Site's average daily water demand of approximately 58,316 gpd, or approximately 65.4 acre-feet per year (assuming constant water use throughout the year). In response to a comment letter received from LADWP, modification to the calculation of water demand from the 56,935 gpd referenced in the Draft EIR was made such that no credit is provided for water use for the existing parking lot. As discussed on page III-55 of the Final EIR, although the recalculated 58,316 gpd water demand is 2.43 percent higher than the 56,935 gpd referenced in the Draft EIR, because the 2015 LADWP Urban Water Management Plan forecasts that adequate water supplies will meet all projected water demand in the City through the year 2040, the 2.43 percent increase would not exceed available supply. Additionally, the Project would also implement sustainable design features to install water efficient appliances and fixtures, individual metering and billing for residential uses, improved pool/spa equipment and leak detection, water-conserving landscaping and irrigation, and other improvements as use becomes available to the Project.

Based on the above, the estimated water demand for the Project would not exceed the available supplies projected by LADWP. Thus, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. Therefore, the Project's operation-related impacts on water supply would be less than significant, and no mitigation measures would be required.

Based on the above, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site and would have sufficient water supplies available to serve the Project from existing entitlements and resources. Therefore, the Project's impacts on water supply would be less than significant, and no mitigation measures would be required.

c. Cumulative Impacts

The geographic context for the cumulative impact analysis on water infrastructure is the vicinity of the Project Site (i.e., the water infrastructure that would serve the Project). Development of the Project and future new development in the vicinity of the Project Site would cumulatively increase demands on the existing water infrastructure system. However, as with the Project, other new development projects would be subject to LADWP review to assure that the existing public infrastructure would be adequate to meet the domestic and fire water demands of each project, and individual projects would be subject to LADWP and City requirements regarding infrastructure improvements needed to meet respective water demands, flow and pressure requirements, etc. The Project would comply with LAMC Fire Code requirements, and ongoing evaluations would be conducted by the LADWP, City of Los Angeles Department of Public Works, and the Los Angeles Fire Department to ensure facilities are adequate. Therefore, Project impacts on water infrastructure would not be cumulatively considerable, and cumulative impacts on the water infrastructure system would be less than significant.

The geographic context for the cumulative impact analysis on water supply is the LADWP service area (i.e., the City). As discussed above, LADWP, as a public water service provider, is required to prepare and periodically update its urban water management plan to plan and provide for water supplies to serve existing and projected demands. The 2015 UWMP prepared by LADWP accounts for existing development within the City, as well as projected growth through the year 2040 based on demographic growth projections in SCAG's 2012 RTP/SCS. As previously stated, based on water demand projections through 2040 in LADWP's 2015 UWMP, LADWP determined that it will be able to reliably provide water to its customers through the year 2040, as well as the intervening years (i.e., 2022, the Project's occupancy year) based on the growth projections in SCAG's 2012–2035 RTP/SCS.

Compliance of the Project and other future development projects with the numerous regulatory requirements that promote water conservation described above would also reduce water demand on a cumulative basis. For example, similar to the Project, certain related projects and future development projects would also be subject to the City's Green Building Code requirement to reduce indoor water use by at least 20 percent and all projects would be required to use fixtures that conserve water.

Based on the related project list and projections provided in adopted plans (e.g., MWD's 2015 UWMP, LADWP's 2015 UWMP, and Sustainable City pLAn), it is anticipated that LADWP would be able to meet the net water demands of the Project (58,316 gpd or approximately 65.4 AFY) and future growth through 2022 and beyond. The 2015 UWMP forecasts adequate water supplies to meet all projected water demand increases in the City through the year 2040. Therefore, no cumulative significant impacts with respect to water supply are anticipated from the development of the Project and the related projects. Project impacts on water supply would not be cumulatively considerable, and cumulative impacts on water supply would be less than significant.

9. Cultural Resources

a. Archaeological Resources

The Project Site is located within a highly urbanized area and has been subject to grading development in the past. As such, surficial archaeological resources that may have existed at one time have likely been previously disturbed. The records search conducted for the Project Site by the SCCIC indicates that there is a known archaeological resource within a 0.5-mile radius of the Project Site. In addition, there are no known archaeological resources within the Project Site.

Given that the maximum depth of excavation for Project development would be approximately 50 feet, there is a possibility that archaeological artifacts, deposits, or features that were not identified during past construction adjacent or within the Project Site, including the current parking lot, could be encountered. In addition, as discussed above, an unconfirmed segment of the historical-era water conveyance system known as the Zanja Madre has been mapped as running generally along the route of Figueroa Street, then crossing interior parcels toward 8th Street in the vicinity of the northwest portion of the Project Site. However, due to the potentially limited accuracy of the Cogstone Environmental study maps and the absence of physical evidence of a specific route on Figueroa Street or 8th Street, the presence of the Zanja Madre in the vicinity of the Project Site cannot be confirmed. Furthermore, given its relatively

shallow and delicate construction, if it were present within the mapped location, it would have likely been destroyed in the 100 years since it was last utilized by construction work Downtown. As discussed above, construction-related subsurface disturbances have included subsurface excavation for commercial towers along Figueroa Street and 8th Street, trenching for infrastructure under and adjacent to these routes, and over excavation and ground preparation for the current parking area. As such, no resource-specific mitigation would be appropriate. However, in the event any archaeological resources are unexpectedly encountered during construction, work in the area would cease and deposits would be required to comply with the regulatory standards set forth in Section 21083.2 of the PRC and Section 15064.5(c) of the CEQA Guidelines. As compliance with the regulatory standards in Section 21083.2 and Section 15064.5(c) would ensure the appropriate treatment of any potential unique archaeological resources unexpectedly encountered during grading and excavation activities, the Project would not cause a substantial adverse change to an archaeological resource. Thus, the Project would have a less-than-significant impact with respect to Threshold (b), and no mitigation measures are required.

10. Tribal Cultural Resources

a. Project Impacts

While the provided information via tribal consultation does provide evidence of prehistoric routes of travel in the area and speaks to the importance of the village of Yanga (east of the Project Site), no known geographically-defined resources were identified within, or in the immediate vicinity of, the Project area. As such, no tribal cultural resources or known cultural resources have been identified through consultation or the provided information that could be impacted by the proposed Project. No additional responses or record of Native American tribal consultation have been provided by the City to date. The City, acting in good faith and after a reasonable effort, concluded consultation on April 17, 2018. As such, with the close of tribal consultation, the City has fulfilled the requirements of AB 52.

The Tribal Cultural Resources (TCR) Report performed a records search and literature review of 64 previous cultural resource studies that were conducted within 0.5 mile of the Project area, as discussed above. The results of this literature review did not identify any Native American resources within a 0.5-mile radius of the Project Site. In addition, the Sacred Lands File (SLF) search request for the Project did not identify any recorded tribal cultural resources on the Project Site. A prehistoric/ethnohistoric village and areas of general cultural sensitivity were noted to have been located approximately 2 miles to the east, as indicated by maps and description of involvement in previous projects in the area. In addition, historical maps and articles were used to show the presence of prehistoric trials in the vicinity as well as highlight their traditional importance. No geographically defined tribal cultural resource was identified that might be impacted by the Project. As such, consultation initiated by the City, acting in good faith and after a reasonable effort, has not resulted in the identification of a tribal cultural resource within or near the project area. CEQA only requires mitigation measures if substantial evidence exists of potentially significant impacts. Section 15126.4(a)(4)(A) of the CEQA Guidelines states that there must be an essential nexus between the mitigation measure and a legitimate government interest (i.e., potential significant impacts). Therefore, based on these negative results, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is

geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe.

While no tribal cultural resources are anticipated to be affected by the Project, the City has established a standard condition of approval to address inadvertent discovery of tribal cultural resources. Should tribal cultural resources be inadvertently encountered, this condition of approval provides for temporarily halting of construction activities near the encounter and the Project's certified construction monitor notifying the City and Native American tribes that have informed the City that they are traditionally and culturally affiliated with the geographic area of the proposed project. If the City determines that the object or artifact appears to be a tribal cultural resource, the City would provide any affected tribe a reasonable period of time to conduct a site visit and make recommendations regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. The Applicant would then implement the tribe's recommendations if a qualified archaeologist reasonably concludes that the tribe's recommendations are reasonable and feasible. The recommendations would then be incorporated into a tribal cultural resource monitoring plan and once the plan is approved by the City, ground disturbance activities could resume. In accordance with the condition of approval, all activities would be conducted in accordance with regulatory requirements.

Therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. Impacts to tribal cultural resources would be less than significant, and no mitigation measures are required.

b. Cumulative Impacts

The Project and the related projects are located within an urbanized area that has been disturbed and developed over time. Although impacts to tribal cultural resources tend to be site-specific, cumulative impacts would occur if the Project, related projects, and other future development within the Community Plan area affected the same tribal cultural resources and communities. As discussed in Draft EIR Section IV.J, Tribal Cultural Resources, there are no tribal cultural resources located on the Project Site and all Project development would remain onsite. However, the Project would address any inadvertent discovery of tribal cultural resources by adhering to the City's condition of approval, as discussed above. In addition, in the event that tribal cultural resources are uncovered, each related project and other future development would be required to comply with the regulatory requirements, as discussed in detail in the Draft EIR Section IV.J, Subsection 2.a. on page IV.J-1, and with the City's condition of approval. Furthermore, related projects would also be required to comply with the consultation requirements of AB 52 to determine and mitigate any potential impacts to tribal cultural resources. Therefore, cumulative impacts to tribal cultural resources would be less than significant and the Projects contribution would not be cumulatively considerable.

11. Energy Conservation and Infrastructure

a. Construction

During Project construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. As discussed below, construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities).

During construction of the Project, electricity would be consumed to supply and convey water for dust control primarily related to the excavation phase and a minimal amount may be used to power lighting, electronic equipment, and other construction activities necessitating electrical power. Electricity would be supplied to the Project Site by LADWP and may be obtained from an existing underground line in Figueroa Street along the western boundary of the Project Site. Furthermore, the electricity demand during construction would be slightly offset with the removal of the existing surface parking lot, which currently generates a demand for electricity for parking lot lighting. The estimated construction electricity usage represents approximately 0.11 percent of the Project's estimated net annual operational demand, which, as discussed below, would be within the supply and infrastructure service capabilities of LADWP. Therefore, the Project would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

With regard to existing electrical distribution lines, the Applicant would be required to coordinate electrical infrastructure removals or relocations with LADWP and comply with site-specific requirements set forth by LADWP, which would ensure that service disruptions and potential impacts associated with grading, construction, and development within LADWP easements are minimized. As such, construction of the Project is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus, there would be no natural gas demand generated by construction. Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support Project construction activities; thus there would be no demand generated by construction. However, the Project would involve installation of new natural gas connections to serve the Project Site. Since the Project Site is located in an area already served by existing natural gas infrastructure, it is anticipated that the Project would not require extensive off-site infrastructure improvements to serve the Project Site. Construction impacts associated with the installation of natural gas connections are expected to be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, Project contractors would notify

and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. Therefore, construction of the Project would not result in an increase in demand for natural gas to affect available supply or distribution infrastructure capabilities and would not result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Revised DEIR Appendix N of the Final EIR accounted for 12,172 hauling truck trips (600 during demolition and 11,572 during grading/excavation) or roughly underestimated total haul trips by 1,400 trips. The increase of diesel fuel use as a result of the additional 1,400 haul truck trips increases the total quantity of diesel used during construction from 156,153 gallons reported in Revised DEIR Appendix N of the Final EIR to 161,045 gallons. This increase is equivalent to a three percent total increase in the amount of diesel used during construction. This minor increase does not materially change the conclusion reached in the Draft EIR. For comparison purposes, the diesel fuel usage during Project construction would remain at approximately 0.02 percent of the 2016 annual diesel fuel-related energy consumption in Los Angeles County (Volume 1, Section IV.K, Energy Conservation and Infrastructure, page IV.K-18).

Therefore, construction-related impacts to energy conservation and infrastructure would be less than significant, and no mitigation measures would be required.

b. Operation

During operation of the Project, energy would be consumed for multiple purposes, including, but not limited to, heating/ventilating/air conditioning (HVAC); refrigeration; lighting; and the use of electronics, equipment, and machinery. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips.

As shown in Table IV.K-2 of Section IV.K, Energy Conservation and Infrastructure of the Draft EIR, buildout of the Project would result in a projected net increase in the on-site demand for electricity totaling approximately 2,933 MWh per year. In addition to complying with CALGreen requirements, the Project Applicant would also implement water usage reduction measures, which are identified as sustainable design features in compliance with code requirements. These measures would further reduce the Project's energy demand. In addition, LADWP is required to procure at least 33 percent of their energy portfolio from renewable sources by 2020. The current sources procured by LADWP include wind, solar, and geothermal sources. These sources accounted for 29 percent of LADWP's overall energy mix in 2016, the most recent year for which data are available. This represents the available off-site renewable sources of energy that would meet the Project's energy demand. Furthermore, the Project would comply with Section 110.10 of Title 24, which includes mandatory requirements for solar-ready buildings and, as such, would not preclude the potential use of alternate energy sources. Based on LADWP's 2016 Power Integrated Resource Plan, LADWP forecasts that its total energy sales in the 2022–2023 fiscal year (the Project's buildout year) will be 24,403 GWh of electricity. As such, the Project-related net increase in annual electricity consumption of 2,933 MWh per year would represent approximately 0.01 percent of LADWP's projected sales in 2022. In addition, as previously described, the Project would incorporate a variety of energy conservation measures to reduce energy usage. The Project's operational electricity usage would be 2,933 MWh per year, which is approximately 0.01 percent of LADWP's projected sales in 2022. In addition, during peak

conditions, the Project would represent approximately 0.01 percent of the LADWP estimated peak load. LADWP has confirmed that the Project's electricity demand can be served by the facilities in the Project area. Therefore, during Project operations, it is anticipated that LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand.

With compliance with 2016 Title 24 standards and applicable 2016 CALGreen requirements, buildout of the Project is projected to generate a net increase in the on-site demand for natural gas, totaling approximately 5,486,062 cf per year. In addition to complying with applicable regulatory requirements regarding energy conservation (e.g., California Building Energy Efficiency Standards and CALGreen), the Project would implement Project Design Feature GHG-PDF-1 in Section IV.C, Greenhouse Gas Emissions, of the Draft EIR, which states that the Project shall prohibit the use of natural gas-fueled fireplaces in the proposed residential units. As shown in Table IV.K-1 of Section IV.K, Energy Conservation and Infrastructure, of the Draft EIR, the Project's estimated net increase in demand for natural gas is 5,486,062 cf per year, or approximately 15,030 cf per day. Based on the 2016 California Gas Report, the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas' planning area will be approximately 2,504 million cf per day in 2022 (the Project's occupancy year). The Project would account for approximately 0.001 percent of the 2022 forecasted consumption in SoCalGas' planning area. In addition, as previously described, the Project would incorporate a variety of energy conservation measures to reduce energy usage. The Project would consume 5,486,062 cf of natural gas per year, which represents approximately 0.001 percent of the 2022 forecasted consumption in the SoCalGas planning area. SoCalGas has confirmed that the Project's natural gas demand can be served by the facilities in the Project area. Therefore, it is anticipated that SoCalGas' existing and planned natural gas supplies would be sufficient to support the Project's net increase in demand for natural gas.

During operation, Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. As noted above, the Project Site is located in a HQTA designated by SCAG, which indicates that the Project Site is an appropriate site for increased density and employment opportunities from a "smart growth," regional planning perspective. The Project Site is located approximately 350 feet from the Metro 7th Street/Metro Center Station, which serves the Metro Red, Purple, Blue, and Expo fixed rail lines. In addition, the Project Site is currently served by a total of five local and inter-city transit operators. Metro also operates one Rapid bus line, three Express lines, and five local lines within the vicinity of the Project Site along both Figueroa Street and 7th Street. Additional transit lines include nine LADOT Commuter Express lines, four LADOT DASH bus lines, seven Foothill Transit bus lines, and two OCTA bus lines. The Project would provide bicycle storage areas for Project residents and visitors. The Project would also incorporate characteristics that would reduce trips and VMT as compared to standard ITE trip generation rates. The Project characteristics listed below are consistent with the California Air Pollution Control Officers Association (CAPCOA) guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which provides emission reduction values for recommended mitigation measures, and would reduce VMT and vehicle trips to the Project Site. These characteristics would, therefore, result in a corresponding reduction in VMT and associated transportation energy use. When accounting for the features that would be implemented to reduce VMT, the Project's estimated net petroleum-based fuel usage would be approximately 161,882 gallons of gasoline and 29,035 gallons of diesel per year, or a total of approximately 190,916 gallons of petroleum-based fuels annually.

Therefore, operational-related impacts to energy conservation and infrastructure would be less than significant, and no mitigation measures would be required.

c. Cumulative Impacts

Buildout of the Project, related projects, and additional forecasted growth in LADWP's service area would cumulatively increase the demand for electricity supplies and infrastructure capacity. LADWP forecasts that its total energy sales in the 2022-2023 fiscal year (the Project occupancy year) will be 24,403 GWh of electricity. Based on the Project's estimated net new electrical consumption of 2,933 MWh per year as shown in Table IV.K-2 of Section IV.K, Energy Conservation and Infrastructure, of the Draft EIR, the Project would account for approximately 0.01 percent of LADWP's projected sales for the Project's buildout year. Thus, although Project development would result in the use of renewable and non-renewable electricity resources during construction and operation, which could limit future availability, the use of such resources would be on a relatively small scale, would be reduced by energy efficiency measures, and would be consistent with growth expectations for LADWP's service area. Furthermore, as with the Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and state energy standards under Title 24, and incorporate mitigation measures, as necessary. As such, the Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of electricity would not be cumulatively considerable and, thus, would be less than significant.

Buildout of the Project, related projects, and additional forecasted growth in SoCalGas' service area would cumulatively increase the demand for natural gas supplies and infrastructure capacity. Based on the 2016 California Gas Report, the CEC estimates natural gas consumption within SoCalGas' planning area will be approximately 2,504 billion cf per day in 2022 (the Project's occupancy year). The Project would account for approximately 0.001 percent of the 2022 forecasted consumption in SoCalGas's planning area. SoCalGas' forecasts take into account projected population growth and development based on local and regional plans. Although Project development would result in the use of natural gas resources, which could limit future availability, the use of such resources would be on a relatively small scale, would be reduced by measures rendering the Project more energy-efficient, and would be consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and state energy standards under Title 24, and incorporate mitigation measures, as necessary. As such, the Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of natural gas would not be cumulatively considerable and, thus, would be less than significant.

Buildout of the Project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the state and region. As described above, at buildout, the Project would consume a net total of 161,882 gallons of gasoline and 29,035 gallons of diesel per year, or a total of approximately 190,916 gallons of petroleum-based fuels. For comparison purposes, transportation fuel usage during Project construction activities would represent approximately 0.003 percent of the 2016 annual on-road gasoline-related energy consumption and 0.02 percent of the 2016 diesel fuel-related energy consumption within Los Angeles County. Additionally, petroleum currently accounts for 90 percent of

California's transportation energy sources; however, over the last decade the state has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce vehicle miles traveled, which would reduce reliance on petroleum fuels. Furthermore, as described above, the Project would be consistent with the energy efficiency policies emphasized by the 2016–2040 RTP/SCS. Specifically, the Project would be a mixed-use development, consisting of residential and commercial retail and restaurant uses in Downtown Los Angeles. The Project would provide greater proximity to neighborhood services and jobs and would be well-served by existing public transportation, including Metro rail and bus lines, LADOT Commuter Express and DASH lines, Foothill Transit bus lines, and OCTA bus lines. By its very nature, the 2016-2040 RTP/SCS is a regional planning tool that addresses cumulative growth and resulting environmental effects. Since the Project is consistent with the 2016-2040 RTP/SCS, its contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of transportation fuel would not be cumulatively considerable and, thus, would be less than significant.

d. Project Design Features

The Project would include project design features designed to improve energy efficiency as set forth in Section IV.C, Greenhouse Gas Emissions. The Project would also incorporate sustainability features related to water conservation in compliance with minimum code requirements. The City finds that the Project Design Features set forth in Section IV.C, Greenhouse Gas Emissions incorporated into the Project, reduce the potential impacts of the Project to energy conservation and infrastructure. The Project Design Features were considered in the analysis of potential energy conservation and infrastructure impacts.

VII. Environmental Impacts Found Not to Be Significant with Mitigation

The following impact areas were concluded by the Draft EIR to be less than significant with the implementation of mitigation measures described in the Final EIR. Based on that analysis and other evidence in the administrative record relating to the project, the City finds and determines that mitigation measures described in the Final EIR reduce potentially significant impacts identified for the following environmental impact categories to below the level of significance. Pursuant to Public Resources Code Section 21081, the City finds that changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the each of the following significant effects on the environment.

1. Public Services—Libraries

a. Libraries—Cumulative Impacts

The residential population of a library's service area is the primary metric used by the Los Angeles Public Library (LAPL) for assessing the adequacy of library services and non-residential related projects to the six identified libraries, it is anticipated that employees generated by these non-residential related projects would be more likely to use the library facilities near their homes during non-work hours, as opposed to patronizing the six identified libraries on their way to or from work or during their lunch hours. Additionally, students generated by the educational related projects (i.e., Related Project Nos. 21, 51, 62, 78, 89, 95, 119, 128, and 170) would be more likely

to utilize library services provided by the educational facility. Therefore, the non-residential related projects would not substantially contribute to the Project's cumulative demand for library services.

Nonetheless, based on the library sizing standards recommended in the 2007 Branch Facilities Plan, the cumulative future service population would warrant the addition of a new branch library. Therefore, as described above, the addition of the projected service populations of the Project, related projects, as well as other future development in the Community Plan area could potentially result in cumulative impacts to libraries. In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution to a significant cumulative impact is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The LAPL has recommended a fair share mitigation fee of $200 per capita based upon the projected population of the Project. According to the LAPL, the funds would be applied towards staff, books, computers, and other library materials. Therefore, with payment of this fee, the Project's contribution to cumulative impacts on libraries would not be cumulatively considerable.

b. Effect of Mitigation Measure

With implementation of Mitigation Measure LIB-MM-1, all potential cumulative Project impacts with respect to libraries would be less than significant.

2. Cultural Resources—Paleontological Resources

a. Paleontological Resources

As previously discussed, a records search conducted for the Project Site indicates there are no previously encountered fossil vertebrate localities located within the Project Site. The paleontological records search indicates that shallow excavations in the uppermost layers of the younger Quaternary deposits in the Project Site are unlikely to uncover significant vertebrate fossils. However, deeper excavations have the potential to encounter significant remains of fossil vertebrates. According to the Geotechnical Investigation provided in Appendix IS-4, of the Initial Study included as Appendix A of this Draft EIR, the existing fill material near the surface extends to depths between 3 and 5 feet.

The Project would require grading to a maximum depth of approximately 50 feet below ground surface to accommodate the four levels of subterranean parking and building footings. Thus, the possibility exists that paleontological artifacts that were not recovered during prior construction or other human activity may be present, which may result in a significant impact to paleontological resources.

b. Paleontological Resources—Cumulative Impacts

With regard to potential cumulative impacts related to paleontological resources, the Project area is located within an urbanized environment that has been substantially disturbed and developed over time. There are no previously encountered fossil vertebrate localities located within the Project Site. In the event that paleontological resources are uncovered, each related project and other future development would be required to comply with applicable regulatory requirements, such as CEQA Guidelines and PRC Section 5097.5. In addition, as part of the

environmental review processes for the related projects, it is expected that mitigation measures would be established, as necessary, to address the potential for uncovering of paleontological resources. Therefore, as the Project would reduce potential impacts with implementation of Mitigation Measure CUL-MM-1 described below, Project impacts to paleontological resources would not be cumulatively considerable. Cumulative impacts would be less than significant. Cumulative impacts associated with archaeological resources and disturbance of human remains would also be less than significant.

c. Effect of Mitigation Measure

With implementation of Mitigation Measure CUL-MM-1, all potential Project and potential cumulative impacts with respect to paleontological resources would be less than significant.

3. Air Quality—Construction

a. Construction—Regional Emissions

Construction of the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment, such as dozers, loaders, and cranes. During the finishing phase of a building, paving and the application of architectural coatings (e.g., paints) would potentially release VOCs. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Per SCAQMD rules and mandates as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, all construction projects Air Basin-wide would comply with these same regulatory requirements (e.g., SCAQMD Rule 403 compliance), and would also implement all feasible mitigation measures when significant impacts are identified.

Construction-related daily maximum regional construction emissions (i.e., combined on-site and off-site emissions) would not exceed the SCAQMD daily significance thresholds for VOC, CO, SO_X, PM_{10} and $PM_{2.5}$. However, maximum construction emissions would exceed the SCAQMD daily significance threshold for NO_X during grading/excavation activities. Mitigation Measure AIR-MM-5 will reduce regional NO_X emissions by limiting the number of daily hauls for import/export to 135 per day and requiring the applicant (grading or haul contractor) to maintain logs documenting the daily number of haul trucks travelling to and from the site during soil import/export activities.

Since CalEEMod requires import/export trips to be input as total trips over the entire grading phase and not peak-daily trips, the analysis provided in the Final EIR (Revised Draft EIR Appendix C, AQ and GHG Emissions of Subsection III.B, Corrections and Additions to Draft EIR Sections and Appendices) appropriately used 31,860 total trips (135 haul loads x 2 trips per load x 118-day grading phase). The 32,000 grading haul truck trips presented in the Draft EIR was

based on 200 peak daily loads (200 haul loads per day x 2 trips per load x a shorter grading phase of 81 days). Thus, in both cases the CalEEMod total haul trips associated with the grading phase were appropriately input into CalEEMod to represent peak-daily haul truck activity for purposes of comparing to SCAQMD's daily significance thresholds. The 31,860 total haul trips presented in the Final EIR would be more than adequate to export the material from the Project site. In fact, it would be equivalent to approximately 223,000 cubic yards (31,860 haul trips ÷ 2 trips per haul load x 14 cubic yard capacity haul truck).

As described on pages III-35 and III-36 of the Final EIR and shown in Table IV.B-8 on page III-37 of the Final EIR, peak daily regional NO_X emissions would be reduced to 99 pounds per day, which is less than the SCAQMD's 100 pounds per day regional significance threshold. Mitigation Measure AIR-MM-1 requires that off-road construction equipment which is equal or exceeds 50 horsepower and will be used during the grading/excavation phase of construction shall meet or exceed Tier 3 CARB/U.S. EPA standards. One piece of equipment was inadvertently included as meeting Tier 3 requirements in the modeling results depicted in Table IV.B-8 on page III-37 of the Final EIR. The plate compactor used during the grading/excavation phase is only eight horsepower and, therefore, not subject to the requirements of Mitigation Measure AIR-MM-1. As shown in Attachment A to the Response to October 2018 CREED Letter, regional NO_X emissions remain at 99 pounds per day and less than the SCAQMD significance threshold of 100 pounds per day of NO_X during the grading/excavation phase with a correction in the modeling that excludes the plate compactor from equipment that meets or exceed Tier 3. As such, Project-level impacts with regard to construction air quality would be less than significant with the implementation of mitigation. Implementation of mitigation measures AIR-MM-1 to AIR-MM-5 described on pages III-5 and III-6 of the Final EIR would reduce construction emissions for all pollutants. Mitigation Measure AIR-MM-5 would extend the overall construction duration by approximately two (2) months with completion of construction activities occurring at the beginning of 2022. Subsequent occupancy of the Project would occur in 2022, consistent with the assumption in the Draft EIR. As such, Project construction would result in less than significant impacts with incorporation of mitigation measures.

Table IV.B-8, Estimate of Mitigated Regional Project Construction Emissions, presented in Section III, Revisions, Clarifications and Corrections to the Draft EIR, inadvertently included mitigated results for all phases of construction. The significant regional NO_X impact only occurred during grading/excavation, but the mitigation results were inadvertently added to other construction phases as well, during which impacts were already less than significant without the need for mitigation. The intent of the Final EIR revisions was for implementation of Mitigation Measures AIR-MM-1 and AIR-MM-5 to reduce significant regional construction NO_X impacts during grading/excavation activities. Nonetheless, Table IV.B-8 has been updated and included below to present the unmitigated emissions for other phases of construction during Years 2020 through 2022. No changes to the air quality significance conclusions would occur with this update.

Table IV.B-8
Estimate of Mitigated Regional Project Construction Emissions[a]
(pounds per day)

Construction Year	VOC[b]	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2019 (Grading Activities)	4	99	~~48~~41	<1	~~8~~6	3
2019 (Building Construction)	7	38	47	<1	8	3
2020	~~4~~6	~~31~~35	45	<1	~~7~~8	3
2021	~~30~~32	~~30~~32	~~43~~42	<1	7	3
2022	~~<~~1	12	~~15~~14	<1	1	<1
Maximum Construction Emissions	**~~30~~32**	**99**	**48**	**<1**	**8**	**3**
SCAQMD Daily Significance Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Over/(Under)	**(~~45~~43)**	**(1)**	**(502)**	**(150)**	**(142)**	**(52)**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

[a] *The CalEEMod model printout sheets and/or calculation worksheets are presented in Revised Draft EIR Appendix C (CalEEMod Output) of this document.*

[b] *Please note that the SCAQMD significance threshold is in terms of VOC while CalEEMod calculates reactive organic compounds (ROG) emissions. For purposes of this analysis, VOC and ROG are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.*

Source: Eyestone Environmental, 2018.

b. Construction—Cumulative Impacts

With respect to the Project's construction-period air quality emissions and cumulative Air Basin-wide conditions, the SCAQMD has developed strategies (e.g., SCAQMD Rule 403) to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal CAA mandates. As such, the Project would comply with regulatory requirements, including SCAQMD Rule 403 requirements, as discussed above. In addition, the Project would comply with adopted AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, all construction projects Air Basin-wide would comply with these same requirements (i.e., SCAQMD Rule 403 compliance) and would also implement feasible mitigation measures when significant impacts are identified.

According to the SCAQMD, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Construction-related daily emissions would be reduced below the SCAQMD's regional significance threshold for NO_X during grading/excavation of the Project with implementation of Mitigation Measure AIR-MM-1 through AIR-MM-5. Therefore, the Project would not have a significant cumulative impact due to construction-related regional NO_X emissions. In terms of localized air quality impacts, construction of the Project would have a less-than-significant cumulative impact due to NO_X, CO, PM_{10} and $PM_{2.5}$.

As described on pages III-35 and III-36 of the Final EIR and shown in Table IV.B-8 on page III-37 of the Final EIR, peak daily regional NO_X emissions would be reduced to 99 pounds

per day, which is less than the SCAQMD's 100 pounds per day regional significance threshold. Mitigation Measure AIR-MM-1 requires that off-road construction equipment which is equal or exceeds 50 horsepower and will be used during the grading/excavation phase of construction shall meet or exceed Tier 3 CARB/U.S. EPA standards. One piece of equipment was inadvertently included as meeting Tier 3 requirements in the modeling results depicted in Table IV.B-8 on page III-37 of the Final EIR. The plate compactor used during the grading/excavation phase is only eight horsepower and, therefore, not subject to the requirements of Mitigation Measure AIR-MM-1. As shown in Attachment A to the Response to October 2018 CREED Letter, regional NO_X emissions remain at 99 pounds per day and less than the SCAQMD significance threshold of 100 pounds per day of NO_X during the grading/excavation phase with a correction in the modeling that excludes the plate compactor from equipment that meets or exceed Tier 3. With implementation of Mitigation Measures AIR-MM-1 through AIR-MM-5, construction-related air quality impacts would be reduced to less than significant. Because Mitigation Measures AIR-MM-1 through AIR-MM-5 reduce Project air quality impacts to less than the SCAQMD's recommended daily thresholds for project-specific impacts, Project cumulative impacts with regard to construction air quality would be less than significant with mitigation.

VIII. Environmental Impacts Found to Be Significant Even After Mitigation

The following impact areas were concluded by the Draft EIR to remain significant and unavoidable following implementation of all feasible mitigation measures described in the Final EIR. Consequently, in accordance with CEQA Guidelines Section 15093, a Statement of Overriding Considerations has been prepared (see Section XI of these Findings).

1. Noise (Vibration)

Heavy-duty construction trucks would generate ground-borne vibration as they travel along the Project's anticipated haul route(s). Construction delivery/haul trucks would travel between the Project Site and I-10 via Figueroa Street, Wilshire Boulevard, Grand Avenue, and 18th Street. Per FTA guidance, the significance criteria for human annoyance is 72 VdB for sensitive uses, including residential and hotel uses. Based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB at a distance of 50 feet from the truck. To provide a conservative analysis, the estimated vibration levels generated by construction trucks traveling along the anticipated haul route(s) were assumed to be within 20 feet of the sensitive uses along Figueroa Street, Wilshire Boulevard, and Grand Avenue. There are no vibration-sensitive uses along 18th Street. The temporary vibration levels could reach approximately 75 VdB periodically as trucks pass sensitive receptors along the anticipated haul route(s). There are residential and hotel uses along Figueroa Street, Wilshire Boulevard, and Grand Avenue (between the Project Site and the I-10 Freeway), which would be exposed to ground-borne vibration above the 72-VdB significance criteria from the construction trucks. Therefore, potential vibration impacts with respect to human annoyance that would result from temporary and intermittent off-site vibration from construction trucks traveling along the anticipated haul route(s) would be significant. There are no feasible mitigation measures that would reduce the potential vibration impacts with respect to human annoyance. Therefore, vibration impacts with respect to human annoyance as a result of off-site construction truck travel would be significant and unavoidable.

a. Vibration—Cumulative Impacts

Trucks from the related projects are expected to generate similar ground-borne vibration levels. Therefore, the vibration levels generated from off-site construction trucks associated with the Project and other related projects along the anticipated haul route(s) would be below the most stringent building damage threshold of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, potential cumulative vibration impacts with respect to building damage from off-site construction would be less than significant.

As discussed above, potential vibration impacts associated with temporary and intermittent vibration from project-related construction trucks traveling along the anticipated haul route(s) would be significant with respect to human annoyance. As related projects would be anticipated to use similar trucks as the Project, it is anticipated that construction trucks would generate similar vibration levels along the anticipated haul route(s). Therefore, to the extent that other related projects use the same haul route as the Project, potential cumulative human annoyance impacts associated with temporary and intermittent vibration from haul trucks traveling along the designated haul routes would be significant.

Cumulative noise impacts from on-site construction activities would be less than significant. However, off-site construction activities from the Project and related projects have the potential to result in the exposure of persons to or generation of noise levels in excess of standards established by the City or result in a substantial temporary or periodic increase in ambient noise levels in the vicinity of the Project Site above levels existing without the Project and related projects. Therefore, cumulative noise impacts from off-site construction activities would be significant.

2. Traffic, Access, and Parking

a. Intersection Level of Service

The Future With Project Conditions identifies the potential incremental impacts of the Project at full buildout on projected future traffic operating conditions during the typical weekday A.M. and P.M. peak periods by adding the net Project-generated traffic to the Future Without Project traffic forecasts for the year 2022. The addition of traffic from the Project to the following three signalized intersections would result in a change to the V/C ratio that would exceed the significance thresholds set forth above during the A.M. or P.M. peak periods, or both, although the LOS would remain the same. A significant impact would occur at the following intersections under Future With Project Conditions:

- Intersection No. 6: Figueroa Street & Wilshire Boulevard (P.M. peak hour)
- Intersection No. 8: Figueroa Street & 8th Street (A.M. and P.M. peak hours)
- Intersection No. 10: Figueroa Street & Olympic Boulevard (P.M. peak hour)

As such, the Project would result in a significant traffic impact at one intersection during the A.M. peak period and at three intersections during the P.M. peak period under Future With Project Conditions, and mitigation would be required.

b. Access and Circulation

Vehicular access to the Project's parking garage for both residential and commercial uses would be provided via a driveway near the northwestern corner of the Project Site along Figueroa Street, which is one-way in the northbound direction near the Project Site. Residential uses would also be able to enter the parking garage from the northeastern corner of the Project Site and from the existing alley along the eastern boundary of the Project Site. Access to the alley is available off of 8th Street, which is one-way in the westbound direction near the Project Site. The alley would also provide access to the loading and service area. Project driveways and access would be designed according to LADOT standards. In addition, the Project would not interfere with the Streetcar, which is expected to run in the existing bus lane along Figueroa Street. Outbound traffic from the Project driveway would be controlled by an internal driveway signal on Figueroa Street, and outbound traffic would be stopped when the Streetcar passes the Project Site. The Streetcar does not have a projected date of completion. Outbound traffic from the Project driveway would be able to proceed when the signal at Figueroa Street & 8th Street shows red for northbound; at those times, all northbound Figueroa Street traffic, including the Streetcar, will be stopped at that location. This configuration was selected in agreement with City Staff in order to minimize any impacts on Streetcar operations adjacent to the Project Site. The Future Conditions analysis of the Traffic Study has incorporated the latest available modifications from the MyFig Project, including lane configuration changes along Figueroa Street. Therefore, the Project would not result in inadequate access.

However, this analysis considers the operating conditions of the intersections nearest the primary Project Site access, which include Intersection No. 7: Figueroa Street & 7th Street and Intersection No. 8: Figueroa Street & 8th Street. Intersection No. 8: Figueroa Street & 8th Street is projected to operate at LOS F during the A.M. and P.M. peak periods under Future With Project Conditions. Therefore, Project impacts to access and circulation would be significant, and mitigation would be required.

c. Cumulative Impacts

As detailed above, under cumulative conditions (Future With Project Conditions), the Project would result in a significant traffic impact at one intersection during the A.M. peak period and at three intersections during the P.M. peak period under Future With Project Conditions, and mitigation would be required. Therefore, the Project's contribution to impacts under cumulative conditions would be considerable, and cumulative impacts would be significant at those intersections impacted by the Project. The proposed mitigation measures would reduce the significant traffic impacts at Intersection No. 8: Figueroa Street & 8th Street to a less-than-significant level during the A.M. peak hour and would also reduce significant traffic impacts during the P.M. peak hour at Intersection No. 6: Figueroa Street & Wilshire Boulevard and Intersection No. 10: Figueroa Street & Olympic Boulevard to less-than-significant levels. However, the significant impact at Intersection No. 8: Figueroa Street & 8th Street would remain significant and unavoidable during the P.M. peak hour. Thus, the Project's impacts to Intersection No. 8: Figueroa Street & 8th Street during the P.M. peak hour would be significant and cumulatively considerable.

The Project results in a significant impact at Intersection No. 8: Figueroa Street & 8th Street, one of the intersections nearest to the primary Project Site access, during the A.M. and P.M. peak periods under Future With Project Conditions. Implementation of Mitigation Measures TR-MM-1 and TR-MM-2 would fully mitigate traffic impacts at Intersection No. 8: Figueroa Street

& 8th Street during the A.M. peak hour but impacts during the P.M. peak hour would remain significant and unavoidable. Therefore, the Project's impacts to access and circulation would be cumulatively considerable and would be significant and unavoidable.

d. Effect of Mitigation Measures

With implementation of Mitigation Measures TR-MM-1 and TR-MM-4, level of service and access and circulation impacts would be reduced to the greatest extent feasible, but there would continue to be significant and unavoidable impacts.

IX. Alternatives to the Project

In addition to the project, the Draft EIR evaluated a reasonable range of four alternatives to the project. These alternatives are: 1) No Project/No Build Alternative; 2) Development in Accordance with Existing Base FAR (Reduced Residential) Alternative; 3) Office Alternative; and (4) Development in Accordance with Existing Base FAR (Reduced Office) Alternative. In accordance with CEQA requirements, the alternatives to the Project include a "No Project" alternative and alternatives capable of eliminating the significant adverse impacts of the project. These alternatives and their impacts, which are summarized below, are more fully described in Section V of the Draft EIR.

1. Summary of Findings

Based upon the following analysis, the City finds, pursuant to CEQA Guidelines Section 15096(g)(2), that none of the alternatives or feasible mitigation measures within its powers would substantially lessen or avoid any significant effect the Project would have on the environment.

2. Project Objectives

An important consideration in the analysis of alternatives to the Project is the degree to which such alternatives would achieve the objectives of the Project. As more thoroughly described in Section II, Project Description, of the Draft EIR, both the City and Project Applicant have established specific objectives concerning the Project, which are incorporated by reference herein and discussed further below.

3. Project Alternatives Considered and Rejected

As set forth in CEQA Guidelines Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the CEQA Guidelines, among the factors that may be used to eliminate an alternative from detailed consideration are the alternative's failure to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. Alternatives to the Project that were considered and rejected as infeasible include the following:

a. Alternatives to Eliminate Significant Noise and Vibration Impacts During Construction

Alternatives were considered to eliminate the significant short-term cumulative off-site construction noise and Project-level and cumulative off-site vibration impacts (with respect to human annoyance). As discussed in Section IV.E, Noise, of this Draft EIR, significant noise and vibration impacts would occur during Project construction for limited durations from the operation of construction equipment and haul trucks. Significant construction noise and vibration impacts would be expected to occur with any reduced development scenario because construction activities, and the need to grade and excavate the Project Site, are inherently disturbing. Thus, reducing temporary construction noise and vibration impacts below a level of significance at sensitive uses adjacent to haul truck activity would be infeasible. Furthermore, any reduction in the intensity of haul truck activity would actually increase the overall duration of the construction period. Therefore, Alternatives to eliminate the Project's short-term noise and vibration impacts during construction were rejected as infeasible.

b. Alternative Project Site

The Project Applicant already owns the Project Site, and its location is conducive to the development of a mixed-use project. The Project Site is located in downtown Los Angeles within one block of the Metro 7th Street/Metro Center Station, which is a regional-serving transit hub. In addition, the Project Site is located in a highly urbanized area dominated by commercial development, including the FIGat7th shopping mall, which consists of restaurants, commercial, and retail uses immediately across Figueroa Street to the west; office/commercial buildings along Figueroa Street; the completed 73-story Wilshire Grand Center development located approximately one block to the northwest of the Project Site; and other high-rise residential developments south of the Project Site. These uses make the Project Site particularly suitable for development of a mixed-use development that provides new market rate multi-family housing and neighborhood-serving retail and restaurant uses that serve the community and promote walkability. Furthermore, the Project Applicant cannot reasonably acquire, control, or access an Alternative site in a timely fashion that would result in implementation of a project with similar uses and square footage. If an Alternative site in the downtown Los Angeles area that could accommodate the Project could be found, it would be expected that the significant and unavoidable impacts associated with construction noise and on- and off-site vibration due to construction would also occur. Additionally, development of the Project at an Alternative site could potentially produce other environmental impacts (considering the mixes of uses in downtown) that would otherwise not occur at the current Project Site and result in greater environmental impacts when compared with the Project. For example, given the age of many of the structures in the downtown area, an Alternative site could contain historic buildings that could be impacted by development. Therefore, an Alternative site is not considered feasible as the Project Applicant does not own another suitable site that would achieve the underlying purpose and objectives of the Project, and an Alternative site would not likely avoid the Project's significant impacts. Thus, this Alternative was rejected from further consideration.

4. Project Alternatives Analyzed

a. Alternative 1—No Project/No Build

Alternative 1 assumes that the Project would not be approved and no new development would occur within the Project Site. Thus, the physical conditions of the Project Site would generally remain as they are today. The Project Site would continue to be occupied by a parking lot. No new construction would occur.

(a) Impact Summary

Alternative 1, the No Project/No Build Alternative, would avoid all of the Project's significant environmental impacts, including those related to air quality during construction, off-site noise and vibration (related to human annoyance) during construction, and traffic (intersection and Project Site access) during operation. Alternative 1 would eliminate all of the Project's remaining less-than-significant and less-than-significant with mitigation impacts as no changes to the existing conditions would occur. However, Alternative 1 would not meet any of the Project objectives or the Project's underlying purpose to develop an underutilized parcel with a high quality mixed-use development that provides new multi-family housing and neighborhood-serving retail and restaurant uses that serve the community and promote walkability.

(b) Findings

Alternative 1 would generally reduce all the Project's less than significant environmental impacts, and is environmentally superior to the Project. However, Alternative 1 would not meet any of the Project objectives. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible the No Project/No Build Alternative described in the Draft EIR.

(c) Rationale for Findings

No changes to existing land uses or operations on-site would occur under Alternative 1. As such, Alternative 1 would not meet any of the Project objectives. Specifically, Alternative 1 would not provide new housing units to help meet the market demand for new housing in Los Angeles. Alternative 1 would not create a pedestrian-oriented environment by promoting walkability with the introduction of a ground floor, street-fronting, neighborhood-serving, small, storefront retail and commercial uses. In addition, Alternative 1 would not reduce vehicular trips and promote regional and local mobility objectives by locating high-density residential and retail uses in downtown Los Angeles, a high-density employment base and within one block of a regional-serving transit hub (Metro 7th Street/Metro Center Station) and commercial services.

Overall, Alternative 1 would not meet any of the Project objectives or the Project's underlying purpose to develop an underutilized parcel with a mixed-use development that provides new multi-family housing and neighborhood-serving retail and restaurant uses, which would serve the community and promote walkability.

b. Alternative 2: Development in Accordance with Existing Base FAR (Reduced Residential Alternative

Alternative 2 includes a similar but reduced density development by eliminating 14 floors of residential space proposed by the Project, while retaining the ground floor commercial retail and restaurant space and open space areas and recreational amenities on Level 5 as proposed by the Project. This Alternative would be developed pursuant to the existing zoning designations, height limits, and base 6:1 floor area ratio (FAR) without requesting approval of a Transfer of Floor Area Rights (TFAR) to accommodate an increase in the total floor area of development. Alternative 2 would involve the development of a high-rise, 27-story mixed-use building, consisting of 278 residential units and up to 7,500 square feet of ground floor commercial retail and restaurant uses. This Alternative would provide 336 vehicle parking spaces on five levels, including two subterranean levels (Levels B1 and B2) and three above-ground levels (Levels 2 through 4), and 323 bicycle parking spaces (33 short-term and 290 long-term bicycle parking spaces) on two levels (Levels 1 and 2). Overall, the new building would comprise up to 299,646 square feet of floor area, which would be within the maximum area (302,010 square feet) allowed on-site. To accommodate Alternative 2, the existing surface parking lot, which consists of 221 parking spaces, would be removed.

The footprint of the Project Site would be the same as that of the Project. As with the Project, the ground floor (Level 1) of this Alternative would include up to 7,500 square feet of commercial retail and restaurant uses, as well as the lobby, utility rooms, bicycle storage, a mail room, a trash room, and landscaped areas along both Figueroa Street and 8th Street. Levels 2 through 4 and the two subterranean levels (Levels B1 and B2) would be allocated to vehicular parking and storage space for Alternative 2. Level 2 would also include additional bicycle storage. Level 5 would consist of residential amenities, including a pool, a fitness room, a dining area, a meeting room, game/play rooms, and storage space. Levels 6 through 26 would include residential units. Level 27 would support mechanical equipment necessary for the operation of the Project.

This Alternative would implement the same building design, signage, lighting, vehicular and pedestrian access, setbacks, and sustainability features as those proposed for the Project. With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Project based on the proposed development under this Alternative (e.g., smaller project, shorter tower, and less excavation with two less subterranean levels).

(a) Impact Summary

Alternative 2 would reduce but not eliminate, the Project's significant environmental impacts related to regional air emissions during construction, off-site construction noise, off-site vibration to human annoyance during construction, and traffic during operation.

In addition, this Alternative would reduce many of the Project's less-than-significant impacts prior to mitigation measures and less-than-significant impacts with mitigation, including views, shading, light and glare; localized and TAC emissions during construction; regional and localized emissions during operation; GHG; land use consistency; on-site construction noise and vibration; police protection; fire protection; schools; libraries; parks and recreation; traffic (CMP,

freeway segments, arterial monitoring stations, residential street segments, and transit); water supply and infrastructure; energy resources during construction and operation; archaeological and paleontological resources; and tribal cultural resources. Furthermore, the following less-than-significant impacts would be similar to the Project: aesthetics/visual quality; TAC emissions during operation; land use compatibility (less than significant); and bicycle, pedestrian, and vehicular safety.

(b) Findings

Although Alternative 2 would reduce several of the Project's less-than-significant impacts, other impacts would be similar or greater under this Alternative when compared with the Project. Therefore, Alternative 2 is rejected on environmental grounds. Moreover, Alternative 2 would not meet the underlying purpose or several of the Project objectives. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 2 described in the Draft EIR.

(c) Rationale for Findings

The Reduced Residential Alternative represents a reduced scope of development with a similar mix of uses compared to the Project. However, this Alternative would not fully achieve the Project objectives to the same extent as the Project. Specifically, with the reduction in residential units, this Alternative would not fully achieve the various objectives to the same extent as the Project. Specifically, Alternative 2 would not maximize new housing units to help meet the market demand for new housing in Los Angeles. In addition, Alternative 2 would not reduce vehicular trips to the same extent because there would be less housing sited near a regional-serving transit hub and commercial services. Overall, Alternative 2 would not fully achieve the Project objectives to the same extent as the Project.

c. Alternative 3: Office Alternative

Alternative 3, the Office Alternative, would include office uses with ground floor commercial retail and restaurant space as well as rooftop open space areas and recreational amenities. Alternative 3, similar to the Project, would request an approval of a TFAR to accommodate an increase in the total floor area of development above the base 6:1 FAR. Alternative 3 would involve the development of a high-rise, 41-story office building, consisting of approximately 446,561 square feet of office space and up to 7,500 square feet of ground floor commercial retail and restaurant uses. This Alternative would provide 522 vehicle parking spaces on seven levels, including four subterranean levels (Levels B1 through B4) and three above-ground levels (Levels 2 through 4), and 142 bicycle parking spaces (49 short-term and 93 long-term bicycle parking spaces) on the ground floor (Level 1). Overall, the new building under Alternative 3 would comprise up to 476,908 square feet of floor area, which would be beyond the maximum area (302,010 square feet) allowed on-site. As such, as with the Project, Alternative 3 would require a TFAR approval. To accommodate the Project, the existing surface parking lot, which consists of 221 parking spaces, would be removed.

The footprint of the Project Site would be similar to that of the Project. As with the Project, the ground floor of this Alternative would include up to 7,500 square feet of commercial retail and restaurant uses, as well as the lobby, utility rooms, bicycle storage, a mail room, a trash room,

and landscaped areas along both Figueroa Street and 8th Street. Levels 2 through 4 and the four subterranean levels (Levels B1 through B4) would be allocated to vehicular parking and storage space for the Project. Office space would be located above on Levels 5 through 40. Level 41 would support mechanical equipment necessary for the operation of the Project.

This Alternative would implement the same building design, signage, lighting, vehicular and pedestrian access, setbacks, and sustainability features as those proposed for the Project. With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be similar to the Project based on the proposed development under this Alternative (e.g., similar excavation with the same number of proposed subterranean levels).

(a) Impact Summary

Alternative 3 would result in significant and unavoidable impacts at multiple intersections during A.M. and P.M. peak hours, while the Project would result in significant and unavoidable impacts at one intersection during the P.M. peak hour. As such, Alternative 3 would exacerbate the Project's significant and unavoidable impacts related to traffic during operation as this Alternative would generate more daily and peak-hour trips than the Project. In addition, Alternative 3 would result in impacts that are less than significant but greater than the Project for operational air quality, GHG emissions, land use consistency, operational noise, schools, fire protection, traffic, water supply and infrastructure, and energy resources during operation.

Alternative 3 would reduce the Project's less-than-significant impacts associated with police protection, libraries, and parks. Furthermore, the following impacts would be similar to the Project: aesthetics, views, light, and shading (less than significant); regional air emissions during construction (significant and unavoidable); land use compatibility (less than significant); on-site and off-site construction noise, on-site construction vibration, and off-site construction vibration related to building damage (less than significant); off-site construction vibration related to human annoyance (significant and unavoidable); construction traffic (less than significant); operational traffic (bicycle, pedestrian, and vehicular safety; and parking) (less than significant); water supply and infrastructure during construction (less than significant); archaeological resources (less than significant); paleontological resources (less than significant with mitigation); and tribal cultural resources (less than significant), and energy resources during construction (less than significant).

Nonetheless, impacts of Alternative 3 would be significant and unavoidable with respect to off-site noise (cumulative) and vibration (project and cumulative) related to human annoyance during construction and similar to such significant and unavoidable impacts of the Project.

(b) Findings

Although Alternative 3 would exacerbate some of the Project's significant and unavoidable impacts and reduce some of the Project's less-than-significant impacts. In addition, Alternative 3 would not meet the Project objectives to the same extent as the Project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 3 as described in the Draft EIR.

(c) Rationale for Findings

Alternative 3 represents a different scope of development than the Project. As an office building with ground floor commercial retail and restaurant uses, this Alternative would achieve certain Project objectives by providing a high density office development on an underutilized site in an area with other high-rise office and commercial buildings. However, this Alternative would not fully achieve Project objectives to the same extent as the Project. Specifically, with the elimination of residential units, this Alternative would not provide new multi-family housing opportunities on an underutilized parcel. Alternative 3 would not construct a high-density, mixed-use development consistent with the principles of smart growth features, such as sustainable design, mixed use, infill, proximity to transit, walkability, and bicycle connections. In addition, Alternative 3 would not reduce vehicular trips and promote regional and local mobility objectives by locating high-density residential and retail uses in downtown Los Angeles, a high-density employment base and within one block of a regional-serving transit hub and commercial services. Overall, Alternative 3 would not fully achieve the Project objectives to the same extent as the Project.

d. Alternative 4: Development in Accordance with Existing Base FAR (Reduced Office) Alternative

Alternative 4, the Development in Accordance with Existing Base FAR (Reduced Office) Alternative, proposes a reduced density development with office uses instead of residential uses. This Alternative would retain the ground floor commercial retail and restaurant space proposed by the Project. This Alternative would be developed pursuant to the existing zoning designations, height limits, and FAR allowed within the Project Site. As such, this Alternative would not be requesting approval of a TFAR to allow for an increase in the total floor area of development.

This Reduced Office Alternative would involve the development of a high-rise, 27-story office building, consisting of approximately 267,935 square feet of office space and up to 7,500 square feet of ground floor commercial retail and restaurant uses. The Project would provide 336 vehicle parking spaces on five levels, including two subterranean levels (Levels B1 and B2) and three above-ground levels (Levels 2 through 4), and 89 bicycle parking spaces (31 short-term and 58 long-term bicycle parking spaces) on the ground level. Overall, the new building would comprise up to 298,282 square feet of floor area, which would be within the maximum area (302,010 square feet) allowed on-site. To accommodate Alternative 4, the existing surface parking lot, which consists of 221 parking spaces, would be removed. The footprint of the Project Site would be the same as that of the Project. As with the Project, the ground floor (Level 1) of this Alternative would include up to 7,500 square feet of commercial retail and restaurant uses, as well as the lobby, utility rooms, bicycle storage, a mail room, a trash room, and landscaped areas along both Figueroa Street and 8th Street. Levels 2 through 4 and the two subterranean levels (Levels B1 and B2) would be allocated to vehicular parking and storage space for Alternative 4. Office spaces would be found above on Levels 5 through 26. Mechanical equipment necessary for the operation of Alternative 4 would be situated on Level 27.

This Alternative would implement the same building design, signage, lighting, vehicular and pedestrian access, setbacks, and sustainability features as those proposed for the Project. With regard to construction activities and schedule, it is anticipated that the overall duration of construction would be reduced compared to the Project based on the proposed development

under this Alternative (e.g., smaller project, shorter tower, and less excavation with two less subterranean levels).

(a) Impact Summary

Alternative 4 would reduce, but would not eliminate, the Project's significant environmental impacts related to regional air emissions during construction and off-site construction noise and vibration related to human annoyance during construction. In addition, Alternative 4 would result in significant and unavoidable impacts at multiple intersections during A.M. and P.M. peak hours, while the Project would result in significant and unavoidable impacts at one intersection during the P.M. peak hour. As such, Alternative 4 would exacerbate the Project's significant unavoidable impacts related to traffic during operation as this Alternative would generate 86 percent more peak-hour trips in the A.M. peak hour and 42 percent more peak-hour trips in the P.M. peak hour than the Project. In addition, the development under Alternative 4 could create additional significant traffic impacts.

Furthermore, Alternative 4 would result in impacts that are less than significant but greater than the Project for operational TAC emissions, GHG emissions, land use consistency, operational noise, schools, fire protection, traffic (regional transportation system and residential street segments), and energy resources during operation.

This Alternative would reduce the Project's less-than-significant impacts associated with the following: localized and TAC emissions during construction; regional and localized emissions during operation; aesthetics (views, light and glare and shading); on-site construction noise, on-site vibration, and off-site vibration related to building damage; police protection, libraries, and parks during operation; construction traffic; water supply and infrastructure; archaeological resources (less than significant); paleontological resources (less than significant with mitigation); and tribal cultural resources. Furthermore, the following impacts would be similar to the less-than-significant impacts of the Project: aesthetics/visual quality; land use compatibility; traffic (bicycle, pedestrian, and vehicular safety; and parking); and energy resources during construction activities.

(b) Findings

Alternative 4 would reduce, but not eliminate the Project's significant and unavoidable impacts and could create additional significant traffic impacts. Therefore, the Alternative is rejected on environmental grounds. In addition, Alternative 4 would not meet the Project objectives to the same extent as the Project. It is found, pursuant to Public Resources Code section 21081, subsection (a)(3), that specific economic, legal, social, technological, or other considerations make infeasible Alternative 4 as described in the Draft EIR.

(c) Rationale for Findings

Alternative 4 represents a reduced, but different scope of development, than the Project. As an office building with ground floor commercial retail and restaurant use, this Alternative would achieve certain Project objectives by providing a high density office development on an underutilized site in an area with other high-rise office and commercial buildings. However, this Alternative would not fully achieve the Project objectives to the same extent as the Project.

Specifically, with the elimination of residential units, this Alternative would not provide new multi-family housing opportunities on an underutilized parcel. Alternative 4 would not construct a high-density, mixed-use development consistent with the principles of smart growth features, such as sustainable design, mixed use, infill, proximity to transit, walkability, and bicycle connections. In addition, Alternative 4 could result in additional impacts associated with traffic. Overall, Alternative 4 would not fully achieve the Project objectives to the same extent as the Project.

e. Environmentally Superior Alternative

Alternative 1, the No Project/No Build Alternative, would avoid all of the Project's significant environmental impacts, including those related to air quality during construction, off-site noise and vibration (related to human annoyance) during construction, and traffic (intersection and Project Site access) during operation. Alternative 1 would eliminate all of the Project's remaining less-than-significant and less-than-significant with mitigation impacts as no changes to the existing conditions would occur. However, Alternative 1 would not meet any of the Project objectives or the Project's underlying purpose to develop an underutilized parcel with a high quality mixed-use development that provides new multi-family housing and neighborhood-serving retail and restaurant uses that serve the community and promote walkability.

As stated above, the CEQA Guidelines require the identification of an Environmentally Superior Alternative other than a No Project Alternative. Accordingly, in accordance with the CEQA Guidelines, a comparative evaluation of the remaining Alternatives indicates that Alternative 2, the Reduced Residential Alternative, is the Environmentally Superior Alternative. This Alternative represents a reduced density development that is in accordance with existing zoning designation, height limit, and FAR allowed within the Project Site. Alternative 2 would reduce but not eliminate the significant and unavoidable P.M. peak hour traffic impact at the intersection of Figueroa Street and 8th Street. In addition, this Alternative would reduce many of the Project's less-than-significant impacts prior to mitigation measures and less-than-significant impacts with mitigation, including aesthetics (shading, views, light and glare), air quality, GHG, land use consistency, on-site construction noise and vibration, police protection, fire protection, schools, libraries, parks and recreation, traffic (regional transportation system and residential street segments), water, and energy. Furthermore, the following impacts would be similar to the Project: aesthetics/visual quality (less than significant); land use compatibility (less than significant); and traffic (bicycle, pedestrian, and vehicular safety, and parking) (less than significant).

Although Alternative 2 would reduce the Project's significant environmental impacts related to regional air emissions, off-site construction noise and vibration (related to human annoyance) during construction, and traffic (intersection and Project Site access) during operation; however, Alternative 2 would not eliminate such impacts. With the reduction in residential units, Alternative 2 would only partially achieve the Project's objectives, and would not meet the underlying purpose of the Project or satisfy the Project objectives to the same extent as the Project.

XI. Other CEQA Considerations

a. Growth Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

According to the Department of City Planning, the most recent estimated household size for multi-family housing units in the City of Los Angeles area is 2.44 persons per unit. Applying this factor, development of up to 438 units would result in a net increase of approximately 1,069 residents. According to the Southern California Association of Governments (SCAG) 2016 RTP/SCS, the population forecast for the City of Los Angeles Subregion is approximately 3,954,629 persons in 2016 and approximately 4,091,039 persons in 2021, which means the Project's 1,069 estimated new residents would represent approximately 0.78 percent of the population growth forecasted by the 2016 RTP/SCS. The Project's community-serving commercials uses would generate approximately 21 employees. According to the 2016 RTP/SCS, the employment forecast for the Subregion is approximately 1,763,929 employees in 2016 and approximately 1,848,339 employees in 2021, which means the Project's 21 estimated new employees would represent approximately 0.02 percent of the employment growth forecasted by the 2016 RTP/SCS. Therefore, the Project's addition of residents and employees would be well within SCAG's projections in the 2016 RTP/SCS for the Subregion and would not result in a significant direct growth-inducing impact.

During construction, the Project would create temporary construction-related jobs. However, the work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, construction workers would not be expected to relocate to the Project vicinity as a direct consequence of working on the Project. Therefore, given the availability of construction workers, the Project would not be considered growth inducing from a short-term employment perspective. Rather, the Project would provide a public benefit by providing new employment opportunities during the construction period.

The area surrounding the Project Site is already developed with residential, commercial, and entertainment-related uses, and the Project would not remove impediments to growth. The Project Site is located within an urban area that is currently served by existing utilities and infrastructure. While the Project may require minor local infrastructure upgrades to maintain and improve water, sewer, electricity, and natural gas lines on-site and in the immediate vicinity of the Project Site, such improvements would be limited to serving Project-related demand, and would not necessitate major local or regional utility infrastructure improvements that have not otherwise been accounted and planned for on a regional level. In addition, the Project would not require any major roadway improvements nor would the Project open any large undeveloped areas for new use. Any access improvements would be limited to driveways necessary to provide immediate access to the Project Site and to improve safety and walkability.

Overall, the Project would be consistent with the growth forecast for the City of Los Angeles Subregion and would be consistent with regional policies to reduce urban sprawl,

efficiently utilize existing infrastructure, reduce regional congestion, and improve air quality through the reduction of vehicle miles traveled. Therefore, direct and indirect growth-inducing impacts would be less than significant.

b. Significant Irreversible Environmental Changes

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

(a) Building Materials and Solid Waste

Construction of the Project would require consumption of resources that do not replenish themselves or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt, metals, and petrochemical construction materials.

During construction of the Project, a minimum of 50 percent of the non-hazardous demolition and construction debris would be recycled and/or salvaged for reuse in compliance with the requirements of the City of Los Angeles Green Building Code. In addition, during operation, the Project would provide a designated recycling area for Project residents to facilitate recycling in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687) and the Los Angeles Green Building Code. Thus, the consumption of non-renewable building materials such as lumber, aggregate materials, and plastics would be reduced.

(b) Water

Given the temporary nature of construction activities, the short-term and intermittent water use during construction of the Project would be less than the net new water consumption estimated for the Project at buildout. In addition, water use during construction would be offset by the reduction of water demand currently consumed by the existing uses, which would be removed as part of the Project. During operation, the estimated water demand for the Project would not exceed the available supplies projected by the City of Los Angeles Department of Water and Power (LADWP). Thus, LADWP would be able to meet the water demand of the Project, as well as the existing and planned future water demands of its service area. In addition, the Project would implement a variety of water conservation features to reduce indoor water use. The Project would be required to reduce indoor water use by at least 20 percent in accordance with the City of Los Angeles Green Building Code. Thus, while Project construction and operation would result in some irreversible consumption of water, the Project would not result in a significant impact related to water supply.

(c) Energy Consumption and Air Quality

During ongoing operation of the Project, non-renewable fossil fuels would represent the primary energy source, and thus the existing finite supplies of these resources would be incrementally reduced. Fossil fuels, such as diesel, gasoline, and oil, would also be consumed in the use of construction vehicles and equipment. Construction activities for the Project would not require the consumption of natural gas, but would require the use of fossil fuels and electricity. As the consumption of fossil fuels would occur on a temporary basis during construction, impacts related to the construction-related consumption of fossil fuels would be less than significant.

The Project's increase in electricity and natural gas demand would be within the anticipated service capabilities of the LADWP and the Southern California Gas Company, respectively. The Project would comply with 2016 Title 24 standards and applicable 2016 CALGreen requirements. In addition, the Project would include features so as to be capable of achieving at least current LEED® Silver certification and includes electricity conservation features. Therefore, the Project would not cause the wasteful, inefficient, and unnecessary consumption of energy and would be consistent with the intent of Appendix F to the CEQA Guidelines. In addition, Project operations would not conflict with adopted energy conservation plans. Therefore, with the implementation of energy conservation features, energy would not be used in a wasteful manner, and long-term impacts associated with the consumption of fossil fuels would not be significant.

(d) Environmental Hazards

The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used for residential, retail, and restaurant uses. Specifically, operation of the Project would be expected to involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. Any associated risk would be reduced to a less than significant level through compliance with these standards and regulations. As such, compliance with regulations and standards would serve to protect against significant and irreversible environmental change that could result from the accidental release of hazardous materials.

Project construction and operation would require the irretrievable commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of these resources and the Project Site for future generations or for other uses. However, the consumption of such resources would not be considered substantial and would be consistent with regional and local growth forecasts and development goals for the area. The loss of such resources would not be highly accelerated when compared to existing conditions and such resources would not be used in a wasteful manner. Therefore, although irreversible environmental changes would result from the Project, such changes are concluded to be less than significant, and the limited use of nonrenewable resources that would be required by Project construction and operation is justified.

XI. Statement of Overriding Considerations

The EIR identified the following unavoidable significant impacts: (1) Cumulative off-site noise during construction; (2) Project and cumulative off-site vibration related to human annoyance during construction; and (3) Project and cumulative traffic intersection levels of service and associated access impacts during operation. Section 21081 of the California Public Resources Code and Section 15093(b) of the CEQA Guidelines provide that when the decisions of the public agency allow the occurrence of significant impacts identified in the EIR that are not substantially lessened or avoided, the lead agency must state in writing the reasons to support its action based on the Final EIR and/or other information in the record. Article I of the City's CEQA Guidelines incorporates all of the State CEQA Guidelines contained in Title 14, California Code of Regulations, Sections 15000 et seq. and thereby requires, pursuant to CEQA Guidelines Section 15093(b), that the decision-maker adopt a Statement of Overriding Considerations at the time of approval of a Project if it finds that significant adverse environmental effects identified in the Final EIR cannot be substantially lessened or avoided. These findings and the Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the EIR, the source references in the EIR, and other documents and material that constitute the record of proceedings.

Accordingly, the City adopts the following Statement of Overriding Considerations. The City recognizes that significant and unavoidable impacts will result from implementation of the Project. Having: (1) adopted all feasible mitigation measures; (2) rejected as infeasible alternatives to the Project; (3) recognized all significant, unavoidable impacts; and (4) balanced the benefits of the Project against the Project's significant and unavoidable impacts, the City hereby finds that the each of the Project's benefits, as listed below, outweighs and overrides the significant unavoidable impacts of the Project.

Summarized below are the benefits, goals and objectives of the Project. These provide the rationale for approval of the proposed Project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the significant unavoidable impacts of the Project and justify the approval, adoption or issuance of all of the required permits, approvals and other entitlements for the Project and the certification of the completed Final EIR. Despite the unavoidable impacts caused by the construction of the Project, the City approves the Project based on the following contributions of the Project to the community:

- The Project will maximize new housing units on a currently underutilized site to help satisfy the demand for new housing in the region, the City of Los Angeles, and the Central City Community Plan area, in particular.

- The Project will provide a contemporary architectural design that is compatible with existing high-rise development along Figueroa Street, as well as the adjacent streets, including 7th Street, 8th Street, and Flower Street.

- The Project will create a pedestrian-oriented environment by promoting walkability and by creating a safe, inviting street-level identity for the Project Site through the introduction of a ground floor, street-fronting, neighborhood-serving, small, storefront retail and commercial uses.

- The Project will construct a high-density, mixed-use development consistent with the principles of smart growth features, such as sustainable design, mixed use, infill, proximity to transit, walkability, and bicycle connections ("complete" streets).

- The Project will reduce vehicular trips and promote regional and local mobility objectives by locating high-density residential and retail uses in downtown Los Angeles, a high-density employment base and within one block of a regional-serving transit hub (Metro 7th Street/Metro Center Station) and commercial services.

- The Project will maximize the creation of construction jobs and economic investment in the Central City Community Plan area through the provision of high-density residential uses with ground floor commercial uses.

- The Project will set aside five (5) percent of the total number of dwelling units, or 22 units, for Low Income households, satisfying the Central City Community Plan's *Objective 1-2* "to increase the range of housing choices available to Downtown employees and residents"; and the Housing Element's *Policy 1.1.2* to "expand affordable rental housing for all income groups that need assistance", and *Objective 2.2* to "promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit." The provision of housing, and low income housing in particular, also ensures the City can meet its housing obligation under the SCAG's Regional Housing Needs Assessment ("RHNA") allocation.

X. General Findings

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

2. The EIR evaluated the following potential project and cumulative environmental impacts: Air Quality; Cultural Resources; Greenhouse Gas Emissions; Land Use and Planning; Noise; Public Services (Fire, Police, Schools, Parks, Libraries); Recreation; Traffic, Access, and Parking; Tribal Cultural Resources; Utilities and Service Systems (Water Supply and Infrastructure); and Energy Conservation and Infrastructure. Additionally, the EIR considered Growth Inducing Impacts and Significant Irreversible Environmental Changes. The significant environmental impacts of the Project and the alternatives were identified in the EIR.

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

4. Textual refinements and errata were compiled and presented to the decision-makers for review and consideration. The City staff has made every effort to notify the decision-makers and the interested public/agencies of each textual change in the various documents

associated with Project review. These textual refinements arose for a variety of reasons. First, it is inevitable that draft documents would contain errors and would require clarifications and corrections. Second, textual clarifications were necessitated to describe refinements suggested as part of the public participation process.

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

6. The Final EIR documents changes to the Draft EIR. The Final EIR provides additional information that was not included in the Draft EIR. Having reviewed the information contained in the Draft EIR and the Final EIR and in the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there are no new significant impacts, substantial increase in the severity of a previously disclosed impact, significant information in the record of proceedings, or other criteria under CEQA that would require recirculation of the Draft EIR, or preparation of a supplemental or subsequent EIR.

   Specifically, the City finds that:

   a. The Responses To Comments contained in the Final EIR fully considered and responded to comments claiming that the Project would have significant impacts or more severe impacts not disclosed in the Draft EIR and include substantial evidence that none of these comments provided substantial evidence that the project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.

   b. The City has thoroughly reviewed the public comments received regarding the Project and the Final EIR as it relates to the Project to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.

   c. None of the information submitted after publication of the Final EIR, including testimony at and documents submitted for the public hearings on the Project, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

7. The mitigation measures identified for the Project were included in the Draft and Final EIRs. As revised, the final mitigation measures for the Project are described in the Mitigation Monitoring Program (MMP). Each of the mitigation measures identified in the MMP is incorporated into the Project. The City finds that the impacts of the Project have been mitigated to less than significance by the feasible mitigation measures identified in the MMP.

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

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

10. The custodian of the documents or other material which constitute the record of proceedings upon which the City's decision is based is the City Department of City Planning, Major Projects Section, 221 North Figueroa Street, Room 1350, Los Angeles, California 90012.

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

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

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

14. The City finds that none of the public comments to the Draft EIR or subsequent public comments or other evidence in the record, including any changes in the Project in response to input from the community and the Council Office, include or constitute substantial evidence that would require recirculation of the Final EIR prior to its certification and that there is no substantial evidence elsewhere in the record of proceedings that would require substantial revision of the Final EIR prior to its certification, and that the Final EIR need not be recirculated prior to its certification.