



Division of Land / Environmental Review

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012



FINAL ENVIRONMENTAL IMPACT REPORT

WESTLAKE COMMUNITY PLAN AREA

Bixel and Lucas Project

ENV-12-010-PL

ENV-2007-5887-EIR

State Clearinghouse No. 2008041049

Council District 1

THIS DOCUMENT COMPRISES THE SECOND AND FINAL PART OF THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE FIRST PART, THE DRAFT EIR (Volumes 1 through 5) WAS PREVIOUSLY CIRCULATED.

Project Address: 1102-1136 W. 6th Street, 632-636 S. Lucas Avenue, 611-629 S. Bixel Street
Los Angeles, California 90017

Project Description: Holland Development, LLC (the Applicant) proposes the redevelopment of a 4.1-acre property currently improved with four multi-use buildings, carports, service bays and a paid public surface parking lot. The Project site is located along 6th Street between Lucas Avenue and S. Bixel Street, in the Westlake community of the City of Los Angeles, California. The Project proposes to demolish three of the existing on-site buildings, carports, service bays and surface parking areas to develop an irregularly-shaped mixed-use building up to ten stories tall around a landscaped Project-oriented courtyard on the podium level. The Project would also convert an existing eight-story medical office building located at the corner of 6th Street and Lucas Avenue to 42 live/work joint living & work quarter (JLWQ) units per the City's Adaptive Reuse Ordinance. The proposed mix of uses consists of up to approximately 648 dwelling units and 39,996 square feet or less of retail commercial space. Parking would be provided within a parking structure consisting of up to three levels above-ground and/or three subterranean levels.

APPLICANT:

Holland Development

PREPARED BY:

Environmental Review Section

Los Angeles City Planning Department

August 2012

Table of Contents

	Page
1.0 INTRODUCTION	1-1
2.0 COMMENTS AND RESPONSES ON THE DRAFT EIR.....	2-1
3.0 CORRECTIONS AND ADDITIONS TO THE DRAFT EIR.....	3-1
4.0 MITIGATION MONITORING AND REPORTING PROGRAM	4-1

1.0 INTRODUCTION

This Final EIR has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) with respect to the proposed Bixel and Lucas Project (the “Project”).

Section 15132 of the State CEQA Guidelines requires that a Final EIR contain the following:

- (a.) The Draft EIR or a revision of the draft;
- (b.) Comments and recommendations received on the Draft EIR either verbatim or in summary;
- (c.) A list of persons, organizations, and public agencies commenting on the Draft EIR;
- (d.) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e.) Any other information added by the Lead Agency.

1. PROJECT SUMMARY

This document, in conjunction with the April 2012 Draft EIR (Volumes 1 to 5), which are bound separately, constitute the Final EIR for the Project. As described in detail in Section II, *Project Description*, of the Draft EIR, the 4.1-acre Project site is located west of Downtown Los Angeles, with the Harbor Freeway (I-110) and Santa Monica Freeway located approximately 800 feet west and 1.2 miles southwest of the site, respectively. The site generally occupies the northern-half of the block bounded by Wilshire Boulevard to the south, S. Bixel Street to the east, 6th Street to the north and Lucas Street to the west. The site is located within the Westlake Community Plan area and more specifically within the Central City West Specific Plan (CCWSP) area. The surrounding area is a highly urbanized commercial area characterized by a variety of uses. The Project site is irregularly shaped and has moderate slope. Elevations on site range from approximately 355 feet above mean sea level (amsl) on the northern portion the site to 390 feet amsl in the central portion of the site. The site has been developed at different times with a history of successive uses. Currently, the Project site is currently developed with a Medical Office Building, warehouse, vacant auditorium, vacant gas station and associated service bays/carport, and a paid public surface parking lot. The Project proposes the redevelopment of the site with 648 dwelling units and up to 39,996 square feet of commercial retail space in a unified development comprising: (1) the existing eight-story Medical Office Building located at the corner of 6th Street and Lucas Avenue, which will be converted to 42 joint living & work quarter (JLWQ) units per the City’s Adaptive Reuse Ordinance and rehabilitated in accordance with the Secretary of Interior’s Standards for the Rehabilitation of Historic Buildings; and (2) a new mixed-use building up to six stories tall around a landscaped Project-oriented courtyard on the podium level. Twenty-seven (27) units of the Project’s total 648 units will be designated as Very Low Income units.

The proposed number of dwelling units and the square footage represent maximum estimates based on preliminary conceptual site plans. Final Project development quantities will be determined based on the Project’s final approved plans. The Adaptively Reused Building would be converted to 42 joint living and work quarter (JLWQ) units and would remain eight stories. The average size of the units would be greater than 750 square feet. The Adaptively Reused Building would include approximately 48,371 gross square feet

of residential use and 38,697 square feet of rentable floor area. The existing character of the Adaptively Reused building exterior would not be modified and its architectural details would remain intact. The interior of the Adaptively Reused Building would be converted to JLWQ units per the City's Adaptive Reuse Ordinance and in accordance with the Secretary of Interior's Standards for the Rehabilitation of Historic Buildings.

The New Building would include a residential component in the building's upper floors and a commercial/retail component on the ground floor. The Project is proposing up to 606 units in the New Building. The average size of the units in the new building would be approximately 926 square feet. Overall, the New Building would encompass approximately 702,000 gross square feet of residential area (includes lobbies and tenant amenity spaces) and 562,000 gross square feet of rentable floor area. The New Building would have heights ranging from 117 feet (nine stories) to approximately 128 feet tall (ten stories). The building portions generally located north of the east-west courtyard area would be up to nine stories tall. The building portion generally located south of the east-west courtyard area would be up to ten stories tall.

The Project's 39,996-square-foot retail component would be entirely contained on the ground floor. To promote a pedestrian-friendly and safe environment, the Project is proposing approximately five multi-tenant retail spaces located along S. Bixel Street, Lucas Avenue and 6th Street. The number of retail tenants would be dependent upon final Project design.

In summary, the entire Project would consist of up to 648 units, with a gross residential square footage of approximately 750,000 square feet and a potentially rentable residential square footage of approximately 594,000 square feet.

The Project would include a parking garage consisting of up to three levels above-ground and up to three subterranean levels beneath the residential units. The Project would provide a total of 762 parking spaces consistent with the requirements of the Los Angeles Municipal Code (LAMC) and/or Central City West Specific Plan, as applicable.

2. CEQA PROCESS

Pursuant to CEQA Guidelines Section 15082, a Notice of Preparation (NOP) and Initial Study for the Project were circulated for a 30 day review on April 9, 2008. On November 18, 2010, the City of Los Angeles issued a demolition permit for an existing 5-story, approximately 36,000 square foot residential apartment and office building on the Project site, which has since been demolished. Also, since the original 2008 NOP, minor changes to the Project compared to the Project as described in the original NOP and Initial Study were proposed by the Project Applicant. The changes included a reduction in the number of dwelling units from 725 to 648 and a reduction in maximum building height of the new building from 10 stories to six (6) stories. In light of the changes to the Project and the changes to existing conditions on the Project site, the NOP was recirculated to facilitate public disclosure and participation. This revised and recirculated NOP was re-distributed on December 28, 2011 to public agencies, interested individuals, and/or organizations that commented on the original April 2008 NOP, in addition to a current list of public agencies, interested individuals and organizations, and local residents and property owners.

On April 19, 2012 the City of Los Angeles issues a Notice of Completion and Availability of the Draft EIR for the Project. Comments received on both NOPs were considered in the preparation of the Draft EIR. The

Draft EIR Notice of Completion and Availability was sent directly to the same mailing list as the December 2011 NOP, in addition to those who commented on the December 2011 NOP, for a 45-day public review period from April 19, 2012 through June 4, 2012. The Draft EIR was circulated to state agencies for review through the State Clearinghouse of the Governor's Office of Planning and Research. Copies of the Draft EIR were available for review at the: Los Angeles Department of City Planning – 100 North Spring Street, Room 750; Los Angeles CA 90012; City of Los Angeles website: <http://cityplanning.lacity.org/>; and the Central Library, Arroyo Seco Regional Library, Echo Park Branch Library, and the Pico Union Branch Library.

3. ORGANIZATION OF FINAL EIR

Section 1.0, *Introduction*. This chapter provides an introduction to the Final EIR.

Section 2.0, *Responses to Comments*. Comment letters on the Draft EIR with specific responses are presented in Section 2.0, *Responses to Comments*. In accordance with CEQA Guidelines Section 15088, the City of Los Angeles prepared responses to all comments received on the Draft EIR. As required by the CEQA Guidelines, the focus of the responses to comments is on “the disposition of significant environmental issues raised.” Detailed responses are not provided to comments on the merits of the proposed project or on other topics that do not relate to environmental issues.

Section 3.0, *Corrections and Additions to the Draft EIR*. Any revisions to the Draft EIR based on the comments (above) are contained in Section 3.0, *Corrections and Additions to the Draft EIR*, in revision mode text (i.e., deletions are shown with ~~striketrough~~ and additions are shown with double underline).

Section 4.0, *Mitigation Monitoring and Reporting Program*. In addition, this Final EIR also includes a Mitigation Monitoring and Reporting Program (MMRP) in Section 4.0. In the event the Project is approved, the MMRP is required to be adopted by the City pursuant to Public Resources Code Section 21081.6. The MMRP will ensure that all mitigation measures identified in the Final EIR to reduce environmental effects will be implemented as prescribed.

2.0 COMMENTS AND RESPONSES ON THE DRAFT EIR

2.1 INTRODUCTION

Section 15132 of the CEQA Guidelines states that a Final EIR shall consist of: “(a) the Draft EIR or a revision of the draft; (b) comments and recommendations received on the Draft EIR either verbatim or in summary; (c) a list of persons, organizations, and public agencies commenting on the Draft EIR; and (d) the responses of the Lead Agency to significant environmental points raised in the review and consultation process.”

On April 19, 2012 the City of Los Angeles issued a Notice of Completion and Availability of the Draft EIR for the Project. The Draft EIR Notice of Completion and Availability was sent directly to public agencies, interested individuals, and/or organizations that commented on the original April 2008 NOP and the 2011 re-circulated NOP, in addition to a current list of public agencies, interested individuals and organizations, and local residents and property owners. In accordance with the CEQA Guidelines, the 45-day comment period for the Draft EIR occurred from April 19, 2012 through June 4, 2012. This chapter of the Final EIR presents the comment letters submitted during the public comment period for the Draft EIR from public agencies, as well as from organizations and/or private individuals. A list of commentors is provided in Table 2-1. The letters are assigned a numerical identifier, as indicated in Table 2-1. Each comment that requires a response within the letters has been assigned a number. For example, the first comment in Letter No. 1 would be Response 1-1, and the fourth comment in Letter 2 would be Response 2-4. The responses to each comment are then correspondingly numbered (i.e., Response 1-1 and Response 2-4).

2.2 COMMENTS AND RESPONSES

This section includes the comment letters received on the Draft EIR and the City’s responses. The presentation of the comments and responses follow Table 2-1.

Table 2-1

Summary of Comment Letters and Commentors

Comment Letter Number	Commentor Name/Address (if available)/Date
<i>Public Agency Comments</i>	
1	Los Angeles Bureau of Sanitation Wastewater Engineering Services Division Al Poosti, Division Manager <i>May 15, 2012</i>
2	State of California Department of Transportation (Caltrans) District 7 100 S. Main Street, Suite 100 Los Angeles, CA 90012-3606 Dianna Watson, IGR/CEQA Branch Chief, Regional Transportation Planning <i>May 23, 2012</i>

Table 2-1 (Continued)**Summary of Comment Letters and Commentors**

Comment Letter Number	Commentor Name/Address (if available)/Date
3	Los Angeles Department of Water and Power Water Resources Group 111 N. Hope St. Room 1463 Los Angeles, CA 90012 Jin Hwang, Civil Engineering Associate <i>May 31, 2012</i>
4	South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA 91765-4182 Ian MacMillan, Program Supervisor, CEQA Inter-Governmental Review – Planning, Rule Development & Area Sources <i>June 1, 2012</i>
5	Los Angeles Unified School District LAUSD Office of Environmental Health & Safety 333 S. Beaudry Avenue, 28 th Floor Los Angeles, CA 90017 Glenn Striegler Environmental Assessment Coordinator <i>June 1, 2012</i>
6	State of California Governor's Office of Planning and research State Clearinghouse and Planning Unit 1400 10 th Street Sacramento, CA 95812-3044 Scott Morgan, Director <i>June 5, 2012</i>
<i>Individual Comments</i>	
7	Joyce Dillard <i>June 4, 2012</i>
8	David Cecere <i>June 6, 2012</i>


Letter No. 1

CITY OF LOS ANGELES
 INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

DATE: May 15, 2012

TO: Karen Hoo, City Planner
 Environmental Analysis Section
 Department of City Planning

FROM: Ali Poosti, Division Manager 
 Wastewater Engineering Services Division
 Bureau of Sanitation

SUBJECT: **Bixel and Lucas Project – Notice of Completion Draft EIR**

This is in response to your April 19, 2012 letter requesting a review of your proposed mixed-use development project. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

1-1

WASTEWATER REQUIREMENT

The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvements projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Existing</i>			
Medical Office	250 GPD/1000 SQ.FT	41,600 SQ.FT	(10,400)
Studios	80 GPD/DU	23 DU	(1,840)
Apartments: 1-BR	120 GPD/DU	30 DU	(3,600)
Office	150 GPD/1000 SQ.FT	2,600 SQ.FT	(390)
Warehouse	20 GPD/1000 SQ.FT	18,250 SQ.FT	(365)
Gas Station	430 GPD/STATION	1 STATION	(430)
<i>Proposed</i>			
Studios	80 GPD/DU	155 DU	12,400
Residential: 1-BR	120 GPD/DU	324 DU	38,880
Residential: 2-BR	160 GPD/DU	218 DU	34,880
Residential: 3-BR	200 GPD/DU	28 DU	5,600
Commercial/Retail	80 GPD/1000 SQ.FT	39,999 SQ.FT	3,200
Amenities	250 GPD/1000 SQ.FT	6,000 SQ.FT	1,500
Parking	20 GPD/1000 SQ.FT	392,663 SQ.FT	7,853
Total			17,025

1-2

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes existing 8-inch lines on 6th St, Lucas Ave, and Bixel St. The sewage from the three existing lines connect at the intersection of Witmer St and Wilshire Blvd before splitting into a 14-inch line on Wilshire Blvd and 21-inch line on Ingraham St. Sewage from the 21-inch line splits into an 18-inch line on Union Ave and 15-inch line on Valencia St before discharging into a 63-inch line on 11th St. Sewage from the 14-inch line splits into an 18-inch line on 8th St and 48-inch line on Lake St before discharging into a 45-inch line on 11th St. Figure 1 shows the details of the sewer system within the vicinity of the project.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	6th St	*	637,377 GPD
8	Lucas Ave	*	760,577 GPD
8	Bixel St	*	733,295 GPD
14	Wilshire Blvd	36	1.64 MGD
21	Ingraham St	*	3.74 MGD
18	Union Ave	21	6.70 MGD
15	Valencia St	17	1.73 MGD
63	11th St	28	218.02 MGD
18	8th St	26	1.89 MGD
48	Lake St	*	24.0 MGD
45	11th St	30	14.96 MGD

* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

STORMWATER REQUIREMENTS

The Bureau of Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

1-3

1-4

1-5

POST-CONSTRUCTION MITIGATION REQUIREMENTS

The project requires implementation of stormwater mitigation measures. These requirements are based on the Standard Urban Stormwater Mitigation Plan (SUSMP) and the recently adopted Low Impact Development (LID) requirements. The projects that are subject to SUSMP/LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled "*Development Best Management Practices Handbook – Part B: Planning Activities*". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lastormwater.org. It is advised that input regarding SUSMP requirements be received in the early phases of the project from WPD's plan-checking staff.

1-6

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-away to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the SUSMP/LID requirements.

1-7

CONSTRUCTION REQUIREMENTS

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturbed more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

1-8

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all

1-9

other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684. | 1-9
(cont.)

Attachments:
Figure 1 – Sewer Map

cc: Kosta Kaporis, BOS
Daniel Hackney, BOS
Rowena Lau, BOS



FIGURE 1
Bixel and Lucas Project
Sewer Map

Wastewater Engineering Services Division
 Bureau of Sanitation
 City of Los Angeles



Thomas Brothers Data reproduced with permission, created by THOMAS BROS MAP

LETTER NO. 1

Los Angeles Bureau of Sanitation
Wastewater Engineering Services Division
Al Poosti, Division Manager
May 15, 2012

Response 1-1

The comment introduces wastewater comments on the Draft EIR. No further response is required given that the comment does not address the content of the Draft EIR.

Response 1-2

This comment provides the projected amount of wastewater discharge for the Project. No further response is required given that the comment does not address the content of the Draft EIR.

Response 1-3

This comment identifies the sewer infrastructure available to serve the project. No further response is required given that the comment does not address the content of the Draft EIR.

Response 1-4

This comment indicates that based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for the proposed project. The comment also states that further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. In accordance with the City requirements, the Project will conduct a detailed gauging and evaluation, as necessary, during the permit process to identify a specific sewer connection point.

Also, in accordance with the comment, should the public sewer lines have insufficient capacity, the Project would provide/finance sewer lines to a point in the sewer system with sufficient capacity in accordance with City requirements.

Response 1-5

The comment introduces stormwater comments on the Draft EIR. No further response is required given that the comment does not address the content of the Draft EIR.

Response 1-6

The comment is referred to the Initial Study prepared for the Project, which is included in Appendix A of the Draft EIR. The Initial Study includes an analysis of operational water quality impacts and identifies post-construction stormwater mitigation measures to be implemented by the Project. Specifically, Mitigation (Compliance) Measure HWQ-3 identifies requirements to be incorporated into the SUSMP for the Project.

Response 1-7

This comment indicates that the City is developing a Green Street Initiative and identifies potential components of the Initiative that could reduce potential environmental impacts such as water quality and air quality impacts. The Project Applicant will work with the City to incorporate elements of the Green Streets Initiative to the extent feasible.

Response 1-8

The commentor is referred to the Initial Study prepared for the Project, which is included in Appendix A of the Draft EIR. The Initial Study includes an analysis of construction-related water quality impacts and identifies construction stormwater mitigation measures to be implemented by the Project. Specifically, Mitigation (Compliance) Measure HWQ-1 identifies requirements and best management practices (BMPs) to be implemented by the Project to comply with applicable General Construction Activity Stormwater Permit and NPDES requirements. The Project would also prepare a Wet Weather Erosion Control Plan, as necessary, per City requirements.

Response 1-9

The commentor is referred to Section IV.I.2, *Solid Waste*, in the Draft EIR. As indicated therein, the Project would implement Mitigation Measure I-6, which requires the Project to include recycling bins at appropriate locations during Project operation.

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

100 S. MAIN STREET, SUITE 100

LOS ANGELES, CA 90012-3606

PHONE (213) 897-0362

FAX (213) 897-0360

TTY (213) 897-4937



*Flex your power!
Be energy efficient!*

May 23, 2012

RECEIVED
CITY OF LOS ANGELES

MAY 29 2012

ENVIRONMENTAL
UNIT

Ms. Karen Hoo
EIR Unit, Planning Department
City of Los Angeles
200 N. Spring Street, Room 750
Los Angeles, CA. 90012

IGR/CEQA # 120417/NY
DEIR/Bixel & Lucas Project
SCH# 2008041049
Vic. LA/110/22.83

Dear Ms. Hoo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Bixel & Lucas Project. The project proposes to build 725 apartment dwelling units and 39,999 SF of retail space on a 4.1 Acre site.

Based on evaluation of the information received in the DEIR the Traffic Study provided to Caltrans does not address the impact of this project to State facilities, as requested in our response to Notice of Preparation IGR# 111248 dated January 11, 2012.

The Caltrans as a commenting agency under CEQA has jurisdiction superseding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System.

Please consider the following procedures in order to obtain reasonable data for your Traffic Study.

1. Provide traffic assignments to Caltrans facilities based on Select Zone Model analysis.
2. If 50 or more trips are assigned to a freeway segment operating at LOS (D) or worse, that segment must be analyzed thoroughly.
3. If 100 or more trips are assigned to a freeway segment regardless of existing LOS, that segment must be analyzed thoroughly.
4. In urbanized areas such as this project location, if 50 or more trips are assigned to a freeway segment that operates at LOS (D) or worse, the impact is considered significant and mitigation measures must be considered.

2-1

2-2

Ms. Hoo
City of Los Angeles
May 23, 2012
Page 2 of 2

If you have any questions regarding this response, please call the Project Engineer/Coordinator
Mr. Nerses Armand Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 120417/NY.

2-3

Sincerely,

A handwritten signature in cursive script, appearing to read "Dianna Watson".

DIANNA WATSON
IGR/CEQA Branch Chief
Regional Transportation Planning

LETTER NO. 2

State of California
Department of Transportation (Caltrans)
District 7
100 S. Main Street, Suite 100
Los Angeles, CA 90012-3606
Dianna Watson, IGR/CEQA Branch Chief,
Regional Transportation Planning
May 23, 2012

Response 2-1

This comment provides an overview of the proposed Project. In addition, the comment indicates that the Draft EIR did not adequately assess impacts to State transportation facilities. Please refer to Response 2-2 for a discussion of impacts to State transportation facilities in the Draft EIR.

Response 2-2

The traffic study was prepared for the City of Los Angeles, the Lead Agency under CEQA for the proposed Project, using the City's analysis, thresholds of significance, etc. The traffic study utilized the methodology for regional transportation planning established in compliance by State law (Government Code Section 65089 et seq.) by the Los Angeles County Metropolitan Transportation Authority (Metro) via the 2010 Congestion Management Program for Los Angeles County (the CMP). Among other things, the CMP establishes a system of highways and roadways with minimum level of service performance measurements designated for highway segments and key roadway intersections on this system, and a program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the costs of mitigating those impacts.

In accordance with Government Code Section 65089 et seq., the CMP has been adopted by the City as its method for evaluating regional transportation impacts, including potential impacts to the State freeway system. All City of Los Angeles standards (including standards for determining levels of services at all study intersections and freeway segments), were appropriately followed for the traffic study and Draft EIR. In addition, correspondence from Caltrans (NOP comment letter received on January 11, 2012) was received and reviewed prior to preparation of the Draft EIR traffic analysis.

The procedures recommended by the comment are not consistent with those which were adopted as part of the 2010 Congestion Management Program for Los Angeles County by Metro. The CMP guidelines require the traffic impact analysis to include mainline freeway locations where the project will add 150 or more peak-hour trips in either direction. As analyzed in Section IV.H, *Transportation/Circulation*, in the Draft EIR, the closest CMP freeway monitoring station to the Project site are the Santa Monica Freeway at Budlong Avenue, the Hollywood Freeway north of Vignes Street, the Harbor Freeway south of the Hollywood Freeway and the Harbor Freeway at Alpine Street. Based on the Project trip distribution pattern, the Project is not expected to add 150 or more directional trips to any of these freeway monitoring segments. Thus, no CMP analysis for freeway segments is required. Hence, per CMP significance criteria, Project impacts on freeway segments would be less than significant.

Response 2-3

Comment noted.

Letter No. 3

From: **Hwang, Jin** <Jin.Hwang@ladwp.com>
Date: Thu, May 31, 2012 at 3:03 PM
Subject: Bixel and Lucas Project: Case # ENV-2007-5887-EIR
To: "karen.hoo@lacity.org" <karen.hoo@lacity.org>
Cc: "Kwan, Delon" <Delon.Kwan@ladwp.com>

Ms. Karen Hoo,

LADWP (Water System) has reviewed Volume I, IV. Environmental Impact Analysis, I. Utilities IV.I.1. Water Supply and Infrastructure, 1. Water Supply and Infrastructure of the DEIR for the Bixel and Lucas Project, focusing on water supply, against the water supply assessment (WSA) approved by the Board of Water and Power Commissioners on November 18, 2008, and have the following comments.

3-1

1. Table IV.I-5 (Volume I, page IV.I-26) of the water conservation calculation appears to be missing conservation savings for Studio (bachelor unit) toilets and showerheads.
2. From table IV.I-5, the total indoor water demand for multi-family residential has decreased due to the reduction in total number of multi-family dwelling units, the corresponding outdoor water demand should decrease accordingly as well. However, Table IV.I-5 is still showing the same outdoor water demand as shown in the approved WSA. Please update to reflect revisions.

3-2

3-3

The above comments do not result in an increase in total water demand that was concluded in prior approved WSA. The above comments are in addition to any other comments you may receive from other LADWP divisions such as power system, environmental, etc.

3-4

Thank you.

Jin Hwang

Civil Engineering Associate

Los Angeles Department of Water and Power

Water Resources Group

111 N. Hope St. Room 1463

Los Angeles, CA 90012

[213-367-4845](tel:213-367-4845)

LETTER NO. 3

Los Angeles Department of Water and Power
Water Resources Group
111 N. Hope St. Room 1463
Los Angeles, CA 90012
Jin Hwang, Civil Engineering Associate
May 31, 2012

Response 3-1

The comment introduces comments on the Draft EIR. No further response is required given that the comment does not address the content of the Draft EIR.

Response 3-2

The comment correctly indicates that water conservation savings for Studio units (toilets and showerheads) should be included in Table IV.I-5. In response to the comment, the Draft EIR has been revised accordingly to provide updated water savings calculations in Table IV.I-5 and revisions to the text of Chapter IV.I.1 where such calculations are referenced. Please refer to Section 3.0, *Corrections and Additions to the Draft EIR*, for the revisions.

Response 3-3

The comment correctly indicates that “outdoor water use” should decrease due to the decrease in dwelling units since preparation of the Water Supply Assessment. In response to the comment, the Draft EIR has been revised accordingly to provide updated water use calculations in Table IV.I-5 and revisions to the text of Chapter IV.I.1 where such calculations are referenced. Please refer to Section 3.0, *Corrections and Additions to the Draft EIR*, for the revisions.

Response 3-4

Comment noted.

Letter No. 4



**South Coast
Air Quality Management District**

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-Mailed: June 1, 2012
karen.hoo@lacity.org

June 1, 2012

Ms. Karen Hoo
Case # ENV-2007-5887-EIR
Los Angeles Department of City Planning
200 North Spring Street, Room 750
Los Angeles, CA 90012

**Review of the Draft Environmental Impact Report (Draft EIR)
for the Proposed Bixel and Lucas Project**

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated into the final environmental impact report (Final EIR) as appropriate.

The AQMD staff is concerned about the significant regional air quality impacts from the proposed project. Specifically, the lead agency determined that the project will exceed the AQMD's CEQA significance thresholds for NOx emissions during construction of the project and VOC emissions during project operations. As a result, the AQMD staff recommends that pursuant to Section 15126.4 of the CEQA Guidelines the lead agency require the following revisions/additions to the mitigation measures identified in the Draft EIR.

4-1

Additional Construction Mitigation Measures

- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) and if the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NOx emissions requirements.

4-2

Revised Construction Mitigation Measure:

- ~~Mitigation Measure B16: Off-road heavy-duty construction equipment used for mass grading shall meet the strictest applicable EPA-promulgated emission standard for NOx, if commercially available in the regional market.~~ During project construction, all internal combustion engines/construction, equipment operating on the project site shall meet EPA-Certified Tier 3 emissions standards, or higher according to the following:

4-3

- ✓ Project start, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- ✓ Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
- ✓ A copy of each unit’s certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

4-3
(cont.)

- ✓ Encourage construction contractors to apply for AQMD “SOON” funds. Incentives could be provided for those construction contractors who apply for AQMD “SOON” funds. The “SOON” program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website:
<http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>

4-4

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website:
www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html.

4-5

Additional Operational Construction Mitigation Measures:

- Require use of electric appliances (e.g. stoves) and gardening equipment.
- Require use of water-based or low VOC cleaning products¹.

4-6

Revised Operational Mitigation Measures:

- Provide electric car charging stations for tenants beyond the requirements of the Los Angeles Green Building Code Ordinance. Also, provide ~~and~~-designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs. All electric car charging stations shall be installed per CALGreen Code.

4-7

Pursuant to Public Resources Code Section 21092.5, AQMD staff requests that the lead agency provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the lead agency

4-8

¹ Information on low VOC cleaning products is available at: www.aqmd.gov/rules/cacc/index.html

Ms. Karen Hoo

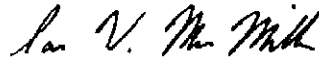
3

June 1, 2012

to address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

4-8
(cont.)

Sincerely,



Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

Attachment

IM:DG

LAC120418-01
Control Number

LETTER NO. 4

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4182

Ian MacMillan, Program Supervisor, CEQA Inter-Governmental Review – Planning, Rule Development & Area Sources

June 1, 2012

Response 4-1

The comment introduces comments on the Draft EIR. The comment summarizes the emissions which would exceed SCAQMD thresholds consistent with the analysis presented in the Draft EIR.

Response 4-2

The comment suggests that the City require the use of 2010 and newer diesel haul trucks, and if such trucks cannot be obtained, require trucks that meet EPA 2007 model year NO_x emissions requirements. However, the recommendation of a condition is not a practically feasible mitigation measure due to constraints on the availability of such equipment. The federal government regulates emissions from heavy duty on-road highway vehicles such as haul and delivery trucks, and has established a schedule for applicability of more stringent standards. Neither the City nor the Applicant can control the availability of newer trucks in the commercial fleet within southern California. A review of the EMFAC 2011 fleet data for 2013 reveals that T7 (heavy duty diesel) trucks (33,000-60,000 lbs) that meet EPA 2007 or better emission standards are expected to comprise only approximately 24% of the construction trucks in the Los Angeles region, with model year 2010 engines in even shorter supply.¹ With a low availability of 2007 or newer haul trucks, it is not practically feasible to require the recommended mitigation measure.

While the recommended mitigation measure is not feasible, the applicant is willing to implement the following measure as a condition of project approval:

Mitigation Measure B-17-B: During construction, the Project shall include in bid documents the recommendation that contractors use haul trucks meeting either EPA Model Year 2010 or EPA Model Year 2007 NO_x emissions levels when such equipment is reasonably available.

Response 4-3

The recommended mitigation measure is not practically feasible due to limits on the availability of the equipment. Moreover, the recommended mitigation measure is not consonant with the emissions standards upgrades for construction equipment that have been promulgated by the California Air Resources Board. The CARB Off-Road Diesel Vehicle Compliance rule requires that construction equipment fleets meet certain emissions standards at specified dates depending on fleet size, ranging from Year 2014 for large fleets (>5,000 hp) to Year 2019 for small fleets (<2,500 hp). The rule also provides flexibility in that fleets which are not able to meet the average emission requirements will be required to clean up only 5 to 10 percent of

¹ California Air Resources Board EMFAC 2011. <http://www.arb.ca.gov/msei/modeling.htm>. Accessed November 2011.

the fleet annually. Review of the latest CARB Diesel Off-Road Online Reporting System (DOORS) data shows that heavy duty off-road construction equipment meeting Tier 3 or 4 emission standards account for only seven percent of the statewide fleet.² With a low availability of Tier 3 or 4 emissions compliant construction equipment, it is not feasible to require all construction equipment to meet these requirements. Given the timetable and allowances by The CARB the availability of the type of equipment desired by the commentor cannot be assured -- even with implementation of the updated CARB rule.

Preliminary URBEMIS runs performed for the project demonstrate that use of Tier 3 and 4 equipment for on-site construction would reduce total construction emissions by 5-13 percent compared to the current statewide construction equipment fleet mix. However, as explained in the response above, the worst-case construction day is predicted to be approximately 50% above the regional NO_x threshold. Therefore, NO_x impacts would remain significant and unavoidable.

Finally, the mitigation measure as written in the Draft EIR mitigates the only phase (mass grading) during which NO_x emissions exceed the regional threshold. Localized significance thresholds are not exceeded during any phase of construction. Therefore, the mitigation is reasonable and adequate as presented in the Draft EIR.

Response 4-4

Comment noted. Construction contractors will be encouraged to apply for AQMD "SOON" funds. The following mitigation measure is proposed and will be added to the Final EIR:

Mitigation Measure B-17-C: Construction contractors supplying heavy duty diesel equipment, greater than 50 hp, will be encouraged to apply for AQMD SOON funds. Information including the AQMD website will be provided to each contractor which uses heavy duty diesel for on-site construction activities.

Response 4-5

Comment noted.

Response 4-6

Project operational emissions resulted in an exceedance of the VOC threshold principally due to vehicle trips and consumer products (i.e., cleaning supplies, touch-up/maintenance painting, hairspray, etc.). Emissions from architectural coatings, landscaping equipment and appliances represent approximately 4% of total operational VOC emissions. Moreover, the Project Applicant has no control over residential usage of cleaning products and what appliances are used in a household over time. Therefore, this mitigation measure is not practically feasible.

² Diesel Off-Road Online reporting System Access Database. April 14, 2010. California Air Resources Board.

Response 4-7

It is unclear how the recommended mitigation measure would reduce significant impacts of the Project. The City of Los Angeles has adopted policies for the installation of charging station as part of the Green Building Ordinance. The Project would install electric car charging stations per the requirements of the Los Angeles Green Building Code Ordinance. It is not clear why Project parking for car-sharing programs would be necessary as apart from ordinary resident parking or how the use of such parking could be effectively regulated after project approval between ZEVs and other vehicles. Therefore, the mitigation is reasonable and adequate as presented in the DEIR.

Response 4-8

Comment noted.

Letter No. 5

From: Striegler, Glenn [mailto:glenn.striegler@lausd.net]
Sent: Friday, June 01, 2012 5:20 PM
To: Margaret Shekell
Subject: Bixel-Lucas Mixed-Use Project

Ms. Margaret Shekell,

Please see attached pursuant to your June 8, 2011 request for updated school information for the above-referenced project. I apologize for our late response. Additionally, I have attached a copy of my original April 8, 2008 correspondence for your information and reference.

5-1

Don't hesitate to contact me should you have any questions or require additional information.

Glenn Striegler
Environmental Assessment Coordinator
LAUSD Office of Environmental Health & Safety
333 South Beaudry Ave – 28th Floor
Los Angeles, CA 90017

(213) 241-2199 *Phone*
(213) 241-6816 *FAX*
glenn.striegler@lausd.net
<http://lausd-oehs.org>



Los Angeles Unified School District Facilities Services Division



OFFICE OF THE SUPERINTENDENT

FACILITIES SERVICES DIVISION

DATE: March 29, 2012

TO: PCR Services Corporation
One Venture, Suite 150
Irvine, CA 92618
Attn: Margaret Shekell, AICP Senior Planner

FROM: Rena Perez, Director
Master Planning & Demographics

SUBJECT: UPDATE #2 Environmental Impact Report Information Requested for: **BIXEL & LUCAS PROJECT**, located at; 1102-1136 W. 6th Street, 632-636 S. Lucas Avenue, and 611-629 S. Bixel Street, Los Angeles, CA 90017

Included please find a **LAUSD Schools Enrollments and Capacities Report** for the schools that may be impacted by the development project(s) in question. This report contains data on each school's current and projected capacities, enrollments, and school calendars, and is designed to address any questions pertaining to overcrowding and factors related to school capacity.

Please note that the data in this report already take into account portable classrooms on site, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools. **Enrollment and capacity data are updated annually and become available after December 1 of each year.**

Additional information can be found in LAUSD's 2011 "Strategic Execution Plan" at www.laschools.org/sep/, on LAUSD's Facilities main webpage at www.laschools.org/, or on LAUSD's general website, at www.lausd.net.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

- Questions: 1,2 &3** The project is located in a **HS** attendance choice area. Please see LAUSD Schools Enrollments and Capacities Report details;
- Question : 5** Please refer to the Enrollments and Capacities Report for identification of any new schools planned to relieve known overcrowding. LAUSD is currently using the 2011 Strategic Execution Plan (SEP) for long-range planning and implementation of the school construction program;
- Question :6** The school fee justification study is updated annually. Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 for more information regarding fees and student generation rates.

5-2

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT
2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
Attendance area boundary descriptions for existing schools identified as serving the proposed project.

Sincerely,

Rena Perez, Director

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: Update#2 - Bixel & Lucas Project, located at; 1102-1136 W. 6th Street, 632-636 S. Lucas Avenue, and 611-629 S.Bixel Street, Los Angeles, CA 90017.

SCHOOL YEAR: 2011-2012

(Current and projected enrollments/capacities reflect data from School Year (SY) 2011-2012. SEE DISCLAIMER BELOW.)

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	Current seating overage/(shortage)	Overcrowded Now?	Projected Capacity	Projected Enrollment	Projected seating overage/(shortage)	Overcrowding Projected in Future?
2163	PARA LOS NINOS GRATT	1 TRK	370	301	342	69	No	310	276	34	No
2385	GRATTS EL**	1 TRK	661	690	625	(29)	Yes	736	629	107	No
8058	LIECHTY MS**	1 TRK	1265	1410	1313	(145)	Yes	1578	1203	375	No
a	SCHOOL CHOICE AREA TOTALS (schools listed below)	-	6869	6960	6693	(91)	Yes	8419	5843	2576	No
	BELMONT ACADEMIC ZONE										
8207	ACADEMIC LEADERSHIP COMMUNITY	1 TRK	504	-	416	-		553	-	-	-
8210	LOS ANGELES TEACHER PREPARATORY ACADEMY	1 TRK	289	-	273	-		440	-	-	-
8500	CIVITAS SCHOOL OF LEADERSHIP	1 TRK	390	-	361	-		531	-	-	-
8516	RAMON C CORTINES SCHOOL OF VISUAL & PERFORMING ARTS	1 TRK	1597	-	1534	-		1437	-	-	-
8517	MIGUEL CONTRERAS LEARNING COMPLEX	1 TRK	781	-	945	-		879	-	-	-
8543	BELMONT SENIOR HIGH	1 TRK	1353	-	1213	-		2087	-	-	-
8544	EDWARD R ROYBAL LEARNING CENTER	1 TRK	1514	-	1580	-		2062	-	-	-
8774	LOS ANGELES SCHOOL OF GLOBAL STUDIES	1 TRK	441	-	371	-		430	-	-	-

^a Schools & programs that are part of a "school choice area" pull enrollments from the school(s) that have resident areas, as defined by attendance boundaries.

The calculated total capacities and enrollments in school choice areas have been developed by MPD to determine current and projected seating overage/shortage and overcrowding (shaded green color).
If any of the school choice area schools is multi-track, then the service area is considered overcrowded.

Schools Planned to Relieve Known Overcrowding

NONE

DISCLAIMER: CURRENT AND PROJECTED DATA ARE UPDATED ANNUALLY AND BECOME AVAILABLE AFTER DECEMBER 1ST OF EACH

NOTES:

- ¹ School's ID code.
 - ² School's name
 - ³ The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 3 TRK or 4 TRK), because of overcrowded conditions.
 - ⁴ School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Includes magnet students.
 - ⁵ The total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.
 - Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
 - A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).
 - ⁶ The number of students actually attending the school now, including magnet students.
 - ⁷ Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).
 - ⁸ Current overcrowding status of school or service area. The school or area is currently overcrowded if any of these conditions exist:
 - A school is currently on a multi-track calendar.
 - There is currently a seating shortage.
 - There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats.
 - ⁹ The capacity the school will have after shifting to a 2-semester (1 TRK) calendar and implementing LAUSD operational goals. Includes magnet students.
 - ¹⁰ Projected 4-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.
 - ¹¹ Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).
 - ¹² Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
 - A school remains on a multi-track calendar.
 - There is a seating shortage in the future.
 - There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.
 - ¹³ The anticipated capacity of new schools planned for the area. While these new seats will help offset projected overcrowding at the existing schools listed in this report, there may be other
- * Independent Charter: Capacity and enrollment information is not reported for some independent charters.
** Current capacity shown for QEIA (Quality Education Investment Act) schools includes class-size reduction due to QEIA. Projected capacity and enrollment does not include class-size

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 2163

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR PARA LOS NIÑOS - GRATTS
PRIMARY CENTER EFFECTIVE JULY 1, 2010.

The area described below has been approved as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective (New School).

This is an official copy for your file.

(GRADES K - 1)

BEVERLY BOULEVARD * SECOND STREET * HARBOR FREEWAY * WILSHIRE BOULEVARD * WITMER STREET (BOTH SIDES) * SIXTH STREET * LOMA DRIVE (BOTH SIDES) * THIRD STREET (BOTH SIDES) * UNION PLACE (BOTH SIDES EXCLUDED) * CROWN HILL AVENUE (BOTH SIDES) * LOMA DRIVE (BOTH SIDES).

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: JAMES SOHN, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics

Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 2385

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR EVELYN T. GRATTS SCHOOL
EFFECTIVE JULY 1, 1996 (CLARIFIED 7-5-1996) (UPDATED 7-1-2010).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 1996 (clarified 7-5-1996). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 2 - 5)

BEVERLY BOULEVARD * SECOND STREET * HARBOR FREEWAY * WILSHIRE BOULEVARD * WITMER STREET (BOTH SIDES) * SIXTH STREET * LOMA DRIVE (BOTH SIDES) * THIRD STREET (BOTH SIDES) * UNION PLACE (BOTH SIDES EXCLUDED) * CROWN HILL AVENUE (BOTH SIDES) * LOMA DRIVE (BOTH SIDES).

OPTIONAL: GRATTS AND CASTELAR SCHOOLS

(GRADES K - 5)

FIRST STREET * OLIVE STREET * FOURTH STREET * HOPE STREET AND EXTENSION * SEVENTH STREET * HARBOR FREEWAY

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: JAMES SOHN, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics

Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 8058

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR JOHN LEICHTY MIDDLE SCHOOL
EFFECTIVE JULY 1, 2009 (UPDATED 7-1-2010).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2009. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

THIRD STREET * MAIN STREET * PICO BOULEVARD * HILL STREET * VENICE BOULEVARD * HARBOR FREEWAY * 14TH STREET AND EXTENSION (BOTH SIDES EXCLUDED) * VALENCIA STREET (BOTH SIDES EXCLUDED) * PICO BOULEVARD (BOTH SIDES) TO UNION AVENUE * PICO BOULEVARD * BONNIE BRAE STREET (BOTH SIDES EXCLUDED) * TWELFTH STREET * ALVARADO STREET * SIXTH STREET * CORONADO STREET (BOTH SIDES).

(GRADES 7 - 8)

PICO BOULEVARD (BOTH SIDES EXCLUDED) * VALENCIA STREET (BOTH SIDES) * 14TH STREET AND EXTENSION (BOTH SIDES) * HARBOR FREEWAY * VENICE BOULEVARD * UNION AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: JAMES SOHN, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics

Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 8543

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR BELMONT ACADEMIC ZONE EFFECTIVE JULY 1, 2011.

The area described below has been approved as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 2010.

This is an official copy for your file.

(GRADES 9 - 12)

MELROSE AVENUE * NORMANDIE AVENUE * HOLLYWOOD FREEWAY * VERMONT AVENUE * BEVERLY BOULEVARD * TEMPLE STREET * SILVER LAKE BOULEVARD * BELLEVUE AVENUE * MICHELTORENA STREET * MARATHON STREET * RAMPART BOULEVARD * SUNSET BOULEVARD * ALVARADO STREET * EFFIE STREET AND EXTENSION INCLUDING 1872 EFFIE STREET, 1698 AND 1699 LEMOYNE STREET, AND 1698 AND 1699 LUCRETIA AVENUE * LUCRETIA AVENUE * ECHO PARK AVENUE (BOTH SIDES EXCLUDED) * MORTON AVENUE (BOTH SIDES EXCLUDED) * MORTON PLACE, INCLUDING MORTON WALK (BOTH SIDES EXCLUDED) * SARGENT PLACE AND EXTENSION (BOTH SIDES, INCLUDING 1698 AND 1699 SARGENT PLACE, EXCLUDED) * ACADEMY ROAD AND EXTENSION EASTERLY AND SOUTHERLY TO THE INTERSECTION OF STADIUM WAY AND PASADENA FREEWAY * STADIUM WAY AND EXTENSION * NORTH SPRING STREET * ALAMEDA STREET * SIXTH STREET * MAIN STREET * PICO BOULEVARD * HARBOR FREEWAY * VENICE BOULEVARD * UNION AVENUE * PICO BOULEVARD * BONNIE BRAE STREET (BOTH SIDES EXCLUDED) * TWELFTH STREET * ALVARADO STREET * PICO BOULEVARD * VERMONT AVENUE * OLYMPIC BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * SAN MARINO STREET (BOTH SIDES EXCLUDED) TO ELDEN AVENUE * SAN MARINO STREET * HOOVER STREET * SEVENTH STREET (BOTH SIDES EXCLUDED) * WILSHIRE PLACE (BOTH SIDES EXCLUDED) * WILSHIRE BOULEVARD * WESTMORELAND AVENUE (BOTH SIDES EXCLUDED) * FOURTH STREET (BOTH SIDES) TO CATALINA STREET * FOURTH STREET * ALEXANDRIA AVENUE (BOTH SIDES) * THIRD STREET * KINGSLEY DRIVE * BEVERLY BOULEVARD * KINGSLEY DRIVE.

(GRADE 12)

WHITMORE AVENUE AND EXTENSION * LANDA STREET (BOTH SIDES, INCLUDING ALL OF TWIN OAK STREET) * LANDA STREET EXTENDED FROM THE INTERSECTION OF LANDA STREET AND STADIUM WAY * GOLDEN STATE FREEWAY * WEST BOUNDARY OF ELYSIAN PARK * ACADEMY ROAD * SARGENT PLACE AND EXTENSION (BOTH SIDES) EXCLUDING 1698 AND 1699 SARGENT PLACE * MORTON PLACE, INCLUDING MORTON WALK (BOTH SIDES) * MORTON AVENUE (BOTH SIDES) * ECHO PARK AVENUE (BOTH SIDES) * LUCRETIA AVENUE AND EXTENSION WESTERLY EXCLUDING 1698 AND 1699 LUCRETIA AVENUE, 1698 AND 1699 LEMOYNE STREET AND 1872 EFFIE STREET * EFFIE STREET AND EXTENSIONS * ALVARADO STREET AND EXTENSION.

(OVER)

OPTIONAL: BELMONT ACADEMIC ZONE AND LINCOLN CAMPUS ATTENDANCE AREA

(GRADES 9 - 12)

NORTH SPRING STREET * BAKER STREET AND EXTENSION * LOS ANGELES RIVER
* CESAR E. CHAVEZ AVENUE * ALAMEDA STREET.

OPTIONAL: BELMONT ACADEMIC ZONE AND SOTOMAYOR LEARNING ACADEMIES

(GRADES 9 - 11)

WHITMORE AVENUE AND EXTENSION * LANDA STREET (BOTH SIDES, INCLUDING ALL OF TWIN OAK STREET) * LANDA STREET EXTENDED FROM THE INTERSECTION OF LANDA STREET AND STADIUM WAY * GOLDEN STATE FREEWAY * WEST BOUNDARY OF ELYSIAN PARK * ACADEMY ROAD * SARGENT PLACE AND EXTENSION (BOTH SIDES) EXCLUDING 1698 AND 1699 SARGENT PLACE * MORTON PLACE, INCLUDING MORTON WALK (BOTH SIDES) * MORTON AVENUE (BOTH SIDES) * ECHO PARK AVENUE (BOTH SIDES) * LUCRETIA AVENUE AND EXTENSION WESTERLY EXCLUDING 1698 AND 1699 LUCRETIA AVENUE, 1698 AND 1699 LEMOYNE STREET AND 1872 EFFIE STREET * EFFIE STREET AND EXTENSIONS * ALVARADO STREET AND EXTENSION.

Belmont Academic Zone: eight schools or educational programs that students will be able to make application to when resident to Belmont High School. For the 2011-2012 school year students have eight choices: Academic Leadership Community, Belmont High School, Civitas, Miguel Contreras Learning Center, Los Angeles Global Studies, Los Angeles Teacher Preparatory Academy, Edward Roybal Learning Center, and Ramon C. Cortines School of Visual and Performing Arts. All of these choices will serve grades 9-12.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: KELLY SCHMADER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics

Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LETTER NO. 5

Los Angeles Unified School District
LAUSD Office of Environmental Health & Safety
333 S. Beaudry Avenue, 28th Floor
Los Angeles, CA 90017
Glenn Striegler
Environmental Assessment Coordinator
June 1, 2012

Response 5-1

This letter was provided by LAUSD in response to a request for school information by PCR on June 8, 2001. Although this not a comment letter on the Draft EIR, a response is nonetheless being provided to the letter. Since LAUSD did not provide a timely response to PCR after contact attempts during preparation of the Draft EIR, the Draft EIR circulated for public review included a schools analysis that was based on the most current available school information at the time. The attached letter to Mr. Striegler's e-mail by Rena Perez is dated March 29, 2012, however, the letter was not received by PCR until June 1, 2012. Please see response below which responds to Ms. Perez's letter.

Response 5-2

Per the attached LAUSD Schools Enrollments and Capacities (2011-12) report, students generated by the Project would be served by Para Los Ninos Gratt and Gratts Elementary Schools. The Draft EIR indicates that only Gratts Elementary School would serve the Project. Similar to the Draft EIR, the report indicates that Liechty Middle School would serve middle school students generated by the Project. Because the project site would be located in the Belmont Academic Zone, students would have a choice of high schools including: Academic Leadership Community, Belmont Senior High School, Ramon C. Cortines School of Visual & Performing Arts, Civitas School of Leadership High School, Los Angeles Global Studies Senior High School, Los Angeles Teacher Preparatory Academy, Contreras Learning Complex, and Roybal Learning Center Finally. In comparison, the Draft EIR indicates that the high schools serving the project site include the same list as above, with the exception that it included Central Los Angeles High School and does not include the Ramon C. Cortines School of Visual & Performing Arts.

The Draft EIR indicates that with the addition of Project generated students there would be a seating shortage at Gratts Elementary School and the high schools serving the project site. The Draft EIR concluded that pursuant to Section 65995 of the California Government Code, with the payment of developer impact fees in accordance with SB 50 as outlined in Mitigation Measure G-18, Project-related impacts on LAUSD school facilities would be reduced to a less than significant level. Compliance with SB 50 is considered full and complete mitigation. Based on the 2011-12 LAUSD Schools Enrollments and Capacities Report provided by LAUSD, overcrowding (seating shortages) is not anticipated at any of the schools serving the project site as they all have available seating capacity. The serving schools would adequately accommodate Project generated students without seating shortages (overcrowding). Thus, impacts to schools would be less than previously disclosed in the Draft EIR. Nonetheless, as stated in the Draft EIR, the Project would still pay developer impact fees in accordance with SB 50 as outlined in Mitigation Measure G-18.

Letter No. 6



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

June 5, 2012

RECEIVED
CITY OF LOS ANGELES

JUN 12 2012

ENVIRONMENTAL
UNIT

Karen Hoo
City of Los Angeles
200 North Spring Street, Rm 750
Los Angeles, CA 90012

Subject: Bixel and Lucas Project
SCH#: 2008041049

Dear Karen Hoo:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on June 4, 2012, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

6-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2008041049
Project Title Bixel and Lucas Project
Lead Agency Los Angeles, City of

Type EIR Draft EIR
Description Note: Review Per Lead

The Project site is a 4.1-acre property with a vacant eight-story potentially historic former medical office building, warehouse, vacant auditorium, vacant gas station and associated service bays/carport, and surface parking lot. The total square footage of the existing on-site buildings is approximately 94,250 s.f. The Project site is located on 6th Street between Lucas Avenue and S. Bixel Street. The Project proposes the redevelopment of the site with 648 dwelling units (with a minimum of 5 percent of the units designated as Very Low Income units, and up to 39,996 s.f. of commercial retail space in a unified development comprising: (1) the existing eight-story Medical Office Building located at the corner of 6th Street and Lucas Avenue, which will be converted to 42 joint living & work quarter units per the City's Adaptive Reuse Ordinance and rehabilitated in accordance with the Secretary of Interior's Standards for the Rehabilitation of Historic Buildings; and (2) a new mixed-use building up to ten stories tall around a landscape Project-oriented courtyard on the podium level. Parking will be provided within a parking garage consisting of up to three levels above ground and/or three subterranean levels.

Lead Agency Contact

Name Karen Hoo
Agency City of Los Angeles
Phone 213 978 1331 **Fax**
email
Address 200 North Spring Street, Rm 750
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City Los Angeles, City of, Westlake Village
Region
Lat / Long 34° 3' 7.6" N / 118° 15' 45" W
Cross Streets S. Bixel Street and S. Lucas Avenue
Parcel No. 5143-024-002, -009, -010, -011, -014
Township 1S **Range** 13W **Section** 29 **Base**

Proximity to:

Highways Hwy 10, 110, 101
Airports No
Railways Numerous
Waterways Los Angeles River
Schools Numerous
Land Use Westlake Community Plan - Regional Center Commercial, Community Commercial
Zoning - C4 (CW)-U6, C4(CW)-U/4.5

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Noise; Public Services; Recreation/Parks; Schools/Universities; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Supply; Landuse; Cumulative Effects

**Document Details Report
State Clearinghouse Data Base**

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Management Agency, California; Resources, Recycling and Recovery; Caltrans, District 7; Department of Housing and Community Development; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 04/18/2012 **Start of Review** 04/18/2012 **End of Review** 06/04/2012

LETTER NO. 6

State of California
Governor's Office of Planning and research
State Clearinghouse and Planning Unit
1400 10th Street
Sacramento, CA 95812-3044
Scott Morgan, Director
June 5, 2012

Response 6-1

Comment noted. The comment acknowledges that the City of Los Angeles has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. No state agencies submitted comment letters to the State Clearinghouse.

Letter No. 7

From: **Joyce Dillard** <dillardjoyce@yahoo.com>

Date: Mon, Jun 4, 2012 at 3:51 PM

Subject: Comments to ENV-2007-5887-EIR Bixel and Lucas Project due 6.4.2012 4PM

To: Karen Hoo <karen.hoo@lacity.org>, The Honorable Carmen Trutanich

<CTrutanich@lacity.org>

No mention is made of Total Daily Maximum Loads source points and the mitigation necessary to reduce or eliminate those pollutants. The Los Angeles Regional Water Board and/or the USEPA have established Water Quality Guidelines, per the Clean Water Act, for pollutant loads in the Water Quality Control Plan-Los Angeles Region-Coastal Watersheds of Los Angeles and Ventura Counties.

7-1

No mention is made of the Greater Los Angeles County IRWMP Integrated Resource Water Management Plan.

7-2

No mention is made of Sediment Management from this source point whether on site or transported.

7-3

No mention is made of any fracking in nearby properties and the effect of subsidence and of the acoustics. No mention is made of overweight trucks and the acoustic effects. The Seismic Hazards for all parcels indicate a Maximum Magnitude of 7.1.

7-4

USTs total over 1900 in LA County. The effect on water quality and air quality is brushed off in this document. UST need to be identified now, not later with the caveat "open cases." Not all cases may be opened because of the volume. It should read cases "identified as UST."

7-5

Fire Deployment and Response Times released by the City of Los Angeles are inaccurate and deceptive. National Fire Protection Association standards should be the guidance used in this document; and it is not. Increased property insurance costs are not addressed.

Missing from the EIR is the in relationship to:

7-6

- list of fire stations near or designated responsive to the Project site
- types of equipment at the fire stations near or designated responsive to the Project site
- staff at the fire stations near or designated responsive to the Project site, and
- estimated responses times from those stations near or designated responsive to the Project site

The General Plan, Chapter 10 Implementation Policies states

Establishment and/or updates of comprehensive plans (general plan elements, master plans, and other) for infrastructure and public services to upgrade existing deficiencies and accommodate the needs of future growth (P2).

7-7

P2

Amend/revise other City Planning documents to ensure their consistency with the Framework Element.

Among these would be:

a. Citywide General Plan Elements, including, but not limited to:

(1) The Housing Element

(2) The Infrastructure Systems Element, incorporating a telecommunications component and watershed management guidelines

(3) The Open Space and Conservation Element, incorporating amended open space standards for the functional definition of open space to include sidewalks in pedestrian-oriented areas, small parks, community gardens, freeway air rights, and any other similar resources incentives and standards for the private implementation a street tree plan and the public maintenance of street trees planted through private efforts.

The Coastal Plan, Consolidated Plan, and other related documents, including possible amendments of Specific Plans to reflect transit corridors and stations where appropriate.

A program to monitor the status of development activity, capabilities of infrastructure and public services to provide adequate levels of service, and environmental impacts (e.g., air emissions), identifying critical constraints, deficiencies and planned improvements (where appropriate) (P42)

P42

Establish a Monitoring Program to accomplish the following

a. Assess the status of development activity and supporting infrastructure and public services within the City of Los Angeles. The data that are compiled can function as indicators of

(a) the rate of population growth, development activity, and other factors that result in demands for transportation, infrastructure, and services;

(b) location and type of infrastructure investments and improvements; and

(c) changes to the citywide environmental conditions and impacts documented in the Framework Element environmental database and the Environmental Impact Report.

7-8

7-9

7-10

b. Assess transportation conditions and determine the City's progress toward attainment of citywide transportation objectives.

c. Determine the progress of the Los Angeles County Sanitation District 2010 Master Facilities Program and any other capital improvement projects which could affect their ability to collect City wastewater and provide full secondary treatment for that wastewater.

d. Identify existing or potential constraints or deficiencies of other infrastructure in meeting existing and projected demand.

e. Identify, based on consultation with the LAUSD, the surplus and/or deficit of classroom seats.

An Annual Report on Growth and Infrastructure that documents the results of the annual monitoring program (P43)

P43

Prepare an Annual Report on Growth and Infrastructure based on the results of the Monitoring Program, which will be published at the end of each fiscal year and shall include information such as population estimates and an inventory of new development. This report is intended to provide City staff, the City Council, and service providers with information that can facilitate the programming and funding of capital improvements and services. Additionally, this report will inform the general plan amendment process. Information shall be documented by relevant geographic boundaries, such as service areas, Community Plan Areas, or City Council Districts.

You did not review or demonstrate compliance.

The Framework Element states:

3.3.2 Monitor population, development, and infrastructure and service capacities within the City and each community plan area, or other pertinent service area. The results of this monitoring effort will be annually reported to the City Council and shall be used in part as a basis to:

a. Determine the need and establish programs for infrastructure and public service investments to accommodate development in areas in which economic development is desired and for which growth is focused by the General Plan Framework Element.

b. Change or increase the development forecast within the City and/or community plan area as specified in [Table 2-2](#) (see Chapter 2: Growth and Capacity) when it can be demonstrated that (1) transportation improvements have been implemented or funded that increase capacity and maintain the level of service, (2) demand management or behavioral changes have reduced traffic volumes and maintained or improved levels of service, and (3) the community character will not be significantly impacted by such increases.

7-10
(cont.)

7-11

7-12

Such modifications shall be considered as amendments to [Table 2-2](#) and depicted on the community plans.

c. Initiate a study to consider whether additional growth should be accommodated, when 75 percent of the forecast of any one or more category listed in [Table 2-2](#) (see Chapter 2: Growth and Capacity) is attained within a community plan area. If a study is necessary, determine the level of growth that should be accommodated and correlate that level with the capital, facility, or service improvements and/or transportation demand reduction programs that are necessary to accommodate that level.

d. Consider regulating the type, location, and/or timing of development, when all of the preceding steps have been completed, additional infrastructure and services have been provided, and there remains inadequate public infrastructure or service to support land use development. ([P42](#), [P43](#))

7-12
(cont.)

Please provide the required information.

We do not see the reference to AB 162 Wolk incorporating the 200-year floodplain and its effects to the land use, conservation, safety, and housing elements of municipalities' general plans.

7-13

The City of Los Angeles INTEGRATED RESOURCES PLAN, certified in December 2007, is now obsolete. There have been changes to that Plan since certification. In particular, the following report:

The Donald C. Tillman Water Reclamation Plant In-Plant Storage Project Environmental Assessment, US Army Corps of Engineers, August 9, 2011

This report mentions significant changes to the SEWAGE SYSTEM.

In Section 1 Introduction 1.1 Overview

In 2007, the City implemented measures to reduce the amount of nitrogen compound discharged from its water reclamation plants as mandated by the Los Angeles Regional Water Quality Control Board ("Nitrogen Compounds and Related Effects Total Maximum Daily Load (TMDL) for the Los Angeles River Watershed", an amendment to the Los Angeles River Water Quality Control Plan).

7-14

The City now proposes to construct two 7.6 mg basins (proposed project) within the plant's bermed area to temporarily store 15.2 mg of primary treated wastewater during periods of peak wet weather flows. The basins would be in lieu of the 60 mg tank envisioned in the IRP....

Since the IRP EIR, the City has reviewed and analyzed the wastewater system needs further. In January 2008, the City prepared the Flow Equalization and Tertiary Filtration Concept Report, which evaluated a number of alternatives to store primary effluent at, or in the vicinity of Tillman, to relieve pressure on the constriction that occurs at the convergence of VORS, AVORS and EVIS, beneath the intersection of Magnolia Boulevard and Kester Avenue. The recommended alternative in 2008 involved the construction of Phase III structures without treatment equipment. Phase III structures would be used for in-plant wet weather storage to relieve the sewer system during substantial storm events by diverting and holding primary effluent for a duration of up to 12 hours, then discharge the effluent back into the AVORS.

7-14
(cont.)

This report is not used in this Draft EIR and has significant effect on the environment.

There are issues with the Soil Gas emissions, for both Air Quality and Water Quality. Ozone is not in compliance with USEPA standards for the Air Quality Management District.

7-15

Joyce Dillard
P.O. Box 31377
Los Angeles, CA 90031

LETTER NO. 7

Joyce Dillard
June 4, 2012

Response 7-1

This comment states that no mention is made in the Draft EIR of Total Daily Maximum Loads (TMDL) source points and the mitigation measure necessary to reduce or eliminate those pollutants. Water quality impacts are addressed in the Initial Study prepared for the Project (see Appendix A of the Draft EIR). Also, Section VI, *Other Environmental Considerations*, in the Draft EIR summarizes the hydrology and water quality impact analysis and mitigation measures to ensure water quality impacts are less than significant.

The LA Basin Plan specifies narrative and numerical water quality objectives for receiving waters in Los Angeles County. The standards of LA Basin Plan are applicable to receiving waters and are not specifically applicable to stormwater runoff from any individual project site. However, the Total Maximum Daily Loads (TMDLs) for receiving waters are incorporated into the Municipal National Pollutant Discharge Elimination System (NPDES) Stormwater Permit with which the Project must comply. As discussed in the Initial Study, Best Management Practices (BMPs) would be implemented by the Project to address water quality during both construction and operation of the Project per compliance with applicable State and local regulatory requirements. This is memorialized in Mitigation Measures HWQ-1 and HWQ-3 on pages VI.I-15 and IV.I-16. Therefore, although the specific TMDLs for receiving water are not required to be measured or mitigated by the Applicant, Mitigation Measure HWQ-1 and HWQ-3, which reflects existing regulatory requirements, would help to ensure that Project impacts would be beneficial as compared to existing conditions.

Response 7-2

The Greater Los Angeles Integrated Regional Water Management Plan (IRWMP) was prepared in 2006 with the purpose of defining a clear vision and direction for the sustainable management of water resources in the Greater Los Angeles County Region for the next 20 years, presenting basic information regarding the possible solutions and the costs and benefits to those solutions and inspiring the Region and potential funding partners outside of the Region. The IRWMP is a collaborative effort by numerous Southern California jurisdictions to ensure sustainable water supply through the more efficient uses of water, the protection and improvement of water quality and environmental stewardship, including habitat restoration.

The IRWMP is a regional plan that is not directly applicable any individual project, but does provide additional background as to how various agencies, including the City of Los Angeles, are collaborating to address water supply, water quality, and environmental stewardship. Water quality impacts are addressed in the Initial Study prepared for the Project (see Appendix A of the Draft EIR). Please also refer to Section IV.I1, *Water Supply and Infrastructure*, for a discussion of water resources.

Response 7-3

This comment indicates that no mention is made in the Draft EIR of sediment management. Water quality impacts, which include surface runoff and sediment management, are addressed in the Initial Study prepared for the Project (see Appendix A of the Draft EIR). Also, Section VI, *Other Environmental Considerations*, in the

Draft EIR summarizes the hydrology and water quality impact analysis and mitigation measures to ensure water quality impacts are less than significant. As discussed therein, BMPs would be implemented by the Project to address water quality during both construction and operation of the Project per compliance with applicable State and local regulatory requirements. This is memorialized in Mitigation Measures HWQ-1 and HWQ-3 on pages VI.I-15 and IV.I-16. Implementation of the mitigation measures would ensure that sediments in surface water runoff during construction and operation of the Project are managed in accordance with applicable regulatory requirements.

Response 7-4

A comprehensive geotechnical investigation was conducted for the Project, as discussed in Section VI, *Geology and Soils*, in the Initial Study prepared for the Project (see Appendix A of the Draft EIR). The geotechnical analysis included an analysis of conditions on and near the site which could result in geologic-related impacts (including subsidence). As discussed therein, since the project site is located on stable soils and shallow bedrock, the site is considered stable from a geological perspective. Further, all potentially significant impacts would be reduced to a less than significant level with compliance to applicable regulatory requirements and implementation of the prescribed mitigation measures. The project does not propose fracking and no fracking locations are known on nearby project sites which could adversely impact (geologic or noise) the project site.

With respect to overweight trucks and acoustic effects, the commentor is referred to, Section IV.F, *Noise*, in the Draft EIR which includes a discussion of truck-related noise impacts during construction and operation of the Project.

With respect to seismic hazards, the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR. However, this comment is acknowledged for the record. Nonetheless, the commentor is referred to Section VI, *Geology and Soils*, in the Initial Study prepared for the Project (see Appendix A of the Draft EIR), which indicated that potentially significant seismic-related impacts significant impacts would be reduced to a less than significant level with compliance to applicable regulatory requirements and implementation of the prescribed mitigation measures.

Response 7-5

The water quality and air quality assessments conducted for the Project in the Initial Study and Draft EIR, respectively, both included technical analyses by experts in their respective fields which meet the requirements of environmental review under the CEQA Guidelines. Also, Section IV.D, *Hazards and Hazardous Materials*, includes a comprehensive assessment of underground storage tanks (USTs) which could result in adverse effects to the environment. As discussed therein, the Draft EIR specifically identified potential impacts associated with USTs and recommends mitigation measures which would reduce these potentially significant impacts to a less than significant level. Also, the mitigation measures appropriately refer to “open cases” since it is possible that any or some of the identified USTs with associated soil or groundwater contamination may be fully remediated prior to construction to the extent that the prescribed mitigation measures are not applicable to the UST.

Response 7-6

At Table IV.G-1 on page IV.G-6 the Draft EIR lists the fire stations serving the site, their responses to the project site, and the staffing and equipment at the stations.

The City respectfully disagrees with this comment as the fire response times were provided directly from the City of Los Angeles Fire Department. This comment also indicates that National Fire Protection Standards should be used as guidance in this document. However, the City of Los Angeles has adopted standards and requirements as part of the Safety Element of the City's General Plan and in the Los Angeles Municipal Code (LAMC). Compliance with the standards and requirements in the Safety Element and LAMC is appropriate to use as guidance in the Draft EIR fire protection services analysis. Also, this comment indicates that increased property insurance costs are not addressed. However, property insurance cost is not an environmental issue or potential environmental impact of the Project.

Responses 7-7 through 7-12

As discussed at pages IV.E-18 through IV.E-36 in the Draft EIR, the Project is consistent with applicable elements and policies of the General Plan Framework, as well as with the Westlake Community Plan and the Central City West Specific Plan. The Community Plan and Specific plan provide integrated housing, infrastructure, and open space policies that apply to the Project site.

The comment references "General Plan, Chapter 10" as the basis of Comment 7-7. This is an incorrect reference as there is no such document. What the comment appears to refer to is Chapter 10 of the General Plan Framework. The General Plan Framework is a special element of the General Plan. It focuses on providing strategies for accommodating growth by encouraging growth in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations. As stated in the Framework, "[the Framework] does not convey or affect entitlements for any property. Specific land use designations are determined by the Community Plans."³ Thus, the Framework neither overrides nor supersedes the Community Plans.⁴ However, as discussed in the Draft EIR at page IV.E-19, the Project is located in a Regional Center identified in the General Plan Framework's Land Use Diagram as an area targeted for high-density growth and economic development.

The specific policies and/or implementation program referred to in this comment regards planning activities to be conducted by the City of Los Angeles as recommended by the Framework, and does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts, no further response is necessary. With respect to implementation of the policies referred to in the comment, the Introduction to the General Plan Framework clarifies:

³ *City of Los Angeles Department of City Planning, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, adopted December 11, 1996 and re-adopted August 8, 2001, available online: <http://www.cityofla.org/PLN>, p. 1. (Hereinafter, "General Plan Framework").*

⁴ *City of Los Angeles Department of City Planning, Wilmington-Harbor City Community Plan, adopted July 14, 1999, available online: <http://www.cityofla.org/PLN>, p. II-3. (Hereinafter, "Wilmington-Harbor City Community Plan").*

“Implementation of the General Plan Framework Element will be achieved through plans, ordinances, standards and guidelines, studies, capital improvements, economic development procedures, administrative procedures, and coordination with other governmental agencies, coordination and joint partnerships with private landowners and developers, and development review procedures. Many of the Element's policies will be implemented by the revision of the community plans and the Municipal Code, which is the basic mechanism through which the City regulates the use and development of land. The full-text Element specifies the implementation programs associated with each Framework Element policy.”

With respect to the general timing of these activities and implementing the policies of the Framework, Chapter 10 further states:

“Program implementation is contingent on the availability of adequate funding, which is likely to change over time due to economic conditions, the priorities of Federal and regional governments and funding agencies, and other conditions. The programs should be reviewed periodically and prioritized, where necessary, to reflect funding limitations and the City's objectives. In addition, amounts and sources of funding, initiation dates, responsible agencies and the detailed work scope of programs may be changed without requesting amendments to the General Plan Framework Element.

The City monitors the status of development activity, infrastructure and public services through various programs, including but not limited to budgeting activities, community plan updates, and regional planning efforts, including but not limited to, the *Regional Comprehensive Plan and Guide* (RCPG), the *Southern California Compass Growth Vision*, the *Regional Housing Needs Assessment* (RHNA), the *Regional Transportation Plan* (RTP), the *Regional Transportation Improvement Program* (RTIP). An update for the Westlake Community Plan is currently in progress (see <https://sites.google.com/site/westlakencp/Home/whats-new-2>). Consistent with Chapter 10, the update of the Westlake Community Plan will be completed as funding, resources and priorities permit.

With respect to population and housing impacts of the Project, the commentor is referred to the Initial Study prepared for the Project (see Appendix A of the Draft EIR). Also, please refer to Section IV.G, *Public Services*, in the Draft EIR for a discussion of Project impacts to public services; and refer to Section IV.I, *Utilities*, in the Draft EIR for a discussion of Project impacts regarding water supply infrastructure.

Response 7-13

This comment regards planning activities to be implemented by the City of Los Angeles during updates to its General Plan. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. Flooding impacts related to the Project are addressed in the Initial Study prepared for the Project (see Appendix A of the Draft EIR).

AB 162 requires, upon the next revision of the general plan housing element, on or after January 1, 2009, that the general plan safety element identifies, among other things, information regarding flood hazards and to establish a set of comprehensive goals, policies, and objectives, based on specified information for the protection of the community from, among other things, the unreasonable risks of flooding. The Public Safety

Element of the City's General Plan identifies flood hazard zones and indicates that the Project is not located within either the 100 year or 500 year flood plains.

Response 7-14

This comment indicates that the City of Los Angeles Integrated Resources Plan (IRP), certified in December 2007 is now obsolete and references various citations from *The Donald C. Tillman Water Reclamation Plant In-Plant Storage Project Environmental Assessment, US Army Corps of Engineers* (August 9, 2011). Contrary to the comment, the IRP is not an obsolete document, as it continues to serve as a planning document to guide future infrastructure development associated with wastewater, recycled water and stormwater. The IRP is an integrated wastewater facilities plan that describes the existing wastewater, recycled water, and runoff systems in the City, identifies system inadequacies based on the needs projected for the year 2020, and provides recommended alternatives to address the future needs of the systems. The IRP would improve and upgrade the City's wastewater and recycled water systems, and runoff management programs through the year 2020.

The commentor indicates that *The Donald C. Tillman Water Reclamation Plant In-Plant Storage Project Environmental Assessment* mentions "significant changes to the sewage system" and is "not used in this Draft EIR and has significant effect on the environment." The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts. The commentor is referred to the Initial Study prepared for the Project (see Appendix A of the Draft EIR) for a discussion of wastewater impacts associated with the Project. As discussed therein, wastewater facilities are available to serve the Project. The Hyperion Treatment Plant (HTP) along with other wastewater treatment facilities and associated improvements, such as those proposed for the Donald C. Tillman Water Reclamation Plant, would be able to accommodate and treat wastewater generated by the Project. Therefore, the impact conclusions presented in the Initial Study would not change in a meaningful way based on the information presented in this comment.

Response 7-15

This comment indicates that there are issues with Soil Gas Emissions, for both Air Quality and Water Quality. As discussed in Section IV.D, *Hazards and Hazardous Materials*, the project site is not located within a City-designated Methane Zone or Methane Buffer Zone. Furthermore, according to Division of Oil, Gas, and Geothermal Resources (DOGGR) records, no oil wells or oil fields are located directly on the project site. The closest oil field is the Los Angeles City Oil Field, which is located approximately 1/8 mile north of the Project site. Therefore, no impacts with regard to methane gas are anticipated to occur.

Also, as discussed in Section IV.D, a Human Health Risk Assessment (HHRA) was conducted for the entire project site (including the former gas station site) to assess impacts to future occupants of the site as a result of Project development. The HHRA considered a compilation of groundwater, soil and soil gas testing results to assess whether there would be any risk to human health as a result of Project development associated with the residual concentrations of hydrocarbons in soil and groundwater. The HHRA concluded that there are no conditions on-site that pose an unacceptable health risk to future occupants of the site and as such, no remediation is necessary regarding soil gas. However, the Los Angeles RWQCB will require the removal of the impacted soil which may be a potential source of ongoing groundwater contamination. Overall, with

implementation of the prescribed mitigation measures and compliance with applicable regulatory requirements, less than significant impacts would occur from soil gas emissions.

The Draft EIR acknowledges that the South Coast Air Quality Basin is not in compliance with Nation Ozone 8-hour standards and California Ozone 1-hour standards. The commentor is referred to Section IV.B, *Air Quality and Greenhouse Gas Emissions*, for a detailed analysis of air quality and greenhouse gas emissions impacts, including impacts regarding Ozone.

Letter No. 8

----- Forwarded message -----

From: **David Cecere** <dcecere@gmail.com>

Date: Wed, Jun 6, 2012 at 8:53 AM

Subject: ENV-2007-5887-EIR

To: karen.hoo@lacity.org

Karen,

Thank you for sending me the full EIR package. I don't have any objections but I am disappointed at the lack of solar in the design.

As noisy and dirty as the excavation phase will be I'm looking forward the the demise of the open parking lot outside my windows.

Please keep me on the list for future project announcements.

David Cecere

8-1

LETTER NO. 8

David Cecere
June 6, 2012

Response 8-1

This comment does not introduce new environmental information or provide specific comments regarding information presented in the Draft EIR. The opinions of the commentor will be part of the record and made available to the decision-makers prior to a final decision on the Project.

3.0 CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

3.1 INTRODUCTION

Corrections and Additions to the Draft EIR are a function of the comments received on the Draft EIR. Comments were provided by both public agencies and the general public. Where comments resulted in modification of information contained in the Draft EIR this information is presented as a Correction and Addition to the Draft EIR. The Corrections and Additions section provides a means by which the corrections and changes in the Draft EIR are presented in one place.

3.2 CORRECTIONS AND ADDITIONS

The corrections and additions to the Draft EIR are presented below. A line through text indicates it has been deleted, while double underlined text is text that has been added.

Executive Summary

1. **Page I-4. Modify 1st paragraph of subsection 4.a, Project Characteristics, with the following changes:**

The Project site is currently developed with a Medical Office Building, warehouse, vacant auditorium, vacant gas station and associated service bays/carport, and a paid public surface parking lot. The Project proposes the redevelopment of the site with 648 dwelling units ~~(with a minimum of 5 percent of the units designated as Very Low Income units,~~ and up to 39,996 square feet of commercial retail space in a unified development comprising: (1) the existing eight-story Medical Office Building located at the corner of 6th Street and Lucas Avenue, which will be converted to 42 joint living & work quarter (JLWQ) units per the City's Adaptive Reuse Ordinance and rehabilitated in accordance with the Secretary of Interior's Standards for the Rehabilitation of Historic Buildings; and (2) a new mixed-use building up to six stories tall around a landscaped Project-oriented courtyard on the podium level. Twenty-seven (27) units of the Project's total 648 units will be designated as Very Low Income units.

2. **Page I-5. Modify 2nd sentence of 2nd paragraph (1st full paragraph) with the following changes:**

The New Building would include a residential component in the building's upper floors and a commercial/retail component on the ground floor. The Project is proposing up to 606 units in the New Building, ~~including a minimum 5 percent set aside for Very Low Income units.~~

3. **Page I-7. Modify 2nd paragraph of subsection 8.b, Alternative B: No Project/Existing Zoning, with the following changes:**

Whereas the proposed Project incorporates the mandatory density bonus granted when Very Low Income units are proposed, this Alternative evaluates by-right development of residential uses on the Project site without the benefit of the density bonus increase. Therefore, in contrast to the Project, this Alternative

would not include any affordable housing (~~minimum five percent set aside for Very Low Income units under the proposed Project~~).

4. Page I-8. Modify 2nd sentence of 2nd paragraph (1st full paragraph) with the following changes::

As discussed in Section IV.E [Land Use], in *Palmer v. City of Los Angeles*, 174 Cal.App.4th 1396 (2009), the California Court of Appeal held that the inclusionary and replacement housing requirements of the CCWSR were pre-empted by the vacancy decontrol provisions of the Costa-Hawkins Rental Housing Act (Civ. Code, § 1954.50 et seq.). Therefore, in contrast to the Project, this Alternative would not include any affordable housing (~~minimum five percent set aside for Very Low Income units under the proposed Project~~).

5. Page I-14. Add the following mitigation measures to Table I-1, *Summary of Impacts*, to further reduce region construction emissions.

Mitigation Measure B-17-B: During construction, the Project shall include in bid documents the recommendation that contractors use haul trucks meeting either EPA Model Year 2010 or EPA Model Year 2007 NOx emissions levels when such equipment is reasonably available.

Mitigation Measure B-17-C: Construction contractors supplying heavy duty diesel equipment, greater than 50 hp, shall be encouraged to apply for AQMD SOON funds. Information including the AQMD website shall be provided to each contractor which uses heavy duty diesel for on-site construction activities.

6. Pages I-43. Modify second row, 1st column, of Table I-1, *Summary of Impacts*, with the following changes:

Development of the Project would result in an increase in long-term water demand for operational uses, maintenance, and other activities on the Project site of approximately ~~108,040~~ 103,921 gpd or ~~121~~ 116.4 AF annually without accounting for existing site uses or the Project's proposed water conservation measures. When taking into account existing uses on site and water conservation features, the Project would result in a net water demand of approximately ~~78,741~~ 72,850 gpd or ~~88~~ 81.6 AF per year.

Chapter II - Project Description

1. Page II-1. Modify 1st paragraph in subsection I, Introduction, with the following changes:

The proposed Bixel and Lucas Project (the "proposed Project") site is a 4.1-acre property currently improved with a vacant eight-story former Medical Office Building, warehouse, vacant auditorium, vacant gas station and associated service bays/carport, and a paid public surface parking lot. The Project site is located on 6th Street between Lucas Avenue and S. Bixel Street, in the Westlake community of the City of Los Angeles. The Project proposes the redevelopment of the site with 648 dwelling units (~~with a minimum of 5 percent of the units designated as Very Low Income units~~), and up to 39,996 square feet of commercial retail space in a unified development comprising: (1) the existing eight-story Medical Office Building located at the corner of 6th Street and Lucas Avenue, which will be converted to 42 joint living & work quarter (JLWQ) units per the City's Adaptive Reuse Ordinance and rehabilitated in accordance with the Secretary of Interior's Standards for the Rehabilitation of Historic Buildings; and (2) a new mixed-use building up to ten stories tall around a landscaped Project-oriented courtyard on the podium level. The parking garage would

consist of up to three levels above-ground and up to three subterranean levels forming the podium beneath the residential units. The Project's residential density reflects a 20 percent density bonus and reduced parking option, based on its set aside of 27 of the Project's 648 units for 5 percent Very Low Income units, as allowed by California Government Code Section 65915 and LAMC 12.22.A.25.

2. Page II-7. Modify 1st sentence of 1st full paragraph with the following changes::

Based on its proposal to set aside 27 units of the Project's total 648 units ~~incorporate a minimum of 5 percent of its units~~ for very low income households, the Project is entitled to a 20 percent density bonus in accordance with California Government Code Section 65915 and LAMC Section 12.22.A.25.

3. Page II-17. Modify 2nd sentence in the 2nd paragraph with the following changes::

The Project's residential component in the New Building would be located on the building's upper floors. The Project is proposing up to 606 units in the New Building, ~~including a minimum 5 percent set-aside for new affordable units including 30 replacement Low Income units.~~

Chapter IV.B.1 – Air Quality

1. Page IV.B-37. Add the following mitigation measures to Subsection a. Construction:

Mitigation Measure B-17-B: During construction, the Project shall include in bid documents the recommendation that contractors use haul trucks meeting either EPA Model Year 2010 or EPA Model Year 2007 NOx emissions levels when such equipment is reasonably available.

Mitigation Measure B-17-C: Construction contractors supplying heavy duty diesel equipment, greater than 50 hp, shall be encouraged to apply for AQMD SOON funds. Information including the AQMD website shall be provided to each contractor which uses heavy duty diesel for on-site construction activities.

Chapter IV.E – Land Use

1. Page IV.E-1. Modify 1st sentence of 3rd paragraph of subsection 1. Introduction, with the following changes:

Based on its proposal to set aside 27 units for ~~incorporate a minimum of 5% of its units for~~ very low income households, the Project is entitled to mandatory 20% density bonus in accordance California Government Code Section 65915 and LAMC Section 12.22.A.25.

2. Page IV.E-17. Modify 1st sentence of 1st paragraph of subsection c. Project Features, with the following changes:

The Project proposes the redevelopment of the site with 648 dwelling units (with 27 units ~~a minimum of 5 percent of the units~~ designated as Very Low Income affordable units, which qualifies the Project for a mandatory density bonus pursuant to California Government Code Section 65915 and LAMC 12.22.A.25), and up to 39,996 square feet of commercial retail space in a unified development.

3. Page IV.E-21. Modify 5th Row, 2nd column (Policy 4.1.1) in Table IV.E-1 with the following changes:

Consistent. The Project includes residential units at densities permitted by the CCWSP, as well as a ~~minimum set aside of a density bonus based upon the set aside of 27 of the Project's total 648 units for 5 percent~~ very low income ~~units-households~~, and includes a mix of studios, one-bedroom, two-bedroom and three-bedroom units.

4. Page IV.E-26. Modify 2nd Row, 2nd column (Objective 2) in Table IV.E-2 with the following changes:

Consistent. The Project is proposing up to approximately 648 dwelling units, ~~of which a minimum of 5 percent is to be~~ with 27 units set aside as for very low income ~~units-households~~, and includes a mix of studios, one-bedroom, two-bedroom and three-bedroom units..

5. Page IV.E-28. Modify last sentence of 1st paragraph with the following changes:

In addition, the Project would include 27 units set aside for ~~a minimum of 5 percent of the units as~~ very low income ~~units-households~~ in furtherance of affordable housing objectives.

6. Page IV.E-30. Modify 6th Row, 2nd column (2.F) in Table IV.E-3 with the following changes:

Consistent. Refer to the discussion of Policy 2.E, above. The Project includes ~~a minimum 5%~~ 27 units set aside of for very low income ~~units-households~~.

7. Page IV.E-33. Modify 2nd paragraph of subsection (II) Affordable Housing, with the following changes:

As discussed earlier, per Section 11.C.2 of the CCWSP, all multiple-family residential or mixed-use projects are subject to Replacement Dwelling Unit and/or Inclusionary Housing requirements as follows, whichever results in the greater number of affordable units. However, in *Palmer v. City of Los Angeles*, 174 Cal.App.4th 1396 (2009), the California Court of Appeal held that the inclusionary and replacement housing requirements of the CCWSP were pre-empted by the vacancy decontrol provisions of the Costa-Hawkins Rental Housing Act (Civ. Code, § 1954.50 et seq.), which allows residential landlords (i.e. apartment owners) to set the initial rent levels at the commencement of a tenancy. The Project is proposed as a rental apartment project, and therefore the principles of the *Palmer* decision and the *Costas Hawkins Rental Housing Act* apply to the Project preempting the inclusionary and replacement housing requirements of the CCWSP. While the *Palmer* decision preempts the inclusionary and replacement provisions of the CCWSP for the Project, the Project will ~~incorporate a minimum of 5 percent~~ include 27 units as Very Low Income units, which entitles it to a mandatory density bonus and other incentives and protections pursuant to Government Code Section 65915, 65589.5 and LAMC Section 12.22.A.25. The Project will replace the 30 units previously located on the Project site.

Chapter IV.H – Transportation/Circulation

1. **Page IV.H-46. Modify 1st sentence of 4th paragraph of subsection (4) Parking, with the following changes:**

The Project also proposes redevelopment of the site with 606 648 dwelling units with 27 units in the New Building, with a minimum of five percent of these dwelling units, or 31 of 606 units, to be affordable housing designated as Very Low Income units.¹

2. **Page IV.H-46. Modify Footnote 4 with the following changes:**

⁴ ~~Assumes that the project would include a minimum of 5 percent affordable units. Parking for affordable units will be based on a ratio of one space per unit ratio irrespective of the final percentage of the set-aside units.~~

3. **Page IV.H-52. Modify Footnote “a” in Table IV.H-8 with the following changes:**

^a ~~Assumes a minimum of 5 percent affordable units; the unit mix for the 31 affordable units has not yet been determined. The total parking count has been calculated assuming all market rate units at this time; parking for affordable units will be based on a ratio of one (1) space per unit, irrespective of the final percentage of set-aside units.~~

Chapter IV.I.1 – Water Quality

1. **Page IV.1-25. Modify paragraphs 1 and 2 of subsection (2)(a) Water Demand, with the following changes:**

Development of the Project would result in an increase in long-term water demand for operational uses, maintenance, and other activities on the Project site. Based on the WSA prepared by LADWP for the proposed Project, **Table IV.I-5, Proposed Project Water Use**, presents the breakdown of proposed types of uses and the corresponding reductions due to existing uses and proposed conservation measures. As shown in Table IV.I-5, the Project water demand is estimated to be approximately ~~108,040~~ 103,921 gpd or ~~121~~ 116.4 AF annually without accounting for existing site uses or the Project’s proposed water conservation measures. As discussed above, LADWP provided water service to existing uses located on the site, which required approximately 9,592 gpd or 10.75 AF per. Furthermore, as discussed above and identified in Table IV.I-5, the Project’s proposed water conservation features would further reduce the Project’s water demand by ~~19,707.55~~ 21,478.67 gpd or ~~22~~ 24.04 AF per year. Thus, when taking these existing uses and conservation features into account, the Project would result in a net water demand of approximately ~~78,741~~ 72,850 gpd or ~~88~~ 81.61 AF per year.

As concluded in the WSA, the anticipated increase water usage of ~~105~~ 81.61 AF annually would be within the available and projected water supplies for normal, single-dry, and multiple-dry years through the year 2030

¹ *Assumes that the project would include a minimum of 5 percent affordable units. Parking for affordable units will be based on a ratio of one space per unit ratio irrespective of the final percentage of the set-aside units.*

water demand projections of LADWP's 2005 UWMP. Thus, LADWP would be able to meet the water demand of the Project as well as existing and planned future water demands of its service area.

2. Page IV.1-26. Modify Table IV.I-5, *Proposed Project Water Use*, with the following changes.

Please see revised table on following page.

3. Page IV.1-30. Modify paragraph 1 of subsection 4.a Water Demand, with the following changes:

Section III of this EIR identifies related projects anticipated to be developed within the Project vicinity. The water demand of the related projects is shown in **Table IV.I-6, *Cumulative Water Demand***. As shown in Table IV.I-6, the related projects would have an average daily water demand of approximately 7,203,772 gpd or 8,068.8 AFY. The Project, in conjunction with the related projects, would yield a total average water demand of approximately ~~7,282,513~~ 7,276,622 gpd or ~~8,157.46~~ 8,150 AFY. As previously stated above, the LADWP's 2005 UWMP projects yearly water demand would reach 776,000 AF by 2030 or have an increase of 17 percent (112,753 AF) from 2005. With the anticipated water demand increase of ~~8,173.8~~ 8,150 AF annually from the development of the proposed Project and related projects, the demand for water would fall within LADWP's 2005 UWMP available projected water supplies during normal, a single, and multiple dry years.

4. Page IV.1-36. Modify Table IV.I-6, *Cumulative Water Demand*, with the following changes.

Table IV.I-6 (continued)

Cumulative Water Demand

Map No. ^a	Land Use	Intensity/ Units	Wastewater Generation Factor (gpd) ^c	Average Daily Water Demand (gpd) ^d	Acre-Feet Per year (AFY) ^e
113	Condominium	900 du	195	228,475	255.9
	Retail	19,000 sf	80		
	Restaurant	19,200 sf	300		
114	Condominium	46 du	195	11,213	12.6
Total Water Demand for Related Projects				7,203,772	8,068.8
Project Net Increase in Water Demand				78,741.42	88.17
				<u>72,850.33</u>	<u>81.61</u>
TOTAL CUMULATIVE WATER DEMAND				7,282,513	8,157
				<u>7,276,622</u>	<u>8,150</u>

^a Corresponds with Map Nos. on Figure III-1 in Section ~~IV.I.1 Utilities Water Supply.doc Setting~~ III-1, Basis for Cumulative Analysis, of this Draft EIR.

^b Units are in square feet (sf) unless otherwise noted.

^c Sewer Generation Rates provided by the Los Angeles Department of Water and Power, and are expressed in gallons per day (gpd) per unit (i.e., per room, per du, per bed, per 1,000 sq. ft, or per student).

^d The Project water demand is anticipated to be approximately 125 percent of the wastewater generation for a conservative estimate.

^e 1 acre foot = 325,851 gallon

^f It is assumed that half of the square footage would be designated for dual-occupancy, 8 feet x 10 feet jail cells.

Source: PCR Services Corporation, ~~2008~~ 2012.

Chapter V – Alternatives

1. Page V-13. Modify 2nd paragraph of subsection 1. Description of Alternative, with the following changes:

The calculation of permitted residential development density on the Project site is provided in Error! Reference source not found., *Permitted Development: Central City West Specific Plan*, below. As shown therein, whereas the proposed Project incorporates the mandatory density bonus granted when Very Low Income units are proposed, this Alternative evaluates by-right development of residential uses on the Project site without the benefit of the density bonus increase. As discussed in Section IV.E [Land Use], in *Palmer v. City of Los Angeles*, 174 Cal.App.4th 1396 (2009), the California Court of Appeal held that the inclusionary and replacement housing requirements of the CCWSP were pre-empted by the vacancy decontrol provisions of the Costa-Hawkins Rental Housing Act (Civ. Code, § 1954.50 et seq.). Therefore, in contrast to the Project, this Alternative would not include any affordable housing (~~minimum five percent set aside for Very Low Income units under the proposed Project~~).

2. Page V-18. Modify 2nd paragraph of subsection e. Land Use, with the following changes:

Since this Alternative does not include ~~a set aside for 5% affordable~~ (Very Low Income) units, the 20% mandatory density bonuses, parking reduction incentive, and 20% open space reduction incentive would not be provided. The Project would accordingly provide parking and open space in accordance with otherwise applicable City and CCWSP standards. The No Project/Existing Zoning Alternative would provide housing at densities consistent with those called for by planning objectives and policies.

3. Page V-21. Modify 1st paragraph of subsection (5) Parks and Recreation, with the following changes:

The No Project/Existing Zoning Alternative would develop 547 residential units on-site and would result in a new net on-site residential population of approximately 1,690 residents, which would be 312 fewer residents than the Project. This Alternative would provide a proportionately less amount of open space based on the number of proposed dwelling units in comparison to the Project. As the Project proposes 63,630 square feet of total open space (common and private), this Alternative would provide approximately 54,700 total square feet of open space, or 100 square feet for every proposed dwelling unit, per the requirements of the CCWSP. As previously stated, no reduction in the open space requirement would be sought despite the inclusion of ~~the five percent affordable housing set aside~~. While this Alternative's common open space and recreational opportunities would reduce the need for community parks in the area, like the proposed Project this Alternative would not fully satisfy the City's long-range and short-range standards for community parks. However, PRP standards are Citywide requirements intended to ensure adequate park lands at the neighborhood, community, and regional levels, and are not specific requirements for individual development projects such as the proposed Project. Demand for, and therefore impacts on, park lands and open space would be reduced under this Alternative compared to the proposed Project and like the Project would be less than significant.

4. Page V-25. Modify 1st paragraph of subsection 3. Relationship of the Alternative to Project Objectives, with the following changes:

The No Project/Existing Zoning Alternative would not eliminate any of the proposed Project's significant environmental impacts, although it would slightly reduce some Project impacts. The No Project/Existing Zoning Alternative differs from the Project chiefly in that it does not reflect the 20% density resulting from ~~it's the incorporation of 27 units for very-low income households a minimum of 5 percent very low income units~~ pursuant to Government Code Section 65915 and LAMC Section 12.22.A.25. This would result in an all market-rate Project, and a Project of 547 units (as opposed to 648 units). Without an affordable housing component (which cannot be required of new rental projects as determined by the California Court of Appeal in *Palmer v. City of Los Angeles*, 174 Cal.App.4th 1396 (2009)), the No Project/Existing Zoning Alternative would not (i) implement the Project's affordable housing objectives which provide for ~~a minimum of 5 percent~~ 27 units of very low income housing; and (ii) implement the objectives of the General Plan, Framework, Housing, Westlake Community Plan and CCWSP to provide housing for all segments of the community including lower income households.

5. Page V-27. Modify 2nd paragraph of subsection 1. Description of Alternative, with the following changes:

Based on a similar unit mix as the Project, this Alternative would include approximately 184 studio units, 176 one-bedroom units, 53 two-bedroom units, and 42 three-bedroom units. As discussed in Section IV.E [Land Use], in *Palmer v. City of Los Angeles*, 174 Cal.App.4th 1396 (2009), the California Court of Appeal held that the inclusionary and replacement housing requirements of the CCWSP were pre-empted by the vacancy decontrol provisions of the Costa-Hawkins Rental Housing Act (Civ. Code, § 1954.50 et seq.). Therefore, in contrast to the Project, this Alternative would not include any affordable housing (~~minimum five percent set aside for Very Low Income units under the proposed Project~~).

6. Page V-31. Modify 1st sentence in 2nd paragraph of subsection e. Land Use, with the following changes:

Since this Alternative does not include ~~a set aside for 5 percent very low income units~~ 27 units of very-low income housing, the 20% mandatory density bonuses, parking reduction incentive, and 20% open space reduction incentive would not be provided.

7. Page V-39. Modify 1st and 2nd paragraphs of subsection 3. Relationship of the Alternative to Project Objectives, with the following changes:

The Reduced Density would somewhat reduce, though not eliminate, the significant environmental impacts of the Project. The Reduced Density Alternative would not incorporate affordable housing or a density bonus. This would result in an all market-rate project, ~~and a project~~ consisting of 454 units (as opposed to 648 units with ~~5%~~ 27 units designated as Very Low Income units as proposed by the Project, or 547 units as an all market-rate project under the Existing Zoning Alternative).

Without an affordable housing component, the Reduced Density Alternative would not (i) implement the Project's affordable housing objectives which provide ~~for a minimum of 5%~~ 27 units of very low income

housing and (ii) implement the objectives of the General Plan, Framework, Housing, Westlake Community Plan and CCWSP to provide housing for all segments of the community including lower income households.

Chapter VI – Other Environmental Considerations

1. Page VI-3. Modify 1st full paragraph with the following changes:

In addition to the environmental reasons why the Project has been proposed as cited above, there are economic and urban planning reasons in support of the proposed development. The Bixel and Lucas Project would strengthen Central City's competitive position as a hub for regional commerce and activity by offering an integration of services and amenities. It would also provide high-density housing, up to 648 units, to support the existing employment hub. The Project, by designating ~~a minimum of 5 percent of the 27~~ 27 units as ~~affordable~~ Very Low Income units, would increase the amount of affordable housing available in the Westlake community. The Project would also be consistent with the existing and expected scale and massing within the Project vicinity. Finally, placing commercial/retail and residential uses in a mixed-use urban setting designed to accommodate the retail and open space needs of employment and residential uses would support objectives for a livable, walkable, and diverse district.

2. Page VI-4. Modify last paragraph with the following changes:

The proposed Project would redevelop the existing Project site to provide new residential units and community-serving commercial/retail use to better serve the existing and future needs of the Westlake Community. Although the introduction of residential uses would foster population growth within the area, it would nevertheless accommodate the existing need for housing within the jobs-rich Westlake Community as discussed in Section IV.E, Land Use, of this EIR. Specifically, the Project would provide needed affordable housing units within the Westlake community. ~~A minimum of 5 percent of the proposed 648 units would be designated~~ The Project would set aside 27 units for very low income households as affordable units. Furthermore, the ground-level commercial/retail uses proposed by the Project would not be expected to foster economic growth since these uses would primarily serve the future Project residents and existing residents in the neighborhood. It is noted that the Project site is within the City of Los Angeles, subject to the City's General Plan, the Westlake Community Plan and Central City West....

3. Page VI-19. Modify 1st sentence of subsection i. Population and Housing, with the following changes:

As analyzed in the Initial Study, the proposed Project includes up to 648 dwelling units ~~(with a minimum of 5 percent being affordable units~~ 27 units set aside for very-low income households) and 39,996 square feet or less of commercial/retail use.

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

A. INTRODUCTION

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the California Environmental Quality Act (CEQA) Guidelines requires that:

[I]n order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

The Los Angeles Department of City Planning has been designated as the Lead Agency for the proposed Project.

Where appropriate, the Draft EIR identified mitigation measures to avoid or to mitigate potential impacts identified to a level where no significant impact on the environment would occur. In addition, the Initial Study and/or Draft EIR identified standard City “compliance” measures that would serve to avoid or minimize environmental impacts identified as less than significant. This Mitigation Monitoring and Reporting Program (MMRP) is designed to monitor implementation of the project’s mitigation measures and “compliance” measures. For purposes of the analysis below, references to “mitigation” measures include the “compliance” measures.” However, the “compliance” measures are identified, where applicable.

As shown on the following pages, each required mitigation measure for the Project is listed and categorized by impact area, with an identification accompanying of the applicable:

- **Enforcement Agency:** The agency with the power to enforce the Mitigation Measure.
- **Monitoring Agency:** The agency to which reports involving feasibility, compliance, implementation and development are made.
- **Monitoring Phase:** The phase of the Project during which the Mitigation Measure shall be monitored.
- **Monitoring Frequency:** The frequency at which the Mitigation Measure shall be monitored.
- **Action Indicating Compliance:** The action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The Project's MMRP will be in place throughout all phases of the Project. The Project Applicant will be responsible for implementing all mitigation measures unless otherwise noted. The Project Applicant shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented. The City's existing planning, engineering, review, and inspection processes will be used as the basic foundation for the MMRP procedures and will also serve to provide the documentation for the reporting program.

The substance and timing of each certification report that is submitted to City Planning shall be at the discretion of City Planning. Generally, each report will be submitted to City Planning in a timely manner following completion/implementation of the applicable mitigation measure and shall include sufficient information to reasonably determine whether the intent of the measure has been satisfied. City Planning, in conjunction with the Project Applicant, shall assure that project construction occurs in accordance with the MMRP. Departments listed below are all departments of the City of Los Angeles, unless otherwise noted.

B. MITIGATION MEASURES AND IMPLEMENTATION

Aesthetics

Mitigation Measure A-1: Temporary fencing with screening material shall be used to buffer views of construction equipment and materials, when feasible.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure A-2: Project plans shall be submitted to the Department of City Planning's Urban Design Studio for review and compliance with the Walkability Checklist prior to submittal for plan check.

Enforcement Agency: Los Angeles Department of City Planning's Urban Design Studio

Monitoring Agency: Los Angeles Department of City Planning's Urban Design Studio

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at plan check, once at field inspection

Action Indicating Compliance with Mitigation Measure(s): Plan approval

Mitigation Measure A-3: The Project Applicant shall prepare a street tree plan to be reviewed and approved by the City's Department of Public Works, Urban Forestry. All plantings in the public right-of-way shall be installed in accordance with the approved street tree plan as specified within Appendix D (Urban Design Guidelines) of the Central City West Specific Plan. The street tree plan shall indicate that the two trees which fall under the jurisdiction of City Municipal Code Section 62.161-175 ("Street Tree Ordinance") are replaced with four, 24-inch box size trees of a species approved by the City.

Enforcement Agency: Los Angeles Department of Public Works, Urban Forestry

Monitoring Agency: Los Angeles Department of Public Works, Urban Forestry

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once at plan check, once at field inspection

Action Indicating Compliance with Mitigation Measure(s): Plan approval and compliance with certification report by a certified arborist

Mitigation Measure A-4: All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the City of Los Angeles Department of Planning..

Enforcement Agency: Los Angeles Department of City Planning (plan review); Department of Building and Safety (operation)

Monitoring Agency: Los Angeles Department of City Planning (plan review); Department of Building and Safety (operation)

Monitoring Phase: Pre-Construction (during landscape plan review); Operation

Monitoring Frequency: Once at plan check; Periodic field inspections during operation

Action Indicating Compliance with Mitigation Measure(s): Plan approval and completion of compliance certification report, as required by the Los Angeles Department of Building and Safety

Mitigation Measure A-5: All new street and pedestrian lighting within the public right-of-way shall be approved by the Bureau of Street Lighting and shall be tested in accordance with the requirements of the Bureau of Street Lighting.

Enforcement Agency: Los Angeles Department of Public Works, Bureau of Street Lighting

Monitoring Agency: Los Angeles Department of Public Works, Bureau of Street Lighting

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once at plan check; Once at field inspection

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off.

Mitigation Measure A-6: All new street and pedestrian lighting shall be shielded and directed away from any light-sensitive off-site uses.

Enforcement Agency: Los Angeles Department of Public Works, Bureau of Street Lighting

Monitoring Agency: Los Angeles Department of Public Works, Bureau of Street Lighting

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once at plan check; Once at field inspection

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure A-7: Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at plan check; Once at field inspection

Action Indicating Compliance with Mitigation Measure(s): Plan approval and field inspection sign-off

Air Quality

Mitigation Measure B-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403, except where a mitigation measure or project design feature commitment imposes a more stringent performance standard or practice than the minimum Rule 403 requirements.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-4: Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-5: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible and if available at the site prior to the scheduled start of construction.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-6: All construction vehicles shall be prohibited from idling in excess of five minutes, both on- and off-site. The proposed Project shall post signs in staging areas to limit truck idling time.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-7: The Project Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-8: The Project Applicant shall moisten soil not more than 15 minutes prior to moving soil or conduct whatever watering is necessary, or apply a non-toxic soil stabilizer according to manufacturer's specifications, to prevent visible dust emissions from exceeding 100 feet in any direction.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-9: The Project Applicant shall apply non-toxic chemical stabilizers according to manufacturer's specifications to disturbed surface areas (completed grading areas) within five days of completing grading or apply non-toxic dust suppressants or vegetation sufficient to maintain a stabilized surface.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-10: Exposed pits (i.e., gravel, soil, dirt) with 5 percent or greater silt content shall be watered twice daily, enclosed, covered, or treated with non-toxic soil stabilizers according to manufacturer's specifications.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-11: The Project Applicant shall water excavated soil and debris piles hourly, or cover them with tarps, plastic sheets, or other coverings, or treat them with non-toxic soil stabilizers according to the manufacturer's specifications.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-12: Exposed surfaces shall be watered at least three times a day under calm conditions or an appropriate non-toxic soil stabilizer be applied to the site according to manufacturer's specifications (this is consistent with Project commitments discussed above). Soil stabilizer applied to the Project site shall achieve a minimum dust control efficiency of 61%. Watering shall be conducted as often as needed on windy days when winds are less than 25 miles per hour or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-13: All trucks hauling dirt, sand, soil or other loose materials off-site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the material and the top of the truck). Trackout prevention devices consistent with SCAQMD Rule 403 requirements shall be implemented during hauling activities.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-14: Adjacent streets shall be swept as needed, to remove dirt dropped by construction vehicles or mud that would otherwise be carried off by trucks departing the site.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-15: Grading shall cease during periods when winds exceed 25 miles per hour and during second stage smog alerts to the extent feasible.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-16: Off-road heavy duty construction equipment used for mass grading shall meet the strictest applicable EPA-promulgated emission standard for NO_x, if commercially available in the regional market.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-17: Material to be demolished by mechanized means shall be watered prior to and during demolition.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-17-B: During construction, the Project shall include in bid documents the recommendation that contractors use haul trucks meeting either EPA Model Year 2010 or EPA Model Year 2007 NOx emissions levels when such equipment is reasonably available.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Prior to issuance of demolition, grading and building permits

Action Indicating Compliance with Mitigation Measure(s): Compliance certification report submitted by Project Applicant

Mitigation Measure B-17-C: Construction contractors supplying heavy duty diesel equipment, greater than 50 hp, shall be encouraged to apply for AQMD SOON funds. Information including the AQMD website shall be provided to each contractor which uses heavy duty diesel for on-site construction activities.

Enforcement Agency: SCAQMD; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Prior to issuance of demolition, grading and building permits

Action Indicating Compliance with Mitigation Measure(s): Compliance certification report submitted by Project Applicant

Mitigation Measure B-18: The Project Applicant shall, to the maximum extent possible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods as allowed by the City of Los Angeles work hours.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Operation

Monitoring Frequency: Annual compliance reports

Action Indicating Compliance with Mitigation Measure(s): Annual compliance report by Project Applicant

Mitigation Measure B-19: All delivery vehicles shall be prohibited from idling in excess of five minutes. The Project Applicant shall post signs in loading areas to limit truck idling time.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once, at plan check; Once, at field inspection

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure B-20: The Project Applicant shall, to the maximum extent possible, install energy-efficient appliances (e.g., Energy Star) to reduce energy consumption.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once at plan check; Once at field inspection

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Greenhouse Gases

Mitigation Measure B-21: The Project Applicant will determine if “purple pipe” reclaimed water is available and feasible for the project. If reclaimed water is available, or if it is foreseeable that reclaimed water will be made available prior to completion of construction, the proposed Project will be designed to accept reclaimed water for irrigation or outdoor uses.

Enforcement Agency: Los Angeles Department of Building and Safety; Los Angeles Department of Public Works

Monitoring Agency: Los Angeles Department of Building and Safety; Los Angeles Department of Public Works

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once at plan check; Once at field inspection

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Biological Resources

(Compliance) Mitigation Measure BIO-1: The Project shall comply with the protection of nesting birds per the Migratory Bird Treaty Act (MBTA) and the protection of nests and eggs per the California Department of Fish and Game CDFG) Code Section 3503, all tree and vegetation (i.e., large branching shrubs) removal activities would take place outside of the nesting season (February 15th–August 15th). If vegetation removal activities must occur during the nesting season, a biological monitor shall be present during the removal activities to ensure that no active nests would be impacted. If active nests were found, a 200-foot buffer radius (500-foot for raptors) shall be established until the fledglings have left the nest.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of Demolition and/or Grading Permit

(Compliance) Mitigation Measure BIO-2: The Applicant shall obtain a permit from the City's Board of Public Works, Urban Forestry Division to remove two trees that are subject to the provisions of the Street Tree Ordinance and replace the removed trees at a 2:1 ratio with 24-inch box size trees of a species approved by the City. Therefore, a total of four, 24-inch box size trees would be shown on the landscape plans within City street right-of-ways.

Enforcement Agency: Los Angeles Department of of Public Works, Urban Forestry Division

Monitoring Agency: Los Angeles Department of of Public Works, Urban Forestry Division

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once at plan check; Once at field inspection

Action Indicating Compliance with Mitigation Measure(s): Plan approval and compliance with certification report by a certified arborist

Cultural Resources

Historic Resources

Mitigation Measure C-1: Recordation. Prior to the issuance of a building permit, the Medical Office Building shall be documented in large format black-and-white photographs. This documentation shall be prepared by a qualified photographer experienced in Historic American Building Survey (HABS) photography. The building exterior, representative interior spaces, character defining features, sculptural relief, as well as the property setting and contextual views shall be documented. Original archival prints and negatives of the photographs shall be submitted to the Library of Congress, National Park Service. Original archival prints shall also be submitted to the California Office of Historic Preservation. Non-archival copies of the prints shall be distributed to the City of Los Angeles Cultural Heritage Commission, the Los Angeles Department of City Planning, the Los Angeles Conservancy and the Los Angeles Public Library (Main Branch).

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning, City of Los Angeles Cultural Heritage Commission, and the Los Angeles Conservancy

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once prior to issuance of Building Permit

Action Indicating Compliance with Mitigation Measure(s): Issuance of Building Permit

Mitigation Measure C-2: Rehabilitation Plan and Construction Monitoring. A qualified preservation consultant, who meets the Secretary of the Interior's professional qualification standards in history, architectural history or historic architecture, with at least 10 years experience conducting similar projects shall be retained by the Project Applicant to prepare a rehabilitation plan for the proposed renovation and adaptive reuse of the Medical Office Building. The rehabilitation plan shall identify significant character-defining features of the Medical Office Building and include appropriate recommendations for the treatment of these features. The preservation consultant shall assist the Project architect in developing the design for the adaptive reuse of the Medical Office Building to ensure that the Medical Office Building is adaptively reused in accordance with the Secretary of the Interior's Standards for Rehabilitation (Standards). Prior to issuance of a building permit, the preservation consultant shall review the design of the Medical Office Building for conformance to the Standards, and provide a letter summarizing the review findings to the City Planning Department. Once the Project has been approved, the preservation consultant shall visually inspect the construction of the Medical Office Building at regular intervals to prevent or minimize potential damage to fragile historic fabric and monitor Project compliance with the Standards. The preservation consultant shall document the construction monitoring process in digital 35mm photography as well as monitoring logs, and a final monitoring report to be submitted to the City Planning Department.

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once at plan check; Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Compliance report by qualified preservation consultant

Paleontological Resources

Mitigation Measure C-3: A qualified paleontologist shall attend a pre-grade meeting and develop a paleontological monitoring program for excavations into the Fernando Formation. A qualified paleontologist is defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be based on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered.

Enforcement Agency: Los Angeles Department of Building and Safety, Department of City Planning

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

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once prior to issuance of Grading Permit

Action Indicating Compliance with Mitigation Measure(s): Completion of Paleontological Monitoring Program report

Mitigation Measure C-4: If a potential fossil is found, the paleontologist shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with Paleontologist upon discovery of resource(s).

Action Indicating Compliance with Mitigation Measure(s): If no unanticipated discoveries are found, compliance certification report by qualified paleontologist; if unanticipated discoveries are found, submittal of a report and mitigation plan(s) by a qualified paleontologist.

Mitigation Measure C-5: At the paleontologist's discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with Paleontologist upon discovery of resource(s).

Action Indicating Compliance with Mitigation Measure(s): If no unanticipated discoveries are found, compliance certification report by qualified paleontologist; if unanticipated discoveries are found, submittal of a report and mitigation plan(s) by a qualified paleontologist.

Mitigation Measure C-6: Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with Paleontologist upon discovery of resource(s).

Action Indicating Compliance with Mitigation Measure(s): If unanticipated discoveries are found, submittal of a certification report and mitigation plan(s) by a qualified paleontologist.

Mitigation Measure C-7: Any fossils collected shall be donated to a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County. Accompanying notes, maps, and photographs shall also be filed at the repository.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with Paleontologist upon discovery of resource(s).

Action Indicating Compliance with Mitigation Measure(s): If no unanticipated discoveries are found, compliance certification report by qualified paleontologist; if unanticipated discoveries are found, submittal of a report and mitigation plan(s) by a qualified paleontologist.

Mitigation Measure C-8: If fossils are found, following the completion of the above tasks, the paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Project Applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with Paleontologist upon discovery of resource(s).

Action Indicating Compliance with Mitigation Measure(s): If no unanticipated discoveries are found, compliance certification report by qualified paleontologist; if unanticipated discoveries are found, submittal of a report and mitigation plan(s) by a qualified paleontologist.

Archaeological Resources

Mitigation Measure C-9: In the event that cultural resources are unearthed during Project grading and excavation, an Archaeologist meeting the Secretary of the Interior's Professional Qualification Standards (the "Archaeologist") or Native American monitor, as appropriate, shall be retained by the Project Applicant and approved by the City to oversee and carryout the mitigation measures stipulated in this EIR.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Through grading and excavation. If resources are found, monitoring frequency to be determined in consultation with archaeologist.

Action Indicating Compliance with Mitigation Measure(s): If no unanticipated discoveries are found, compliance certification report by project contractor; if unanticipated discoveries are found, submittal of a report and mitigation plan(s) by a qualified archaeologist.

Mitigation Measure C-10: In the event that cultural resources are unearthed during Project grading and excavation, the Archaeological or Native American monitor shall be

empowered to halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated. Work shall be allowed to continue outside of the vicinity of the find

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Through grading and excavation. To be determined by consultation with Archaeological or Native American monitor upon discovery of resource(s).

Action Indicating Compliance with Mitigation Measure(s): If no unanticipated discoveries are found, compliance certification report by project contractor; if unanticipated discoveries are found, submittal of a report and mitigation plan(s) by Archaeological or Native American monitor.

Mitigation Measure C-11: All cultural resources unearthed by grading and excavation activities shall be evaluated by the Archaeologist. If the Archaeologist determines that the resources may be significant, the Archaeologist will notify the Project Applicant and the City and will develop an appropriate treatment plan for the resources. The Archaeologist shall consult with the Native American monitor or other appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in nature.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Through grading and excavation. If resources are found, monitoring frequency to be determined in consultation with archaeologist.

Action Indicating Compliance with Mitigation Measure(s): If no unanticipated discoveries are found, compliance certification report by project contractor; if unanticipated discoveries are found, submittal of a report and mitigation plan(s) by a qualified archaeologist.

Mitigation Measure C-12: In the event that cultural resources are unearthed and found to be significant, the Archaeologist shall prepare a final report to be reviewed and accepted by the City. The report shall be filed with the Project Applicant, the City, and the California Historic Resources Information System South Central Coastal Information Center. The report shall include a description of resources unearthed, if any; treatment of the resources; evaluation of the resources with respect to the California Register of Historic Resources and the National Register of Historic Places; and the results of the recovery and evaluation process. The report shall also include all specialists' reports as appendices, if any. The City shall designate repositories in the event cultural resources are uncovered.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Through grading and excavation. If resources are found, monitoring frequency to be determined in consultation with archaeologist.

Action Indicating Compliance with Mitigation Measure(s): If no unanticipated discoveries are found, compliance certification report by project contractor; if unanticipated discoveries are found, submittal of a final report by a qualified archaeologist.

Mitigation Measure C-13: If human remains are encountered during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. Preservation of the remains in place or Project design alternatives shall be considered as possible courses of action by the Project Applicant, the City, and the Most Likely Descendent.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: To be determined in consultation with NAHC upon discovery of resources.

Action Indicating Compliance with Mitigation Measure(s): If unanticipated discoveries are found, written evidence of compliance with Public Resources Code 5097.98.

Geology and Soils

(Compliance) Mitigation Measure GEO-1: The design and construction of the Project shall conform to the State of California's and City of Los Angeles' Building Code seismic standards as approved by the Department of Building and Safety.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once at plan check; Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Plan approval and issuance of grading permits; Field inspection sign-off

Compliance Mitigation Measure GEO-2: Prior to issuance of the building permit for this project, the Applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at Plan Check

Action Indicating Compliance with Mitigation Measure(s): Plan approval and issuance of building permit

Greenhouse Gas Emissions

No mitigation measures are required for Greenhouse Gas Emissions.

Hazards and Hazardous Materials

Mitigation Measure D-1: Prior to issuance of demolition permits, the Project Applicant shall evaluate and dispose of hazardous substances in accordance with applicable regulatory requirements. These hazardous substances include but are not limited to laboratory chemicals; biohazardous waste; mercury switches; chlorofluorocarbon-containing air conditioning units, chillers, and refrigerators; and PCB-containing fluorescent light ballasts, insulating oil, and hydraulic oil.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction (prior to demolition); On-going during construction if hazardous substances are found

Monitoring Frequency: Once, prior to issuance of demolition permits; Periodic field inspections during construction if hazardous substances are found

Action Indicating Compliance with Mitigation Measure(s): Issuance of demolition permits; Compliance certification report submitted by project contractor

Mitigation Measure D-2: Prior to issuance of demolition permits, the Project Applicant and the responsible parties for any open cases with the Los Angeles Regional Water Quality Control Board shall submit proposed redevelopment plans to the Los Angeles Regional Water Quality Control Board to review and identify which groundwater monitoring wells shall be removed or need to be maintained or replaced for monitoring of the natural attenuation near the former gas station and existing warehouse building.

Enforcement Agency: Los Angeles Department of Building and Safety; Los Angeles Regional Water Control Board

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction (prior to demolition); On-going during construction

Monitoring Frequency: Once, prior to issuance of demolition permits; Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of demolition permits; Compliance certification report submitted by project contractor

Mitigation Measure D-3: Prior to issuance of demolition permits, the Project Applicant and the responsible parties for any open cases with the Los Angeles Regional Water Quality Control Board shall develop an access agreement to allow for semi-annual groundwater sampling or other environmental activities as required by Los Angeles Regional Water Quality Control Board during construction and operation of the proposed Project.

Enforcement Agency: Los Angeles Department of Building and Safety; Los Angeles Regional Water Control Board

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction (prior to demolition)

Monitoring Frequency: Once, prior to issuance of demolition permits

Action Indicating Compliance with Mitigation Measure(s): Issuance of demolition permits; Semi-annual compliance certification report submitted by project contractor

Mitigation Measure D-4: The Project Applicant and the responsible parties for any open cases with the Los Angeles Regional Water Quality Control Board shall submit to the Los Angeles Regional Water Quality Control Board a dewatering plan and treatment plan/soil management plan for the handling and disposal of contaminated groundwater/soil that may be encountered during excavation of the Project for review and approval. The dewatering plan/management plan shall include but not be limited to monitoring of excavation activities by a certified environmental consultant to identify/sample groundwater and soil that may be contaminated; and excavation, treatment, and disposal of contaminated groundwater/soil in accordance with applicable regulatory requirements. Written verification from the Los Angeles Regional Water Quality Control Board of approval of dewatering plan/management plan completion shall be submitted to the Department of Building and Safety prior to issuance of grading permit. Excavation of VOC-contaminated soil may require compliance with AQMD Rule 1166, including a mitigation plan approved by the SCAQMD Executive Officer, if concentrations of VOCs as measured with a field instrument are greater than 50 ppm.

Enforcement Agency: Los Angeles Department of Building and Safety; Los Angeles Regional Water Control Board; SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety; SCAQMD

Monitoring Phase: Pre-Construction; On-going during construction

Monitoring Frequency: Once, prior to issuance of grading permits; Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Issuance of grading permits; Compliance certification report submitted by project contractor

Mitigation Measure D-5: Prior to issuance of demolition permits, the Project Applicant shall conduct an asbestos survey of the vacant gas station and associated service bays located at 1102 W. 6th Street and submit verification to the City of Los Angeles Department of Building and Safety that a certified asbestos abatement contractor has properly removed asbestos in accordance with procedural requirements and regulations of South Coast Air Quality Management District Rule 1403.

Enforcement Agency: Los Angeles Department of Building and Safety; SCAQMD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction (prior to demolition); Construction, if asbestos containing materials (ACM) are found

Monitoring Frequency: Once, prior to issuance of demolition permits; Periodic field inspections if ACMs are found.

Action Indicating Compliance with Mitigation Measure(s): Submittal of ACM survey and issuance of demolition permits; Quarterly compliance certification report submitted by project contractor if ACMs are found.

Mitigation Measure D-6: Prior to issuance of demolition permits, the Project Applicant shall submit verification to the City of Los Angeles Department of Building and Safety that a lead-based paint survey has been conducted at all existing buildings located on the Project site. If lead-based paint is found, the Project Applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction (prior to demolition); Construction, if lead based paint (LBP) is found

Monitoring Frequency: Once, prior to issuance of demolition permits; Periodic field inspections if LBP is found

Action Indicating Compliance with Mitigation Measure(s): Submittal of LBP survey and issuance of demolition permits; Quarterly compliance certification report submitted by project contractor if LBP is found

Hydrology and Water Quality

(Compliance) Mitigation Measure HWQ-1: Project construction shall comply with the General Construction Activity Stormwater Permit (General Permit) and the City's Development Construction Program pursuant to the NPDES Permit (Permit No. CA00401).

- The project applicant shall be required to (a) file a Notice of Intent (NOI) to comply with the General Permit with the State Water Resources Control Board (SWRCB); and (b) pay the applicable fee. A proof of submittal of a NOI to the SWRCB must be shown as a condition for the issuance of a building/grading permit.
- The project applicant shall develop and implement a State Stormwater Pollution and Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) to prevent pollution associated with construction activities from moving off site into receiving waters.
- The project applicant shall perform maintenance and inspections of all BMPs.
- Waste shall be disposed of properly in accordance with applicable federal, state and local regulations. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Store trash dumpsters either under cover or with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- Vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. Major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

Enforcement Agency: Los Angeles Department of Building and Safety; Los Angeles Department of Public Works; RWQCB

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Compliance certification report submitted by project contractor; Field inspection sign-off; Written approval from the RWQCB that the SWPPP requirements have been met.

(Compliance) Mitigation Measure HWQ-2: If it is determined that installation of a permanent dewatering system is required at the site, a discharge permit shall be obtained from the Los Angeles Regional Water Quality Control Board to ensure that groundwater supplies would not be adversely affected.

Enforcement Agency: Los Angeles Department of Building and Safety; Los Angeles Department of Public Works; RWQCB

Monitoring Agency: Los Angeles Department of Building and Safety; RWQCB

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, prior to issuance of grading permit

Action Indicating Compliance with Mitigation Measure(s): Issuance of discharge permit from the RWQCB; Compliance certification report submitted by project contractor.

(Compliance) Mitigation Measure HWQ-3: The Applicant shall ensure the following requirements are incorporated in the Standard Urban Stormwater Mitigation Plan (SUSMP) which is to be approved by Los Angeles Regional Water Quality Control Board: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).

- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.

- Maximize trees and other vegetation at each site by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Any connection to the sanitary sewer shall have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Cover loading dock areas or design drainage to minimize run-on and run-off of stormwater.
- Direct connections to storm drains from depressed loading docks (truck wells) are prohibited.
- Vehicle/equipment wash areas must be self-contained and/or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to the sanitary sewer.
- Install roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as NO DUMPING – DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Legibility of stencils and signs shall be maintained.
- Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes or curbs.
- The storage area shall be paved and sufficiently impervious to contain leaks and spills.
- The storage area shall have a roof or waning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain.
- Cleaning of oily vents and equipment to be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash

water before discharging to properly connect sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.

- Reduce and recycle wastes, including oil and grease.
- Store liquid storage tanks (drums and dumpsters) in designated paved areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, curbs, or dikes. Use drip pans or absorbent materials whenever grease containers are emptied.
- Toxic wastes must be discarded at a licensed regulated disposal site. Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water-tight dumpsters with lids. Use drip pans or absorbent materials whenever grease containers are emptied. Wash containers in an area with properly connected sanitary sewer.
- Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.
- Prescriptive methods detailing BMPs specific to the "Restaurant" project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These Prescriptive Methods can be obtained at the Public Counter or downloaded from the City's website at www.lastormwater.org.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

Enforcement Agency: Los Angeles Department of Building and Safety; Los Angeles Department of Public Works; RWQCB

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction; Operation

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Compliance certification report submitted by project contractor; Field inspection sign-off; Written approval from the RWQCB that the SUSMP requirements have been met.

Land Use

Mitigation Measure E-1: Should the Project not meet the tree requirements in Section C.2 of Appendix D in the Central City West Specific Plan, the Project Applicant shall do one or more of the following: (1) place up to 50 percent of the required trees off-site, first, at locations within the Specific Plan Area, or second, at locations within the Westlake Community Plan Area; or (2) pay a per tree in-lieu fee for each tree not planted on-site to either the City's Department of Recreation and Parks; the Department of Public Works, Bureau of Street Services, Urban Forestry Division; the Mayor's Million Trees LA Fund or to any other entity supported by the City, as determined appropriate by the City.

Enforcement Agency: Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Department of City Planning

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once at plan check; Once at field inspection

Action Indicating Compliance with Mitigation Measure(s): Plan approval and compliance certification report by Project Applicant

Noise

Mitigation Measure F-1: Effective temporary noise barriers, to the extent feasible, shall be used to block the line-of-sight between the construction equipment and the multi-family residential uses on S. Bixel Street.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor.

Mitigation Measure F-2: Exterior noise generating construction activities shall be limited to Monday through Friday from 7:00 A.M. to 6:00 P.M., and from 8:00 A.M. to 6:00 P.M. on Saturdays.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor.

Mitigation Measure F-3: Construction activities shall be scheduled so as to avoid operating several pieces of heavy equipment simultaneously, which causes high noise levels.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure F-4: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure F-5: The construction staging area shall be located as far as possible from sensitive receptors.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure F-6: Noise-generating construction equipment operated at the project site shall be equipped with effective noise control devices, i.e., mufflers, lagging, and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure F-7: The construction contractor shall provide at least 72-hour advance notice of the start of initial construction activities to all noise sensitive uses within 500 feet of the construction site, including the Good Samaritan Hospital (R2) and the multi-family residential uses on 625 S. Bixel Street (R3). Notification shall be by mail. The notice shall state specifically where and when construction activities will occur, and provide contact information for filing noise complaints. Notices shall provide tips on reducing noise intrusion, for example, by closing windows facing the planned construction. The name and telephone number of a contact person for filing complaints shall also be posted on-

site. In addition, the construction contractor shall coordinate with the adjacent noise sensitive receptors when noisy construction activities occur, such as during site excavation and foundation work, to ensure the occupants are notified as appropriate.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure F-8: As required by City's Building Code, an acoustical analysis of the architectural plans of the proposed residential building and the existing building (adaptive re-use for residential) shall be prepared by a qualified acoustical engineer, prior to issuance of building permits, to ensure that the building construction (i.e., exterior wall, window and door) provides adequate sound insulation to meet the acceptable interior noise level of 45 dBA CNEL. The existing exterior windows of the adaptive re-use shall be upgraded with double-pane windows to reduce the exterior noise level to 45 dBA inside habitable rooms.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at plan check review

Action Indicating Compliance with Mitigation Measure(s): Issuance of building permits

Public Services-Fire Protection

Mitigation Measure G-1: Prior to the issuance of a building permit, the Applicant shall consult with the Los Angeles Fire Department and incorporate fire prevention and suppression features and other life-saving equipment (e.g., defibrillators) appropriate to the design of the project.

Enforcement Agency: Los Angeles Fire Department; Los Angeles Department of City Planning

Monitoring Agency: Los Angeles Planning Department

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at plan check review

Action Indicating Compliance with Mitigation Measure(s): Plan approval and issuance of building permit

Mitigation Measure G-2: The Project shall comply with all applicable State and local Fire Codes and Ordinances requirements, as well as the General Plan Framework and Safety Element to the satisfaction of the Los Angeles Fire Department.

Enforcement Agency: Los Angeles Fire Department

Monitoring Agency: Los Angeles Fire Department

Monitoring Phase: Operation

Monitoring Frequency: Once, prior to occupancy. Also, periodic field inspections during occupancy

Action Indicating Compliance with Mitigation Measure(s): Approval of plans by Los Angeles Fire Department. Also, field inspection sign-off

Public Services-Police Protection

Mitigation Measure G-3: The Project Applicant shall consult with the Los Angeles Police Department Crime Prevention Unit regarding crime prevention features appropriate for the design of the Project.

Enforcement Agency: Los Angeles Police Department; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at plan check review

Action Indicating Compliance with Mitigation Measure(s): Plan approval and issuance of building permit

Mitigation Measure G-4: Entryways, elevators, lobbies, and parking areas shall be well-illuminated and designed to eliminate areas of concealment.

Enforcement Agency: Los Angeles Police Department; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at plan check review

Action Indicating Compliance with Mitigation Measure(s): Plan approval and issuance of building permit

Mitigation Measure G-5: Upon Project completion, the Project Applicant shall provide the Rampart Area Commanding Officer with a diagram of each portion of the property, including access routes and provide additional information that might facilitate police response.

Enforcement Agency: Los Angeles Police Department; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Police Department; Los Angeles Department of Building and Safety

Monitoring Phase: Operation (prior to occupancy)

Monitoring Frequency: Once prior to certificate of occupancy

Action Indicating Compliance with Mitigation Measure(s): Written confirmation of receipt by Los Angeles Police Department prior to certificate of occupancy.

Public Services-Schools

Mitigation Measure G-6: Prior to construction, the Project Applicant shall contact the LAUSD Transportation Branch regarding potential impacts to school bus routes.

Enforcement Agency: Los Angeles Department of City Planning; LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once prior to demolition and grading permits

Action Indicating Compliance with Mitigation Measure(s): Plan approval and issuance of demolition and grading permits

Mitigation Measure G-7: Unrestricted access for school buses shall be maintained during construction.

Enforcement Agency: Los Angeles Department of City Planning; LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure G-8: Construction vehicles shall comply with provisions of the California Vehicle Code by stopping when encountering school buses using red flashing lights.

Enforcement Agency: Los Angeles Department of Building and Safety; LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure G-9: Construction activities shall not endanger passenger safety or delay student drop-off or pick-up due to changes in traffic patterns, lane adjustments, altered bus stops, or traffic lights.

Enforcement Agency: Los Angeles Department of Building and Safety; LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure G-10: Safe and convenient pedestrian routes shall be maintained to LASUD schools.

Enforcement Agency: Los Angeles Department of Building and Safety; LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure G-11: On-going communication shall be maintained with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.

Enforcement Agency: Los Angeles Department of Building and Safety; LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure G-12: Appropriate traffic controls (signs and signals) shall be installed to ensure pedestrian and vehicular safety.

Enforcement Agency: Los Angeles Department of Building and Safety; LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure G-13: Construction vehicles shall not haul past affected school sites, except when school is not in session. If that is infeasible, construction vehicles shall not haul during school arrival or dismissal times.

Enforcement Agency: Los Angeles Department of Building and Safety; LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure G-14: No staging or parking of construction-related vehicles, including worker-transport vehicles, shall occur adjacent to school sites.

Enforcement Agency: Los Angeles Department of Building and Safety; LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure G-15: Crossing guards shall be provided when safety of students may be compromised by construction-related activities at impacted school crossings.

Enforcement Agency: Los Angeles Department of Building and Safety; LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure G-16: Barriers and/or fencing shall be installed to secure construction equipment and site to prevent trespassing, vandalism, and attractive nuisances.

Enforcement Agency: Los Angeles Department of Building and Safety; LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure G-17: Security patrols shall be provided on site to minimize trespassing, vandalism, and short-cut attractions.

Enforcement Agency: Los Angeles Department of Building and Safety; LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure G-18: Pursuant to Section 65995 of the California Government Code, the developer shall pay SB 50 impact fees.

Enforcement Agency: LAUSD

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once prior to issuance of building permits

Action Indicating Compliance with Mitigation Measure(s): Issuance of building permits

Public Services-Libraries

No mitigation measures required for Library service.

Public Services--Parks and Recreation

No mitigation measures required for Parks and Recreation.

Transportation and Circulation

Mitigation Measure H-1: Prior to the start of construction, the Project Applicant, in coordination with the Good Samaritan Hospital, shall devise a Construction Staging and Traffic Management Plan to be implemented during construction of the proposed Project. The Construction Staging and Traffic Management Plan shall identify all traffic control measures, signs, and delineators to be implemented by the construction contractor through the duration of demolition, excavation and construction activities associated with the proposed Project. The Plan shall also consider cumulative project construction traffic. The Construction Staging and Traffic Management Plan shall be subject to final approval by LADOT.

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once prior to issuance of demolition and grading permits; Periodic field inspections during construction

Action Indicating Compliance with Mitigation Measure(s): Written verification of approval from the Los Angeles Department of Transportation and the Los Angeles Department of Public Works prior to the issuance of demolition and construction permits; Issuance of demolition permit; Field inspection sign-off; Quarterly compliance certification report submitted by project contractor.

Mitigation Measure H-2: Prior to the start of construction, the Project Applicant shall submit the truck haul routes to be used during Project construction to the City's Department of Building and Safety for their review and approval.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once prior to issuance of demolition and grading permits

Action Indicating Compliance with Mitigation Measure(s): Issuance of demolition and grading permits

Mitigation Measure H-3: Lucas Avenue at Wilshire Boulevard – The following improvements shall occur at this intersection:

- The Wilshire Boulevard westbound approach to the intersection shall be widened/re-stripped to allow the installation of an exclusive right-turn lane at the determination of the Department of Public Works, Bureau of Engineering (BOE) Land Development Group and LADOT. If approved, the westbound approach shall then consist of one shared left-turn/through travel lane, one through travel lane, and one right-turn lane.
- The relocation of the bus zone along the north side of Wilshire Boulevard to the far side (west leg) of the intersection and/or parking restrictions may be necessary, as determined appropriate by the LADOT.
- Traffic signal equipment shall be modified at the intersection as necessary.

Enforcement Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once prior to Certificate of Occupancy

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure H-4: Bixel Street at 6th Street – The following improvements shall occur at this intersection:

- The 6th Street eastbound approach to the intersection shall be widened and re-stripped to allow the installation of an exclusive right-turn lane at the determination of the Department of Public Works, Bureau of Engineering (BOE) Land Development Group and LADOT. BOE shall consult the provisions of CCWSP: Appendix C in determining the ultimate road-way configuration. If approve, the eastbound approach shall then consist of one left-turn lane, two through travel lanes, and one right-turn lane.
- Traffic signal equipment shall be modified at the intersection as necessary.

Enforcement Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once prior to Certificate of Occupancy

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure H-5: Bixel Street at Wilshire Boulevard – The following improvements shall occur at this intersection:

- The Bixel Street northbound approach shall be re-stripped to provide an additional through travel lane to 6th Street.
- The north leg of the intersection shall be widened/re-stripped to provide two departure lanes to receive the additional lane of through traffic along Bixel Street at the determination of the Department of Public Works, Bureau of Engineering (BOE) Land Development Group and LADOT. BOE shall consult the provisions of CCWSP: Appendix C in determining the ultimate road-way configuration. If approved, the northbound approach from Bixel Street to Wilshire Boulevard shall then consist of one left-turn lane, two through travel lanes, and one right-turn lane.

To accommodate for the loss of on-street parking along the east side of Bixel Street between 6th Street and Wilshire Boulevard as a result of the addition of a northbound through lane along Bixel Street, a two-phased approach for this mitigation measure shall be implemented. First, to satisfy their mitigation requirement, the Project Applicant shall widen Bixel Street and modify or upgrade the traffic signal equipment as necessary. Then, on-street parking along the east side of Bixel Street between 6th Street and Wilshire Boulevard shall be restricted and the roadway shall be restriped to provide a second northbound through lane. However, this second step would not be considered until traffic demands reveal the need for added roadway capacity. Should the second step be pursued, the loss of on-street parking along this segment is expected to be temporary, as the ultimate roadway dimension of Bixel Street would accommodate two lanes in each direction and on-street parking.

- Parking shall be restricted as determined necessary and appropriate by the City of Los Angeles Department of Transportation.
- Traffic signal equipment shall be modified at the intersection as necessary.

Enforcement Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Engineering

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once prior to Certificate of Occupancy

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Mitigation Measure H-6: TDM Ordinance (LAMC 12.26.J and CCSWP Section 9.E.b) – The Project shall comply with the provisions of Ordinance No. 168,700 for trip reductions, and Section 9.E. of the Central City West Specific Plan regarding Transportation Demand Management (TDM). The Applicant shall execute and record, prior to issuance of building permit, a Covenant which guarantees implementation and maintenance of the TDM requirements and trip reduction measures imposed by the LADOT as conditions of Project Permit Compliance Review approval. The Covenant shall run with the land and shall be binding on all future owners, successors, heirs and assigns. The Covenant shall be approved by LADOT and a certified copy delivered to LADOT. The TDM shall include an agreement to monitor and to submit monitoring reports as determined appropriate through consultation between LADOT and the Project Applicant on the progress of the TDM plan to LADOT. The monitoring reports shall include a report on the van/bus

ridership, and other transit-related measures, as determined appropriate through consultation between LADOT and the Project Applicant.

TDM Program. A finalized TDM program shall be reviewed and approved by the Department of Transportation prior to issuance of a building permit and submitted to the Department of Building and Safety. The Applicant shall record Covenant that runs with the land, to provide and maintain in a state of good repair transportation demand and trip reduction measures. The following range of TDM measures shall be considered based on site characteristics, although the finalized program may not be limited to the following measures:

- Enrollment into Metro's B-TAP card program for onsite residents and employees;
- Information brochures showing alternative travel mode and rideshare opportunities to residents, visitors and employees;
- Building entrances oriented toward transit stops and pedestrian ways;
- Designate an onsite Transportation Coordinator as part of condominium association/home owners association (HOA);
- Debundled parking lease/or parking cash-out for the residential units, giving residents of the Project options to opt-out of their parking and other tenants in the vicinity an option to lease (shared parking);
- Provide carpool sign-up board in common areas for residents travelling to the same locations for work; and
- Streetscape improvements to existing bus stops with shelters, transit information, benches, bicycle parking, trash receptacles and shade providing street trees.

Enforcement Agency: Los Angeles Department of Transportation

Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of City Planning

Monitoring Phase: Pre-Construction; Operation

Monitoring Frequency: Once at issuance of building permit and periodic field inspection

Action Indicating Compliance with Mitigation Measure(s): Approval of TDM plan by the City of Los Angeles Department of Transportation; Field inspection sign off

Mitigation Measure H-7: Any bus stop to be located as a result of roadway improvements described in Mitigation Measures H-3 through H-5 shall be improved with shelters, transit information, benches, bicycle parking, trash receptacles and shade providing street trees at the discretion of the Bureau of Street Services unless otherwise determined not to be required by Bureau of Street Services in consultation with Metro.

Enforcement Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Street Services

Monitoring Agency: Los Angeles Department of Transportation; Los Angeles Department of Public Works, Bureau of Street Services

Monitoring Phase: Pre-Construction; Construction

Monitoring Frequency: Once at Plan Check, once at field inspection

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off

Utilities - Water Supply

Mitigation Measure I-1: The following water conservation features shall be incorporated as part of the Project: high efficiency toilets (no more than 1.28 gallons per flush), high efficiency urinals in commercial uses (no more than 0.5 gallons per flush), high efficiency clothes washers (water saving factor of 6.0 or better), kitchen faucet aerators (no more than 1.5 gallons per minute), bathroom faucet aerators (no more than 1.5 gallons per minute), and low-flow shower heads in the residential units (no more than 2.0 gallons per minute).

Enforcement Agency: Los Angeles Department of Water and Power; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Water and Power; Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at plan check

Action Indicating Compliance with Mitigation Measure(s): Plan Approval

Mitigation Measure I-2: The Project shall incorporate rotating sprinkler nozzles for landscape irrigation that restrict water flow to under 0.5 gallons per minute.

Enforcement Agency: Los Angeles Department of Water and Power; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Water and Power; Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at plan check

Action Indicating Compliance with Mitigation Measure(s): Plan Approval

Mitigation Measure I-3: The Project shall incorporate a minimum of 25 percent drought tolerant landscaping in the project landscaping, or as otherwise determined appropriate from consultation between the Project Applicant and the Los Angeles Department of Water and Power. The plant pallet that indicates location of drought tolerant plants shall be included on landscape plants prepared by a licensed landscape architect to be approved by the Department of City Planning.

Enforcement Agency: Los Angeles Department of Water and Power; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Water and Power; Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once at plan check

Action Indicating Compliance with Mitigation Measure(s): Plan Approval

Utilities – Soild Waste

Mitigation Measure I-4: Prior to the issuance of any demolition or construction permit, the Applicant shall obtain a Private Solid Waste Hauler Permit from the Department of Public Works, Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste. The construction contractor shall only contract for waste disposal services from a City Certified C&D Processing Facility.

Enforcement Agency: Los Angeles Department of Public Works, Bureau of Sanitation; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Public Works, Bureau of Sanitation; Los Angeles Department of Building and Safety

Monitoring Phase: Pre-Construction

Monitoring Frequency: Once, prior to issuance of demolition or construction permit

Action Indicating Compliance with Mitigation Measure(s): Issuance of demolition or construction permit

Mitigation Measure I-5: In order to facilitate on-site separation and recycling of construction related wastes, the construction contractor shall provide temporary waste separation bins on-site during demolition and construction.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodic field inspections

Action Indicating Compliance with Mitigation Measure(s): Field inspection sign-off and quarterly compliance certification report submitted by project contractor

Mitigation Measure I-6: The Project shall include recycling bins at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. The bins shall be picked up and appropriately recycled as a part of the Project's regular trash disposal program.

Enforcement Agency: Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Building and Safety

Monitoring Phase: Operation

Monitoring Frequency: Annually during operation or as required by the Los Angeles Department of Building and Safety

Action Indicating Compliance with Mitigation Measure(s): Completion of compliance certification report, as required by the Los Angeles Department of Building and Safety

Mitigation Measure I-7: New homeowners/tenants shall be provided with educational materials on the proper management and disposal of household hazardous waste, in accordance with educational materials made available by the County of Los Angeles Department of Public Works.

Enforcement Agency: Los Angeles Department of Public Works; Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Department of Public Works; Los Angeles Department of Building and Safety

Monitoring Phase: Operation

Monitoring Frequency: Annually during operation or as required by the Los Angeles Department of Public Works and/or Los Angeles Department of Building and Safety

Action Indicating Compliance with Mitigation Measure(s): Completion of compliance certification report, as required by the Los Angeles Department of Public Works and/or Los Angeles Department of Building and Safety

